INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

El Monte & Crawford Development Project

Prepared for:

City of Dinuba
405 E. El Monte Way
Dinuba, CA 93618
(559) 591-5900
Contact: Karl Schoettler

Prepared by:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 310
Visalia, CA 93291
(559) 840-4414
Contact: Emily Bowen, LEED AP

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PROJECT INFORMATION

This document is the Initial Study for the potential environmental effects of the Dinuba El Monte & Crawford Development Project (Project) proposed in the City of Dinuba (City). To accommodate this Project, the City will need to approve a General Plan Amendment, Zone Change, and Tentative Subdivision Map. The City of Dinuba will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all materials referenced in this report are available for review in the project file during regular business hours at the Dinuba Public Works Department at 1088 E. Kamm Ave, Dinuba, CA 93618.

Project title

El Monte & Crawford Development Project

Lead agency name and address

City of Dinuba
1088 E Kamm Ave
Dinuba, CA 93618

Contact person and phone number

Karl Schoettler
City of Dinuba
(559) 591-5924
Email: karl@weplancities.com

Project location

The City of Dinuba lies in the Central San Joaquin Valley region, in the northwestern portion of Tulare County (see Figure 1). The City is approximately eight miles northeast of State Route (SR) 99 and 5.5 miles west of SR 63. The proposed Project lies in the eastern part of the City, northeast of East El Monte Way and Crawford Avenue/Road 88 (see Figure 2). The proposed 96-lot single-family residential subdivision and 4.74-acre commercial area will be located on approximately 27.2 acres of Assessor's Parcel Number 013-090-037 (see Figure 3).

Project sponsor's name/address

Ken Turner
810 W. Main Street
Visalia, CA 93291

General plan designation

Medium Density Residential, Community Commercial

Zoning

R-1-6 (One-Family Residential), C-3 (Community Commercial)

Project Description

The proposed Project consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements. The Project would require site approval of a General Plan Amendment, Zone Change, and Tentative Subdivision Map for the respective residential and commercial areas (see Figure 3 for Site Plan).

Project Components

- Approval of a General Plan Amendment for a southern portion of the site from "Community Commercial" to "Medium Density Residential"
- Approval of Zone change for a southern portion of the site from C-3 (Community Commercial) to R-1-6 (One-Family Residential)
- Approval of Tentative Subdivision Map
- Development of 96 single-family residential units
- Development of 4.74 acres of commercial area, for a buildout of up to 82,604 square feet of commercial space
- Development of a 1.11-acre neighborhood park
- Development of a 0.81-acre storm basin
- Construction of internal roads, landscaping, and a block wall per City Standards
- Construction of curb, gutter and sidewalks, per City Standards

- Connection to City utilities, including stormwater, sewer and water

Site Circulation

Access to the proposed commercial would be provided along El Monte Way and access to the proposed residential development would be provided along Crawford Avenue.

Surrounding Land Uses/Existing Conditions

The proposed Project site supports recently disked inactive agricultural land.

Lands surrounding the proposed Project are described as follows:

- North: Single family residences
- South: General commercial, Dinuba Junior Academy School
- East: Agricultural land, vacant land, commercial building
- West: Single family residences, general commercial

Other Public Agencies Involved

- Approval of a General Plan Amendment by the City of Dinuba
- Approval of a Zone Change by the City of Dinuba
- Approval of a Site Plan Review by the City of Dinuba
- Approval of a Tentative Subdivision Map by the City of Dinuba
- Approval of Building Permits by the City of Dinuba
- Adoption of a Mitigated Negative Declaration by the City of Dinuba
- State of California Native American Heritage Commission
- San Joaquin Valley Air Pollution Control District
- Central Valley Regional Water Quality Control Board
- Compliance with other federal, state and local requirements

Tribal Consultation

The City of Dinuba has not received any project-specific requests from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the City of Dinuba.

Figure 1 – Location

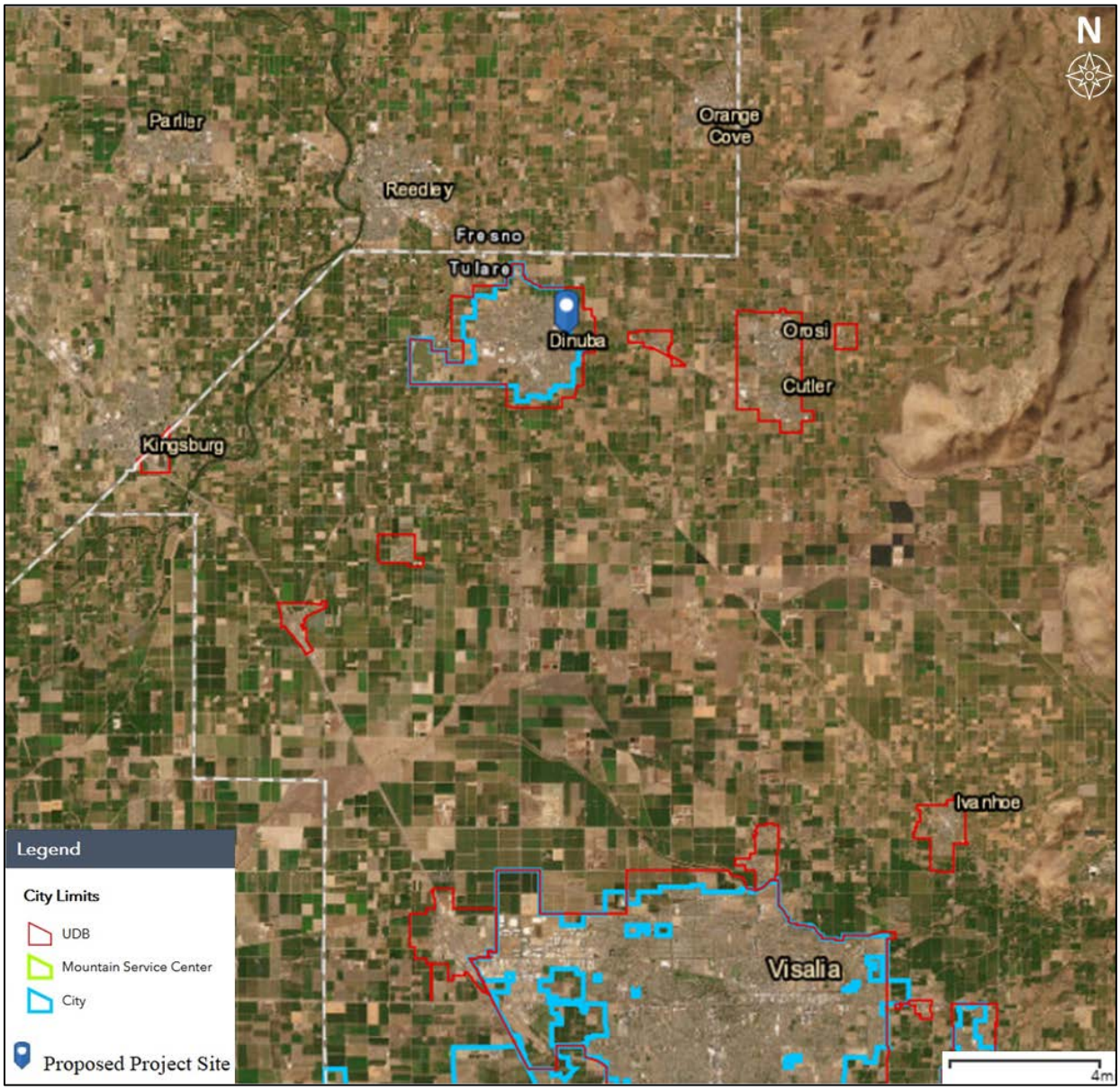

Figure 2 – Site Aerial

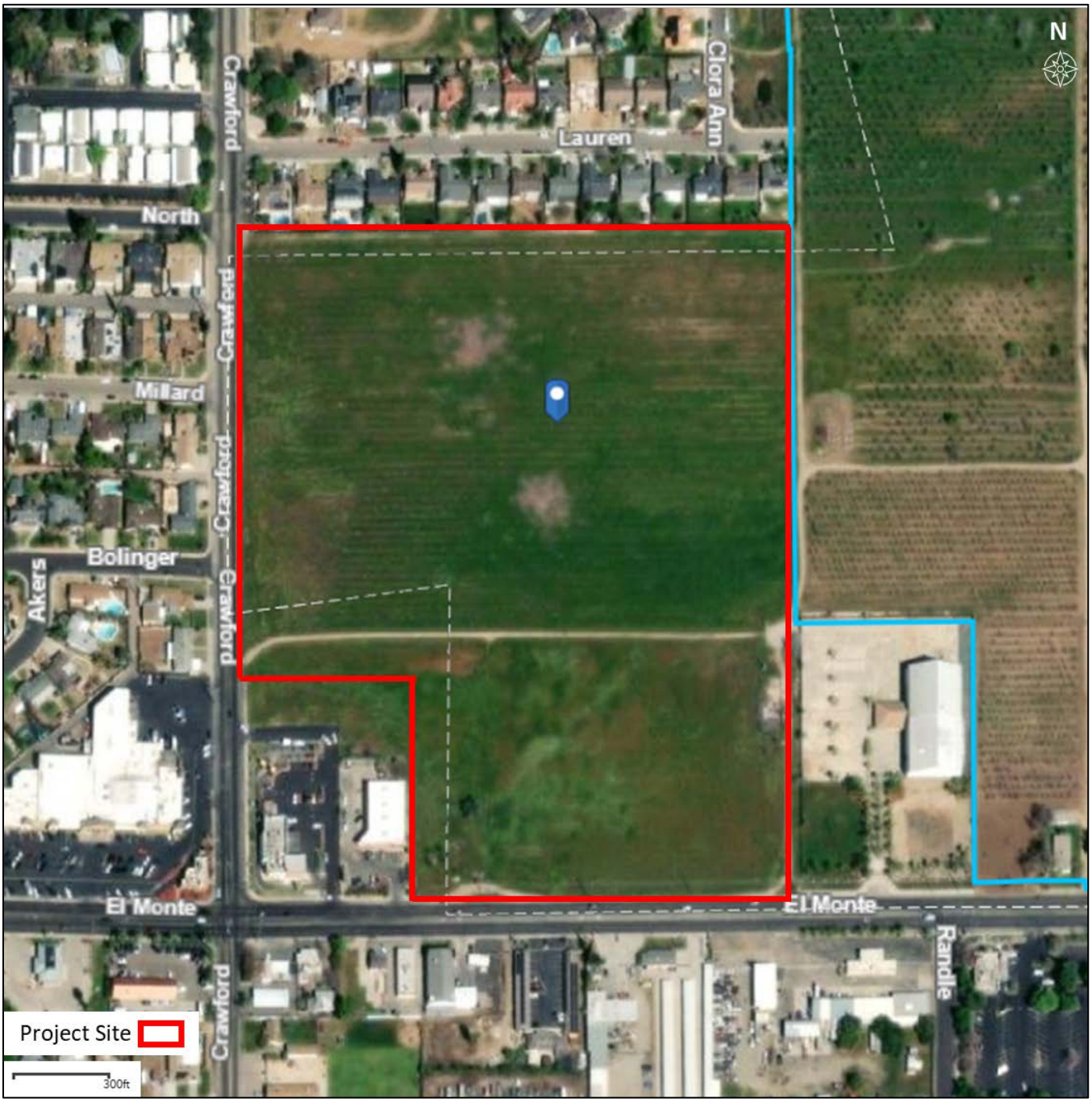

Figure 3 – Site Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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.

Karl Schoettler
Planning Consultant
City of Dinuba

Date

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is located in the eastern part of the City of Dinuba, in the northeastern portion of Tulare County in the central San Joaquin Valley region. The site is surrounded by residential, commercial, and agricultural uses. The Project site is generally flat and is bounded to the west by Crawford Avenue and to the south by El Monte Avenue.

Land uses surrounding the proposed Project are:

- North: Single family residences
- South: General commercial, Dinuba Junior Academy School

- East: Agricultural land, vacant land, commercial building
- West: Single family residences, general commercial

RESPONSES

a) Have a substantial adverse effect on a scenic vista?
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. The site consists of recently disked inactive agricultural land. The City of Dinuba does not identify any scenic vistas within the Project area. Tulare County identifies El Monte Way/Avenue 416 as part of a system of County scenic routes according to Figure 7.1 of the Tulare County General Plan.[1] However, as the proposed Project is located within city of Dinuba limits and surrounded with similar residential and commercial uses, views from this roadway to scenic resources would be unaffected by the development of the Project. There are no officially designated or eligible State Scenic Highways near the Project area.

Therefore, the Project has ***less than significant impact*** on scenic vistas or designated scenic resources or highways.

Mitigation Measures: None are required.

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

Less than Significant Impact. The proposed Project would alter the existing visual character of public views of the site from vacant land to fully developed single-family residences and commercial buildings. Upon approval of the General Plan Amendment, Zone Change, and Tentative Subdivision Map, the Project design is subject to the City's Design Guidelines adopted for the City's General Plan which apply to site layout, building design, landscaping, interior street design, lighting, parking and signage. Per the

[1] Tulare County General Plan

City's Design Guidelines, detailed architectural plans, color palettes and building materials as well as landscaping plans will be submitted by the Project developer to the City of Dinuba. The plans shall be required prior to issuance of any building permits. The review shall be substantially based on the building plans and elevations illustrated within this document.

The improvements such as those proposed by the Project are typical of City urban areas and are generally expected from residents of the City. These improvements would not substantially degrade the visual character of the area and would not diminish the visual quality of the area, as they would be consistent with the existing urban visual setting. The proposed Project itself is not visually imposing against the scale of the existing adjacent residential and commercial buildings and nature of the surrounding area.

Therefore, the Project would have ***less than significant impacts*** on the visual character of the area.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare and waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as "light trespass". Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers.

Spillover light is light emitted by a lighting installation that falls outside the boundaries of the property on which the installation is sited. Spillover light can adversely affect light-sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it travels from the source, the intensity of a light fixture is often increased at the source to compensate for the dissipated light. This can further increase the amount of light that illuminates adjacent uses. Spillover light can be minimized by using only the level of light necessary, and by using cutoff type fixtures or shielded light fixtures, or a combination of fixture types.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare.

Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

Current sources of light in the Project area are from adjacent urban uses, including streetlights from the residences to the north and west, and commercial buildings to the southwest and south. The Project would necessitate street lighting and such lighting that would be subject to City standards. Accordingly, potential impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The proposed Project site is located in eastern Dinuba in Tulare County within the San Joaquin Valley, California. The proposed Project site is along the eastern boundary of the City, adjacent to County agricultural land.

RESPONSES

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

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The northern portion of the site is designated as *Farmland of Statewide Importamce*, while the southern portion of the site is designated as *Semi-Agricultural and Rural* by the State Farmland Mapping and Monitoring Program (FMMP).[2] No *Prime Farmland, Unique Farmland* or *Farmland of Local Importance*, or land under Williamson Act contracts occur in the proposed Project area.

The site is located within City limits and designated for residential and commercial urban uses, such as the proposed Project. As such, potential impacts resulting from the conversion of agricultural land was analyzed in the City of Dinuba General Plan EIR (SCH#2006091107) and a Statement of Overriding Conditions was adopted.

The Project site is on the valley floor and as such, does not contain forest or timberland. As such, there are ***no impacts***.

Mitigation Measures: None are required.

[2] California Important Farmland Finder, Department of Conservation. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed July 2023.

III. AIR QUALITY

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed Project by Johnson, Johnson & Miller Air Quality Consulting Services, report date July 30, 2023. The report can be read in its entirety in Appendix A.

RESPONSES

a) Conflict with or obstruct implementation of the applicable air quality plan?

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

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed project site is located within the

jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures. For projects that include stationary sources of emissions, the SJVAPCD relies on project compliance with Rule 2201—New and Modified Stationary Source Review to ensure that growth in stationary source emissions would not interfere with the applicable AQP. Projects exceeding the offset thresholds included in the rule are required to purchase offsets in the form of Emission Reduction Credits (ERCs).

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP.

Contribution to Air Quality Violations

As discussed in Impact III(b) below, emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ associated with the proposed Project would not exceed the SJVAPCD's significance thresholds during the construction phase (see Table). Similarly, emissions of ROG, NO_X, CO, SO_X, $PM_{2.5}$ or PM_{10} during operations would not exceed any applicable threshold of significance (see Table 2). Therefore, regarding this criterion, the Project would be considered less than significant.

Air Quality Plan Control Measures

The AQP contains a number of control measures that are enforceable requirements through the adoption of rules and regulations. The following rules and regulations are relevant to the project:

Rule 4201—Particulate Matter Concentration. This rule shall apply to any source operation that emits or may emit dust, fumes, or total suspended particulate matter.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling. Only compliant components are available for purchase in the San Joaquin Valley.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641. This regulation is enforced on the asphalt provider.

Rule 4702—Internal Combustion Engines. The purpose of this rule is to limit the emissions of NO_X, carbon monoxide (CO), VOC, and sulfur oxides (SO_X) from internal combustion engines. If the project includes emergency generators, the equipment is required to comply with Rule 4702.

Regulation VIII—Fugitive PM_{10} Prohibitions. This regulation is a control measure that is one main strategies from the 2006 PM_{10} for reducing the PM_{10} emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. Rule 8021 regulates construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

Rule 9510–Indirect Source Review. This rule reduces the impact of NO_X and PM_{10} emissions from growth within the SJVAB. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site District-administered projects, or a combination of the two.

Conclusion

The proposed Project would comply with all applicable CARB and SJVAPCD rules and regulations. Therefore, the Project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan with regards to this criterion.

The Project's regional operational emissions would not exceed any applicable SJVAPCD prior to the incorporation of mitigation measures (see Impact III(b)). Therefore, the Project would be considered consistent with the existing AQPs.

Based on the findings above, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be ***less than significant***.

Mitigation Measures: None are required.

b. <u>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?</u>

Less Than Significant Impact. To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The SJVAB is in nonattainment for ozone, PM_{10} (State

only), and $PM_{2.5}$. Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. As such, the primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$.

Since the SJVAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$, it is considered to have an existing significant cumulative health impact without the project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NO_X, ROG/VOC, PM_{10}, or $PM_{2.5}$ are applied as cumulative contribution thresholds. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM_{10}, and $PM_{2.5}$. Air pollutant emissions have both regional and localized effects. The Project's regional emissions are compared to the applicable SJVAPCD regional thresholds below to address if the Project would result in a cumulatively considerable net increase of any criteria pollutant (including ozone precursors) of concern.

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the development envisioned for the proposed Project are shown in Table prior to the incorporation of any mitigation.

Table 1
Summary of Construction Emissions of Criteria Air Pollutants – Unmitigated[3]

Emissions Source	Emissions (Tons/Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Construction (2023)	0.17	1.64	1.56	< 0.01	0.26	0.14
Project Construction (2024)	0.22	1.74	2.27	< 0.01	0.16	0.08
Project Construction (2025)	0.82	0.21	0.29	< 0.01	0.02	0.01
Total Construction Duration						
Project Total	1.21	3.59	4.12	< 0.01	0.44	0.23
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No
Notes:						

[3] El Monte Way & Crawford Ave Mixed-Use Project in Dinuba. Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum. Johnson Johnson and Miller Air Quality Consulting Services. Prepared on July 30, 2023. Appendix A.

PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM_{10} Prohibitions.

Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed July 21, 2023.

As shown in Table above, emissions from construction activities associated with the proposed Project would fall below the significance thresholds. Therefore, regional and cumulative impacts associated with construction of the proposed Project are less than significant.

Operational Emissions (Regional)

Operational emissions occur over the lifetime of the project. The SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations. In addition, the annual operational emissions are also considered separately from construction emissions. Operational emissions associated with the proposed Project are shown in Table 2. Operational emissions were estimated using a full buildout scenario in the earliest year of operations (2024), which provides a conservative estimate of emissions and resulting potential impacts.

Table 2
Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated[4]

Source	Emissions (tons/year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	1.23	0.04	0.83	0.00	0.00	0.00
Energy	0.01	0.21	0.11	0.00	0.02	0.02
Mobile (Automobiles)	3.7	3.17	21.54	0.04	3.38	0.89
Annual Total (2024)	4.94	3.42	22.48	0.04	3.4	0.91
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No

Notes:

Emissions were quantified using CalEEMod based on project details and earliest operational year for the proposed Project.

Source: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).

[4] Ibid.

As shown in Table 2, operational emissions would not exceed the applicable SJVAPCD thresholds of significance for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Therefore, the impact from operations of the Project would be ***less than significant***.

Conclusion

As shown in Table , the Project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds during Project construction. During operations, the Project would not exceed the applicable regional criteria pollutant emissions quantitative thresholds (see Table 2). Therefore, the impact would be ***less than significant***.

Mitigation Measures: None are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Emissions occurring at or near the Project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The closest existing sensitive receptors to the Project site include residential receptors, the closest of which include existing single-family homes located within approximately 50 feet north of the Project boundary. Land uses surrounding the Project site are described below.

- North – The nearest residence to the Project boundary is approximately 50 feet (0.01 mile) to the north. Directly north of the Project are 55 homes within 0.25 mile, a small ponding basin and open graded land with several streets laid out for future development. To the northeast is all farmland with fruit trees. To the northwest is a mobile home park with 128 mobile homes within 0.25 mile of the Project. Just north of the mobile home park are 40 single family residential homes within 0.25 mile of the Project. Just beyond 0.25 mile to the northwest of the Project are two (2) schools: Kennedy Elementary School and Washington Intermediate School.
- East – The nearest residence to the east of the Project is approximately 105 feet (0.02 miles) from the Project boundary. To the east of the Project is the Island Event Center, five (5) homes and mostly farmland with fruit trees within 0.25 mile.

- South – The nearest residence to the south of the Project is approximately 105 feet (0.02 miles) from the Project boundary. South of the Project is Dinuba Junior Academy Christian School, El Monte Motel, G Auto Glass, StorMax of Dinuba, Express Car Rental, Jack in the Box, Oliver's Car Wash, Dinuba Auto Plaza, Dinuba Feed and Produce and Mercantile Row Shopping Center with several more businesses. South of the businesses are approximately 140 homes within 0.25 miles of the Project. Within 0.50 mile of the Project to the southwest is Dinuba High School and Jefferson Elementary School to the south.
- West – The nearest residence to the west of the project is approximately 475 feet (.09 miles) from the Project boundary. West of the project are 105 homes within 0.25 mile and several businesses including a McDonalds, Autozone Auto Parts, Tulare County WIC Program, Camaron Pelado Restaurant and United Market Shopping Center with: United Market Grocery Store, Me-n-Ed's Pizza, Tony's Smoke Shop, Shoe Master, Liquor Locker, The Hair Lounge and Las Espuelas Restaurant.

See Attachment B (Construction Health Risk Assessment and Operational Health Risk Screening) of Appendix A for a graphical representation of the sensitive receptor locations within approximately ¼-mile of the Project site.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO_2, SO_X, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, SO_X, and NO_X

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in **Error! Reference source not found.** below, on-site construction emissions

would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 3
Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Construction – Unmitigated[5]

Emission Source	On-site Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Highest Daily (2023)	5.66	52.89	52.51	0.1	10.95	6.29
Highest Daily (2024)	2.56	20.29	26.59	0.04	1.79	1.00
Highest Daily (2025)	46.82	12.47	17.25	0.03	1.35	0.60
Total Construction Duration						
Highest Daily Maximum	46.82	52.89	52.51	0.1	10.95	6.29
Significance Thresholds	—	100	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No	No

Note: Overlap of construction activities is based on the construction schedule shown in Table 2 and Attachment A.

Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A). Maximum daily emissions represent the maximum daily emissions between the Summer and Winter scenarios.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed July 21, 2023.

Operation: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, SO_X, and NO_X

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at project buildout, which was modeled for the year 2024 (the earliest year of operations). Operational emissions include those generated on-site by area sources such as consumer products and landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the Project site. Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel and ¼-mile of off-site emissions.

[5] Ibid.

Table 4
Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Operations[6]

Source	On-site Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	7.35	0.88	9.36	0.01	0.07	0.07
Energy	0.07	1.16	0.58	0.01	0.09	0.09
Mobile (Automobiles)	22.92	16.11	134.08	0.23	18.55	4.86
Total	30.34	18.15	144.02	0.25	18.71	5.02
Significance Thresholds	—	100	100	100	100	100
Exceed Significance Thresholds?	—	No	Yes	No	No	No

Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed July 21, 2023.

The Project would not exceed SJVAPCD screening thresholds for localized operational criteria pollutant impacts for NO_X, SO_X, PM_{10}, or $PM_{2.5}$; however, emissions would exceed the localized screening thresholds for CO. Specifically, mobile-source emissions are the main contributor to this exceedance in from the proposed mixed-use Project. A project that would not create or contribute to a carbon monoxide hotspot would not be considered to have a localized CO impact. As discussed below, a CO hotspot is not anticipated to occur in the Project vicinity and impacts would be less than significant.

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Accordingly, vehicle emissions standards have become increasingly more stringent.

The analysis prepared for CO attainment in the South Coast Air Basin (SoCAB) by the South Coast Air Quality Management District (SCAQMD) can be used to assist in evaluating potential for CO exceedances in other air basins. Although the SoCAB and the SCAQMD would not be the applicable air

[6] Ibid.

basin or air district for the proposed Project, the CO hotspot analysis contained in the SCAQMD 1992 CO Plan can still be used to determine potential CO hotspot impacts from the proposed Project. This is because CO exceedances are caused by idling vehicles. By using the 1992 CO Plan as a worst-case scenario, the proposed Project can measure CO impacts against intersections that experienced significantly more vehicle traffic than adjacent to the proposed Project site.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. Subsequently the CO Plan determined that no CO hotspot would occur even with 100,000 vehicles per day at this one intersection.

Toxic Air Contaminants

Construction – Health Risk Analysis

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD's 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. In addition, the most intense construction activities of the Project's construction would occur during site preparation and grading phases over a short period. There are no conditions unique to the Project site that would require more intense construction activity compared to typical development. Examples of situations that would warrant closer scrutiny may include sites that would require extensive excavation and hauling due to existing site conditions. Building construction typically requires limited amounts of diesel equipment relative to site clearing activities. Nonetheless, a construction HRA was prepared as part of this analysis.

The results of the HRA prepared for Project construction for cancer risk and long-term chronic cancer risk are summarized below. Construction emissions were estimated assuming adherence to all applicable rules, regulations, and Project design features. The construction emissions were assumed to be distributed over the Project area with a working schedule of eight hours per day and five days per week. Emissions were adjusted by a factor of 4.2 to convert for use with a 24-hour-per-day, 365 day-per-year

averaging period. Health risk calculations were completed using HARP2. Detailed parameters and complete calculations are included in Attachment B of Appendix A.

The estimated health and hazard impacts at the Maximally Exposed Receptor (MER) from the Project's construction emissions are provided in **Error! Reference source not found.**.

Table 5
Summary of the Health Impacts from Unmitigated Construction of the Project[7]

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Hazards at the MER			
Risks and Hazards at the MER	12.89	0.0105	0.0000
Significance Threshold	20	1	1
Threshold Exceeded in Any Scenario?	No	No	No

MER = Maximally Exposed Receptor

El Monte Way & Crawford Ave Mixed-Use Project Unmitigated Construction MER: Receptor #537 (36°32'57.1"N 119°22'29.0"W

Source: Construction Health Risk Assessment and Operational Health Risk Screening (Attachment B of Appendix A).

As shown in **Error! Reference source not found.**, estimated health risks from elevated DPM concentrations during construction of the proposed Project would not exceed the applicable health risk significance thresholds. Therefore, the proposed Project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

Operations

Unlike warehouses or distribution centers, the daily vehicle trips generated by the proposed commercial and residential mixed-use Project would be primarily generated by passenger vehicles. Passenger vehicles typically use gasoline engines rather than the diesel engines that are found in heavy-duty trucks. Gasoline-powered vehicles do emit TACs in the form of toxic organic gases, some of which are carcinogenic. Compared to the combustion of diesel, the combustion of gasoline had relatively low emissions of TACs. Thus, residential projects typically produce limited amounts of TAC emissions during operation. Nonetheless, it is anticipated that there would be some heavy-duty trucks visiting the Project site during operations. Consistent with SJVAPCD guidance, an operational prioritization screening analysis was completed for the proposed Project.

[7] Ibid.

Operational DPM emissions from diesel trucks were estimated using EMFAC2021 emission factors and estimated truck travel and idling at the Project site. The emissions were entered into the SJVAPCD Prioritization Screening Tool to determine the risk scores, with complete calculations and assumptions included as part of Attachment B of Appendix A. The results of the screening analysis are provided in Table 6.

Table 6
Prioritization Tool Health Risk Screening Results[8]

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
Diesel Trucks	10.96	0.0061	0.000
Total Risk from Project Operations	10.96	0.0061	0.000
Screening Risk Score Threshold	10	1	1
Screening Thresholds Exceeded?	Yes	No	No
Source: Construction Health Risk Assessment and Operational Health Risk Screening (Attachment B of Appendix A)			

As noted in Table 6, cancer risks from Project operations do not fall under the SJVAPCD prioritization screening level of 10 in million. A prioritization score of 10 or greater is considered to be potentially significant and a refined HRA using dispersion modeling should be performed to determine significance. Therefore, a project-specific HRA was conducted for the proposed Project.

Results of the HRA are summarized in **Error! Reference source not found.** below. Because the same receptors could be exposed to Project operations and Project construction, **Error! Reference source not found.** also includes health risks from Project operations plus construction. The complete HRA prepared for the proposed Project, including HARP2 calculations, is included as part of Appendix A.

Table 6
Health Risk Assessment Results – Project Operations and Combined Health Risks from Construction and Operations

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
Project Operations at the MER	4.57	0.0009	0.000
Project Operations + Construction at the Construction MER	14.20	0.0107	0.0000
Project Operations + Construction at the Operational MER	4.72	0.0010	0.0000
Risks and Hazards at the MER	14.20	0.0107	0.0000

[8] Ibid.

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
(Highest of Any Scenario)			
Significance Threshold	20	1	1
Exceeds Individual Source Threshold?	No	No	No
Source: Attachment B of Appendix A *El Monte Way & Crawford Ave Mixed-Use Project Unmitigated Construction MER: Receptor #537 (36°32'57.1"N 119°22'29.0"W)* *El Monte Way & Crawford Ave Mixed-Use Project Operational MER: Receptor #484 (36°32'43.8"N 119°23'00.2"W)*			

As shown in **Error! Reference source not found.**, the Project would not exceed the cancer risk or chronic hazard threshold levels. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the Project does not exceed the applicable SJVAPCD health risk thresholds for cancer risk, acute risk, or chronic risk—prior to the incorporation of mitigation—this impact would be less than significant.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions.[9] California experienced 7,517 new probable or confirmed cases of Valley fever in 2022. A total of 319 suspect, probable, and confirmed Valley fever cases were reported in Tulare County in 2022.[10]

[9] Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed July 21, 2023.

[10] California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January – April 2023 (as of April 30, 2023). Website: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCA ProvisionalMonthlyReport.pdf. Accessed July 21, 2023.

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
2) Old (prehistoric) Indian campsites near fire pits
3) Areas with sparse vegetation and alkaline soils
4) Areas with high salinity soils
5) Areas adjacent to arroyos (where residual moisture may be available)
6) Packrat middens
7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

1) Cultivated fields
2) Heavily vegetated areas (e.g., grassy lawns)
3) Higher elevations (above 7,000 feet)
4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5) Areas that are continually wet
6) Paved (asphalt or concrete) or oiled areas
7) Soils containing abundant microorganisms
8) Heavily urbanized areas where there is little undisturbed virgin soil.[11]

The Project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the Project site had been previously disturbed for agricultural purposes and consists of an existing warehouse. Therefore, implementation of the proposed Project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Although conditions are not favorable, construction activities could generate fugitive dust that contains *C. immitis* spores. The Project will minimize the generation of fugitive dust during construction activities

[11] United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed July 21, 2023.

by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small because most of the Project area where operational activities would occur would be occupied by the proposed residential subdivision and related homes, pavement, and internal streets. This condition would lessen the possibility of the Project site providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the immediate Project area. Therefore, development of the Project is not anticipated to expose receptors to naturally occurring asbestos.[12] Impacts would be less than significant.

Operations—The Project's Potential to Locate Sensitive Receptor Near Existing Sources of TACs

As a mixed-use consisting of residential and commercial uses, the Project would locate sensitive receptors (future residents) to a site where future Project residents could be subject to existing sources of TACs at the Project site. However, the California Supreme Court concluded in *California Building Industry Association (CBIA) v. Bay Area Air Quality Management District (BAAQMD)* that agencies subject to CEQA are not required to analyze the impact of existing environmental conditions on a Project's future users or residents. Therefore, this impact will not be further addressed in this document.

Impact Analysis Summary

In summary, the Project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant during project construction. The Project would not exceed SJVAPCD localized emission daily screening levels for NO_X, SO_X, PM_{10}, or $PM_{2.5}$ during Project operations and would not cause a CO hotspot. The Project is not a significant source of TAC emissions during construction or operation. The Project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Therefore, the Project would not result in significant impacts to sensitive receptors.

[12] U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed July 21, 2023.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less than Significant Impact. Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Although the Project is less than one mile from the nearest sensitive receptor, the Project is not expected to be a significant source of odors. The screening levels for these land use types are shown in Table 7.

Table 7
Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed July 21, 2023.	

Construction

During construction, various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and intermittent, which would decrease the likelihood

of the odors concentrating in a single area or lingering for any notable period of time. As such, these odors would likely not be noticeable for extended periods of time beyond the Project's site boundaries. The potential for odor impacts from construction of the proposed Project would, therefore, be less than significant.

Operations

Project as a Potential Odor Generator

The development of the proposed mixed-use project consisting of commercial and residential uses would not substantially increase objectionable odors in the area and would not introduce any new sensitive receptors to the area that could be affected by any existing objectionable odor sources in the area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 7. The proposed mixed-use commercial and residential Project would not engage in any of these activities. Minor sources of odors that would be associated with typical residential and neighborhood commercial land uses, such as exhaust from mobile sources (including diesel-fueled vehicles), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed Project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed Project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be ***less than significant***.

Project as a Receptor

With the *CBIA v. BAAQMD* ruling, analysis of odor impacts on receivers is not required for CEQA compliance unless the project would exacerbate the impact. As discussed above, the Project would not be considered a major source of odors during construction or operation. Therefore, no further analysis is needed. Considering this information, impacts would be ***less than significant***.

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include dairies, groves, and row crops.

Like most of California, the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

A Biological Resource Evaluation (BRE) was performed on behalf of the Project by Colibri Ecological Consulting in July of 2023 and is the basis of the impact analysis. The BRE report can be found in its entirety in Appendix B.

A field reconnaissance survey of the Project site was conducted as part of the BRE. The Project site and a 50-foot buffer surrounding the Project site were walked and thoroughly inspected to evaluate and document the potential for the area to support state- or federally protected resources. All plants except those under cultivation or planted in residential areas and all vertebrate wildlife species observed within the survey area were identified and documented. The survey area was evaluated for the presence of

regulated habitats, including lakes, streams, and other waters using methods described in the *Wetlands Delineation Manual* and regional supplement (USACE 1987, 2008) and as defined by the CDFW (https://www.wildlife.ca.gov/conservation/lsa) or under the Porter-Cologne Water quality Control Act. An additional buffer of 0.5 miles around the Project site was inspected for potential nesting sites for special-status raptors. The 0.5-mile buffer was surveyed by driving public roads and identifying the presence of large trees or other potentially suitable substrates for nesting raptors.

RESPONSES

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

Less Than Significant Impact. The proposed Project consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements. The Project site was bordered by commercial development to the south, residential development to the north and east, and inactive agriculture, commercial development, and a peach orchard to the east.

The Project site supports inactive agricultural fields dominated by ruderal forbs and nonnative grasses. According to the BRE, no habitats potentially regulated under the jurisdiction of the CDFW, SWRCB, or USACE were present in the survey area. This Project, which will result in temporary and permanent impacts to agricultural land cover, will not 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 CDFW or USFWS as no such species are expected to occur on or near the Project site. Any impacts to special status species are considered ***less than significant.***

Mitigation Measures: None are required.

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

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

Less Than Significant Impact. According to the BRE, the proposed Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS as no riparian habitat or other sensitive natural community was present in the survey area. The proposed Project will not 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 as no impacts to wetlands will occur. As such, there will be ***less than significant impacts.***

Mitigation Measures: None are required.

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?

Less Than Significant Impact with Mitigation. The proposed Project could impede the use of nursery sites for native birds protected under the MBTA and CFGC. Migratory birds are expected to nest on and near the Project site. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment or loss of reproductive effort can be considered take under the MBTA and CFGC. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, could constitute a significant effect if the species is particularly rare in the region. Construction activities such as excavating, trenching, and grading that disturb a nesting bird on the Project site or immediately adjacent to the construction zone could constitute a significant impact. The implementation of **BIO-1** would ensure that potential impacts remain ***less than significant.***

Mitigation Measures:

BIO-1

1. To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August.
2. If it is not possible to schedule construction between September and January, preconstruction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during Project implementation. A preconstruction survey shall be

conducted no more than 14 days prior to the initiation of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact area for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has otherwise failed for non-construction related reasons.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. According to the BRE, the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance as no trees or biologically sensitive areas will be impacted. The development will also not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan as no such plan has been adopted. As such, there is ***no impact***.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

RESPONSES

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation. A record search of the project area and the environs within one half-mile was conducted at the Southern San Joaquin Archaeological Information Center. Information Center staff conducted the record search, RS# 23-225, on June 26, 2023 (see Appendix C). The record search revealed that there have been no cultural resource studies in the project area, with five studies conducted within one-half mile radius (TU-00181, 00405, 01684, 01765, 01822).

There is one recorded resource within the project area, with 28 additional recorded resources within one-half mile radius (see Appendix C for full list). These resources consist of single-family properties, commercial buildings, and a religious building. The site is currently vacant of buildings and supports inactive agricultural fields which are disked frequently. There are no known or visible cultural or archaeological resources, paleontological resources, or human remains that exist on the surface of the project area.

There are no recorded cultural resources within the Project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks.

Although no significant cultural or archaeological resources, paleontological resources or human remains have been identified in the project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measures CUL – 1 and CUL – 2 will be implemented to ensure that Project will result in ***less than significant impacts with mitigation***.

Mitigation Measures:

CUL – 1

Should evidence of prehistoric archeological resources be discovered during construction, the contractor shall halt all work within 25 feet of the find and the resource shall be evaluated by a qualified archaeologist. If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation shall proceed to evaluate the deposits for determination of significance as defined by the CEQA guidelines. The archaeologist shall submit reports, to the satisfaction of the City of Dinuba, describing the testing program and subsequent results. These reports shall identify any program mitigation that the project proponent shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources).

CUL – 2

In order to ensure that the proposed project does not impact buried human remains during construction, the project proponent shall be responsible for on-going monitoring of project construction. Prior to the issuance of any grading permit, the project proponent shall provide the City of Dinuba with documentation identifying construction personnel that will be responsible for on-site monitoring. If buried human remains are encountered during construction, further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall be halted until the Tulare County coroner is contacted and the coroner has made the determinations and notifications required pursuant to Health and Safety Code Section 7050.5. If the coroner determines that Health and Safety Code Section 7050.5(c) require that he give notice to the Native American Heritage Commission, then such notice shall be given within 24 hours, as required by Health and Safety Code Section 7050.5(c). In that event, the NAHC will conduct the notifications required by Public Resources Code Section 5097.98. Until the consultations described below have been completed, the landowner shall further ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices where Native American human remains are located, is not disturbed by further development activity until the landowner has discussed and conferred with the Most Likely Descendants on all reasonable options regarding the descendants' preferences and treatments, as prescribed by Public Resources Code Section 5097.98(b). The NAHC will mediate any disputes regarding treatment of remains in accordance with Public Resources Code Section 5097.94(k). The landowner shall be entitled to exercise rights established by Public Resources Code Section 5097.98(e) if any of the circumstances established by that provision become applicable.

VI. ENERGY

Would the project:

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed project by Johnson, Johnson & Miller Air Quality Consulting Services, report date July 30, 2023. The report can be read in its entirety in Appendix A.

The energy requirements for the proposed Project were determined using the construction and operational estimates generated from the Air Quality Analysis (refer to Attachment A of Appendix A for related CalEEMod output files). The calculation worksheets for fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Attachment C of Appendix A.

RESPONSES

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

This impact addresses energy consumption from the short-term construction and long-term operations, discussed separately below.

Short-Term Energy Demand - Construction

Off-Road Equipment

Error! Reference source not found. provides estimates of the Project's construction fuel consumption from off-road construction equipment for the entire Project, categorized by construction activity.

Table 8
Construction Off-Road Fuel Consumption[13]

Project Component	Construction Activity	Fuel Consumption (gallons)
El Monte Way & Crawford Ave Mixed-Use Project (On-site, Off-road Equipment Use)	Site Preparation	1,824
	Grading	5,743
	Building Construction	20,706
	Paving	888
	Architectural Coating	103
Construction Total		29,264
Source: Energy Consumption Calculations (Attachment C of Appendix A).		

As shown in **Error! Reference source not found.**, use of off-road equipment associated with construction of the proposed project is estimated to consume approximately 29,264 gallons of diesel fuel over the entire construction duration. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the City of Dinuba, the larger Tulare County region, or other parts of California. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction.

Table 9 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the Tulare County region or the state. Therefore, it is expected that construction fuel consumption associated with the proposed

[13] El Monte Way & Crawford Ave Mixed-Use Project-Dinuba. Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum. Johnson Johnson and Miller Air Quality Consulting Services. Prepared on July 30, 2023. Appendix A.

Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 9
Construction On-Road Fuel Consumption

	Project Component	Total Annual Fuel Consumption (gallons)
El Monte Way & Crawford Ave Mixed-Use Project (On-site, Off-road Equipment Use)	Site Preparation	135
	Grading	2,430
	Building Construction	12,710
	Paving	210
	Architectural Coating	155
Total Construction On-Road Fuel Consumption		15,640
Source: Energy Consumption Calculations (Attachment C).		

Other Energy Consumption Anticipated During Project Construction

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. The project site is located in the City of Dinuba. As construction activities would occur primarily during daylight hours, it is anticipated that the use of construction lighting would be minimal. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 19,605 kWh during the approximate 1.41-year construction phase (Attachment C).

Long-Term Operations

Building Energy Demand

As shown in Table 10 and Table 11, the proposed Project is estimated to demand 1,825,429 kilowatt-hours (KWhr) of electricity and 4,544,470 1,000-British Thermal Units (kBTU) of natural gas, respectively, on an annual basis.

Table 10
Long-Term Electricity Usage

Land Use	Total Electricity Demand (KWhr/year)
Single-family Housing	897,272
Strip Mall	872,305
Other Asphalt Surfaces	0
City Park	0
Parking Lot	55,852
Total Project Consumption	1,825,429
Source: Energy Consumption Calculations (Attachment C of Appendix A).	

Table 11
Long-Term Natural Gas Usage

Land Use	Total Natural Gas Demand (kBTU/year)
Single-family Housing	3,735,583
Strip Mall	808,887
Other Asphalt Surfaces	0
City Park	0
Parking Lot	0
Total Project Consumption	4,544,470
Source: Energy Consumption Calculations (Attachment C of Appendix A).	

Buildings and infrastructure constructed pursuant to the proposed Project (including the proposed single-family homes) would comply with the versions of CCR Titles 20 and 24, including California Green Building Standards (CALGreen), that are applicable at the time that building permits are issued. The proposed Project is estimated to demand 1,825,429 KWhr of electricity per year and 4,544,470 kBTU of natural gas per year. As the Project site is currently undeveloped, this would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the City of Dinuba or the larger Tulare County region. Current state regulatory requirements for new building construction contained in the 2022 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to most existing development, and therefore would reduce actual environmental effects associated with energy use from the proposed Project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update. The most recent 2022 standards became effective January 1, 2023 and will be updated in the next cycle that will become effective at the start of 2026. Therefore, while the proposed Project would result in increased electricity and natural gas demand, electricity and natural gas would be consumed more efficiently than most existing development due to compliance with the latest building standards.

Based on the above information, the proposed Project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be ***less than significant***.

Transportation Energy Demand

Table 12 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed Project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed Project.

Table 12
Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Annual VMT	Average Fuel Economy (miles/ gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	4,378,555	30.14	398.0	145,261
Light Trucks (Pickups) and Medium Vehicles	4,136,019	22.05	513.9	187,573
Light-Heavy to Medium-Heavy Diesel Trucks	507,588	11.56	120.3	43,925
Heavy-heavy Trucks	150,829	5.96	69.3	25,306
Motorcycles	176,735	41.76	11.6	4,232
Other	65,003	7.56	23.6	8,601
Total	9,414,729	—	1,136.7	414,898

Notes:
VMT = vehicle miles traveled
Percent of Vehicle Trips and VMT provided by CalEEMod.
"Other" consists of buses and motor homes.
Source: Energy Consumption Calculations (Attachment C of Appendix A).

As shown above, annual vehicular fuel consumption is estimated to be 414,898 gallons of gasoline and diesel fuel combined. Using rates calculated for the 2024 operational year, daily consumption is estimated at approximately 1,136.7 gallons of fuel (see Attachment C of Appendix A).

The daily vehicular fuel consumption is estimated to be 1,136.7 gallons of combined gasoline and diesel fuel. Annual consumption is estimated at 414,898 gallons. In addition, the proposed Project would constitute development within an established community and would not be opening a new geographical area for development. As such, the proposed Project would not result in unusually long trip lengths for future residents, visitors, vendors, employees, or customers. The Project area is located near other residential and commercial land uses, including adjacent single-family homes to the north and west of the Project area and commercial uses to the south of the Project. The proposed Project would be well-

positioned to accommodate an existing community and provide housing for planned growth. Vehicles accessing the site would be typical of vehicles accessing similar residential uses in the City of Dinuba, Tulare County, and surrounding areas. For these reasons, vehicular fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region, and impacts would be ***less than significant***.

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

Less Than Significant Impact. The Project proposes the construction of new residential development that would be built in accordance with all applicable rules and regulations. Compliance with established and applicable regulations would ensure that the Project would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Moreover, compliance with Title 24 standards would ensure that the proposed Project would not conflict with any energy conservation policies related to the proposed Project's building envelope, mechanical systems, and indoor and outdoor lighting. Notably, the applicable Title 24 standards require the Project to include on-site renewable energy to serve the future Project occupants and residents. In addition, the proposed Project would constitute development within an established community. Specifically, the Project site is adjacent to built-up areas of the City of Dinuba. As such, the Project would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future Project residents, employees, visitors, customers, or vendors. In addition, the proposed mixed-use development is specifically designed for increased walkability, facilitated by the proposed pedestrian connectivity throughout the Project site.

For the above reasons, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be ***less than significant***.

VII. GEOLOGY AND SOILS

Would the project:

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

	creating substantial risks to life or property?				
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Dinuba is located near the eastern edge of the Central Valley, which is a nearly flat northwest-southeast trending basin approximately 450 miles long and approximately 75 miles wide. The City of Dinuba is located on soils characterized by a thick section of sedimentary rock overlying a granitic basement layer. The hazards due to ground-shaking are considered low due to the relative distance of the City from seismic faults. The nearest faults are the Sierra Nevada Fault Zone (approximately 60 miles east), the San Joaquin Fault (approximately 75 miles northwest), and the San Andreas Fault (approximately 75 miles to the southwest). The City of Dinuba is located in a Seismic Zone II, as defined by the California Uniform Building Code.

RESPONSES

a-i) Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.

a-ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a-iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a-iv) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. The proposed project site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act.[14] The nearest known potentially active fault is the Sierra Nevada Fault Zone, located approximately 60 miles east of the site. No active faults have been mapped within the project boundaries, so there is no potential for fault rupture. It is anticipated that the proposed Project site would be subject to some ground acceleration and ground shaking associated with seismic activity during its design life. The proposed Project site would be engineered and constructed in strict accordance with the earthquake resistant design requirements contained in the latest edition of the California Building Code (CBC) for seismic zone II, as well as Title 24 of the California Administrative Code, and therefore would avoid potential seismically induced hazards on planned structures.

The proposed Project site has a generally flat topography, which would preclude the likeliness of a landslide. The impact of seismic or landslide hazards on the project would be ***less than significant.***

Mitigation Measures: None are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed Project consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements on approximately 27.2 acres. The Project site is currently vacant with minimal vegetation, has a generally flat topography and is surrounded by agricultural land to the east and residential and commercial uses to the north, west, and south. Construction activities associated with the Project involves ground preparation work for the new housing development and associated improvements. These activities could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site. During construction, nuisance flow caused by minor rain could flow off-site. The City and/or contractor would be required to employ appropriate sediment and erosion control BMPs as part of a Stormwater Pollution Prevention Plan (SWPPP) that would be required in the California National Pollution Discharge Elimination System (NPDES). As such, any impacts would be considered ***less than significant.***

[14] Earthquake Hazard Zones, California Department of Conservation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2023.

Mitigation Measures: None are required.

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

d) Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

Less Than Significant Impact. See Section VI a. above. The site is not at significant risk from ground shaking, liquefaction, or landslide and is otherwise considered geologically stable. The City of Dinuba sits on top of a mix of different loam classifications; however the predominant soil in the proposed Project area is Exeter loamy sand.[15] This soil type is characterized as moderately well drained with medium runoff. This soil also has low shrink/swell potential, which is generally not conducive to liquefaction. Additionally, liquefaction typically occurs when there is shallow groundwater, low-density non-plastic soils, and high-intensity ground motion.

The City of Dinuba is on relatively flat terrain which precludes the occurrence of landslides. Subsidence is typically related to over-extraction of groundwater from certain types of geologic formations where the water is partly responsible for supporting the ground surface. The City of Dinuba is not recognized by the U.S. Geological Service as being in an area of subsidence.[16] Additionally, ongoing potential impacts of groundwater depletion and subsidence are constantly being monitored by USGS through a system of extensometers positioned throughout the San Joaquin valley. Continuous measurements and aquifer-system response analysis enables appropriate governing of parameters set to mitigate subsidence impacts in the region. Impacts are considered ***less than significant***.

Mitigation Measures: None are required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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[15] U.S. Department of Agriculture. Natural Resource Conservation Service. Web Soil Survey. https://websoilsurvey.sc.egov.usda.gov/app/WebSoilSurvey.aspx. Accessed August 2023.

[16] U.S. Geological Service. Areas of Land Subsidence in California. https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html Accessed Auguts 2023.

No Impact. The proposed Project does not include the construction, replacement, or disturbance of septic tanks or alternative wastewater disposal systems. The Project will be required to tie into the existing City sewer system (See Utilities section for more details). Therefore, there is ***no impact.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. As identified in the cultural studies performed for the Project site (see Appendix C), there are no known paleontological resources on or near the site. Mitigation measures have been added that will protect unknown (buried) resources during construction, including paleontological resources. There are no unique geological features on site or in the area. Therefore, there is a ***less than significant impact***.

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed project by Johnson, Johnson & Miller Air Quality Consulting Services, report date July 30, 2023. The report can be read in its entirety in Appendix A.

RESPONSES

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

The City of Dinuba has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines. The County of Tulare has adopted a Climate Action Plan; however, the County of Tulare's Climate Action Plan is only applicable to unincorporated areas of Tulare County.

Because the Project is within the City of Dinuba and the City would serve as the lead agency, the County of Tulare's Climate Action Plan is not applicable to the Project. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the Project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the Project. Since no other local or regional Climate Action Plan is in place, the Project is assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with CARB's Adopted Scoping Plans

Consistency with AB 32 and CARB's 2008 Scoping Plan

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Former Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

Consistency with SB 32 and CARB's 2017 Scoping Plan

The 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32. Table 13 provides an analysis of the Project's consistency with the 2017 Scoping Plan Update measures.

Table 13
Consistency with SB 32 Scoping Plan

Scoping Plan Measure	Project Consistency
SB 350 50% Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030. *(The requirement is now 60% in 2030 per SB 100.)*	Consistent: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	Not Applicable. This measure applies to existing buildings. There are no existing structures included as part of the project. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. New buildings constructed as part of the proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. The current Title 24 regulations are the 2022 Title 24 standards, which become effective January 1, 2023. The next update would become effective January 1, 2026.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the project site would be subject to the standards. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented.

Scoping Plan Measure	Project Consistency
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	Consistent. Future project occupants and visitors can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The CALGreen Code requires electrical service in new single-family housing to be EV charger-ready. In addition, home deliveries and commercial deliveries will be made by increasing numbers of ZEV delivery trucks as the statewide fleet is expected to get cleaner over time.
Sustainable Freight Action Plan. The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	Not Applicable. The measure applies to owners and operators of trucks and freight operations. The mixed-use project consists of residential and commercial uses and would not be considered an industrial land use or a large freight operator. However, commercial and home deliveries are expected to be made by increasing numbers of ZEV delivery trucks as technology continues to improve accessibility to ZEV vehicles and as regulations are phased in over time.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Consistent. The project residences will only include natural gas hearths that produce very little black carbon compared with wood burning fireplaces and heaters in line with the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts mitigation measures.[1] Commercial uses contemplated as part of the proposed project are not expected to be sources of black carbon.
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	Consistent. The project will provide mixed-use residential and commercial development in the region that is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (SCS) strategy to increase development densities to reduce VMT. The project includes mixed-use development including residential and commercial uses within the same area, which will also contribute to reductions in VMT.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.

Scoping Plan Measure	Project Consistency
Natural and Working Lands Action Plan. CARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	Not Applicable. The project is residential and commercial development and will not be considered natural or working lands.

Source: California Air Resources Board (CARB). 2017. The 2017 Climate Change Scoping Plan Update. January 20. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed July 21, 2023.

[1] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMA. Accessed July 21, 2023.

As described in Table 13, the proposed Project would be consistent with applicable 2017 Scoping Plan Update measures and would not obstruct the implementation of others that are not applicable. The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. The proposed mixed-use Project's operational GHG emissions would principally be generated from electricity consumption and vehicle use, which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering the information summarized above, the proposed Project would be consistent with the State's AB 32 and SB 32 GHG reduction goals.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05 and GHG Reduction Goals for 2045 under CARB's 2022 Scoping Plan

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In

its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."

CARB recognized that AB 32 established an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: "These [greenhouse gas emission reduction] measures also put the State on a path to meet the long-term 2050 goal of reducing California's GHG emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate." In addition, CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the proposed Project's post-2020 emissions level to the extent applicable by law:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the proposed project's emissions level. Additionally, further additions to California's renewable resource portfolio would favorably influence the Project's emissions level.

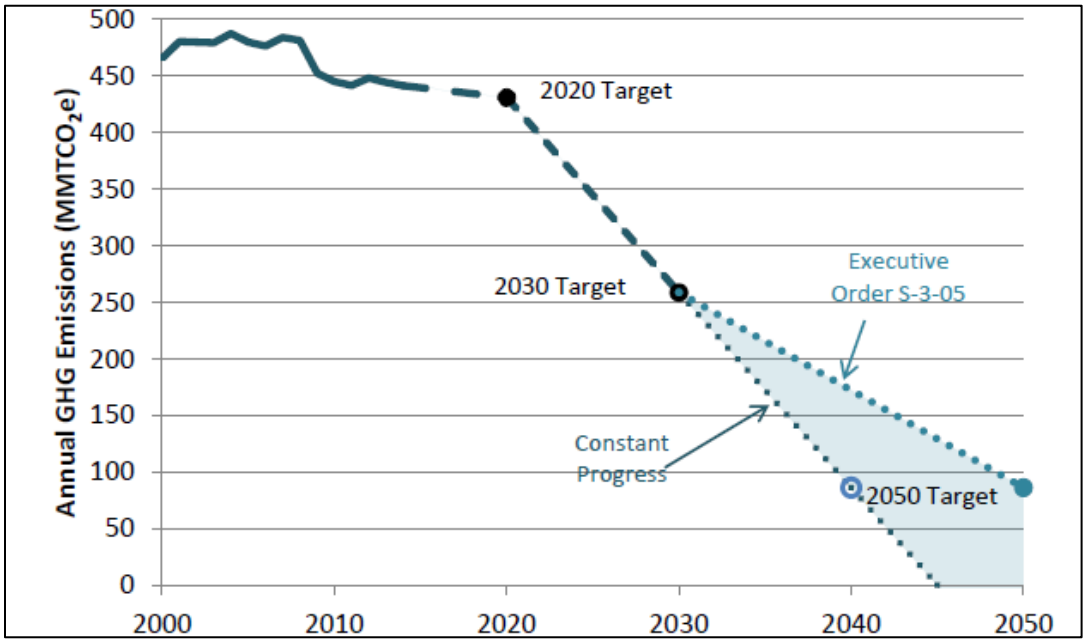
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the Project's emissions level.

- **Water Sector:** The Project's emissions level will be reduced as a result of further desired enhancements to water conservation technologies.

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the Project's emissions level.

For the reasons described above, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets. The trajectory required to achieve the post-2020 targets is shown in Figure 4.

Figure 4
Path to Achieving 2050 Emissions Targets



Source: CARB 2017 Scoping Plan Update

In his January 2015 inaugural address, former Governor Brown expressed a commitment to achieve "three ambitious goals" that he would like to see accomplished by 2030 to reduce the State's GHG emissions:

- Increasing the State's Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030;
- Cutting the petroleum use in cars and trucks in half; and
- Doubling the efficiency of existing buildings and making heating fuels cleaner.

These expressions of executive branch policy may be manifested in adopted legislative or regulatory action through the state agencies and departments responsible for achieving the State's environmental policy objectives, particularly those relating to global climate change. Studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Given the proportional contribution of mobile source-related GHG emissions to the State's inventory, recent studies also show that relatively new trends—such as the increasing importance of web-based shopping, the emergence of different driving patterns, and the increasing effect of web-based applications on transportation choices—are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. For the reasons described above, the proposed Project's future emissions trajectory is expected to follow a declining trend, consistent with the 2030, 2045, and 2050 targets.

The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045. Accordingly, taking into account the proposed Project's design features and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed Project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

Impact Analysis Summary

As described above, the proposed Project would be consistent with State GHG Plans and would not obstruct the State's ability to meet its goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050. Therefore, the Project's generation of GHG emissions would not result in a significant impact on the environment. There would be ***less than significant impacts*** from greenhouse gas emissions**.**

Mitigation Measures: None are required.

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

Less Than Significant Impact. As discussed under Impact VIII(a) above, neither the City of Dinuba nor the County of Tulare have adopted a GHG reduction plan that would be applicable to the proposed Project. In addition, the City of Dinuba has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines. The SJVAPCD has adopted a Climate Action Plan, but it does not

contain measures that are applicable to the Project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the Project.

The County of Tulare has adopted a Climate Action Plan; however, the County of Tulare's Climate Action Plan is only applicable to unincorporated areas of Tulare County and would not be appliable to the proposed Project because the project is within the City of Dinuba. Since no other local or regional Climate Action Plan is in place, the Project is assessed for its consistency with CARB's adopted Scoping Plans. This assessment is included under Impact VIII(a) above. As demonstrated in the analysis contained under Impact VIII(a), the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases. This impact would be ***less than significant***.

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency	☐	☐	☐	☒

	response plan or emergency evacuation plan?				
g.	Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The proposed Project site is located in the eastern portion of the City of Dinuba. The site is has been recently disked and is current vacant with miniman vegetation. The area immediately surrounding the proposed Project consists of agricultural, commercial, and residential uses.

RESPONSES

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The proposed Project consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the Project site. Therefore, no significant impacts would occur during construction activities.

The operational phase of the proposed Project would occur after construction is completed and residents move in to occupy the residential structures and employees come in on a day-to-day basis. The proposed Project will include land uses that are considered compatible with the surrounding uses. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable

release of hazardous materials, with the exception of common residential grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Kennedy Elementary School and Washington Intermediate School are located approximately 0.25 miles to the northwest of the proposed Project site, Jefferson Elementary School is located approximately 0.53 miles to the south, and Dinuba High School is located approximately 0.63 miles to the southwest. As the proposed Project includes the development of single-family residences, it is not reasonably foreseeable that the proposed Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials within one-quarter mile of an existing or proposed school. Residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Community commercial activities also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. See also Responses a. and b. regarding hazardous material handling. There would a ***less than significant impact.***

Mitigation Measures: None are required.

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

No Impact. A database search was conducted to identify recorded hazardous materials incidents in the Project area. The search included cleanup sites under Federal Superfund (National Priorities List), State Response, and other federal, state, and local agency lists. The proposed Project site is not located on a list

of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker[17] and DTSC Envirostor[18] databases). There is ***no impact.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. There are no private or public airstrips in the Project vicinity. The Sequoia Field Airport is located approximately 7.5 miles to the southeast of the proposed Project site. Thus, any impacts are ***less than significant***.

Mitigation Measures: None are required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project will not interfere with any adopted emergency response or evacuation plan. There is ***no impact.***

Mitigation Measures: None are required.

g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. There are no wildlands on or near the Project site. There is ***no impact***.

Mitigation Measures: None are required.

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[17] Geotracker Database, California State Water Resources Control Board. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=dinuba. Accessed August 2023.

[18] EnviroStor Database, California Department of Toxic Control Substances. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=dinuba. Accessed August 2023.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. Result in substantial erosion or siltation on- or off- site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Dinuba is located in the Tulare Lake hydrologic region, specifically within the Kings sub-basin of the San Joaquin Valley groundwater basin[19]. Groundwater levels in this area are considered plentiful and have shown an increase since droughts recorded in 1976-77 and 1987-92. California's Groundwater Bulletin 118 estimates that the Kings sub-basin totals approximately 1,530 square miles and contains nearly 90 million acre-feet of groundwater. Dinuba has a groundwater depth of approximately 50 feet below the surface.

RESPONSES

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The proposed Project site is located on approximately 27.2 acres acres and consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements. Grading, excavation and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil

[19] City of Dinuba, General Plan Update Draft Environmental Impact Report, December 2006. Page 3 – 74.

compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These Best Management Practices (BMPs) would be required in theStormwater Pollution Prevention Plan (SWPPP) to be prepared prior to commencement of Project construction. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to less than significant.

In accordance with the National Pollution Discharge Elimination System (NPDES) Stormwater Program, the Project will be required to comply with existing regulatory requirements to prepare a SWPPP designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the Regional Water Quality Control Board (RWQCB) has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The specific controls are subject to the review and approval by the RWQCB and are an existing regulatory requirement.

The City of Dinuba will provide water to the Project site and the Project will be required to tie into the City's existing water service infrastructure. The Project will comply with all City ordinances and standards to assure proper grading and drainage. Compliance with all local, state, and federal regulations will prevent violation of water quality standards or waste discharge requirements. The Project will be required to prepare a grading and drainage plan for review and approval by the City Engineer, prior to issuance of building permits. Therefore, any impacts will be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Site development will result in an increased demand for water. The City of Dinuba relies on groundwater as its sole water supply source. The City currently operates eight drinking water wells that are located throughout the PWS service area. In addition to the groundwater wells, the City maintains two elevated storage tanks with a capacity of 1.25 million gallons and the 2.0 MG Northeast Water Reservoir, a ground level tank and booster pump station.[20]

The City of Dinuba is part of the Kings River East Groundwater Sustainability Agency (KREGSA) which prepared a Groundwater Sustainability Plan (GSP) of which the City of Dinuba is a participant. The City adopted it's latest Urban Water Management Plan (UWMP) on December 2021. The UWMP states that with implementation of the projects and management actions identified in the KREGSA GSP, the City's groundwater supplies are anticipated to be sustainable and available to meet the projected demands of its Public Water System service area.[21]

The site has been planned for residential and commercial development in the General Plan and as such, has been accounted for in the City infrastructure planning documents. Project demands for groundwater resources would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Dinuba. Future demand can be met with continued groundwater pumping and conservation measures. Additionally, compliance with existing State regulations will ensure that impacts to groundwater supply will be ***less than significant.***

Mitigation Measures: None are required.

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 offsite;

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

[20] City of Dinuba 2020 Urban Water Management Plan, December 2021. Pg 6-1.

[21] Ibid.

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

iv. impede or redirect flood flows?

Less Than Significant Impact. The Project site currently is currently vacant and consists of ruderal forbs and nonnative grasses.

The proposed Project will change drainage patterns of the site through the installation of impervious surfaces and structures (houses, driveways, streets, etc.) and will be required by the City to be graded to facilitate proper stormwater drainage into the stormwater basin included with the Project. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP will be retained on-site during construction.

The proposed Project site is located within Flood Zone "A" which are defined as "Special Flood Hazard Areas without Base Flood Elevation" as indicated by FEMA flood hazard map 06107C0340E, effective 6/16/2009. The proposed development will be built in accordance with the current City ordinances and California Building Code regarding construction in flood zones. The Project consists of development of a pond basin and will be designed for adequate storm drainage. Accordingly, the chance of flooding (and therefore the release of pollutants due to flooding) at the site is remote. Impacts are ***less than significant.***

Mitigation Measures: None are required.

d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. As discussed in Impact X(c), the proposed Project site is located within a Special Flood Hazard Area, Flood Zone "A". The Project includes development of a ponding basin, along with adequate storm drainage. The proposed development will be required to prepare and submit a water quality control plan to be implemented during construction, as required by the National Pollutant Discharge Elimination System. This plan must be reviewed and approved by the City Engineer prior to the start of construction.

There are no inland water bodies that could be potentially susceptible to a seiche in the Project vicinity. This precludes the possibility of a seiche inundating the Project site. The Project site is more than 100 miles from the Pacific Ocean, a condition that precludes the possibility of inundation by tsunami. There are no steep slopes that would be susceptible to a mudflow in the Project vicinity, nor are there any volcanically active features that could produce a mudflow in the City of Dinuba. This precludes the possibility of a mudflow inundating the Project site. Any impacts are ***less than significant***.

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

No Impact. The Project will not conflict with any water quality control plans or sustainable groundwater management plan. However, as mentioned in Section c., all new development within the City of Dinuba Planning Area must conform to standards and plans contained in the Dinuba Stormwater Drainage Master Plan. By conforming to all standards and policies as outlined, there will be ***no impacts*** associated with the Project.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is in the eastern portion of the City of Dinuba. The City of Dinuba lies in the Central San Joaquin Valley region, in the northwestern portion of Tulare County. The City is approximately eight miles northeast of State Route (SR) 99 and 5.5 miles west of SR 63.

RESPONSES

a) Physically divide an established community?

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

Less Than Significant Impact. The proposed Project is located in the eastern portion of the City of Dinuba and consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements. The proposed site is entirely within the City limits of Dinuba.

The northern portion of site is currently zoned as One-Family Residential (R-1-6) and designated in the General Plan as Medium Residential. The southern portion of the site is currently zoned and designated in the GP as Community Commercial. The Project would require site approval of a General Plan Amendment and Zone Change for a portion of the Community Commercial area to Residential. The

Project would also require the approval of a Tentative Subdivision Map for the respective residential and commercial areas.

The Project site is bounded by existing commercial businesses southwest of and adjacent to the site, to the west by Crawford Avenue/Road 88 and commercial businesses and residences beyond, to the south by El Monte Way/Avenue 416 and commercial businesses beyond, to the north by single-family residences, and to the east by agricultural land. The Project would provide housing and commercial opportunities to the residents of Dinuba and improve access to existing surrounding areas. The proposed development has no characteristics that would physically divide the City of Dinuba. Any impacts will be ***less than significant impact.***

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Tulare County commercially extracts important minerals such as sand, gravel, crushed rock and natural gas.[22] Other minerals have been mined in the county to a smaller extent, including tungsten, chromite, copper, gold, lead, manganese, silver, zinc, barite, feldspar, limestone and silica. Aggregate resources are considered the County's most valuable extractive mineral.

RESPONSES

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. There are no known mineral resources in the proposed Project area and the site is not included in a State classified mineral resource zones. No mineral resource locations are within the vicinity of the City of Dinuba.[23] Therefore, there is ***no impact***.

Mitigation Measures: None are required.

[22] Tulare County General Plan Background Report, February 2010. Page 10-17.

[23] City of Dinuba General Plan Update Background Report, October 2006. Page 9-12.

XIII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Noise is often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Dinuba is impacted by a multitude of noise sources. Principal noise sources include traffic on roadways, agricultural noise and industrial noise. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the City. The Project site is located in an area with a mix of uses. The predominant noise sources in the Project area include traffic on local roadways, residential noise (lawn movers, audio equipment, voices, etc.), commercial activity noise, and potential noise from the nearby agricultural land uses.

RESPONSES

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

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Short-term (Construction) Noise Impacts

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Table 15 indicates the anticipated noise levels of the typical construction-related equipment (i.e., graders, trenchers, tractors) based on a distance of 50-feet between the equipment and the sensitive noise receptor.[24]

Table 15
Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) 50 ft from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Dozer	85
Generator	82
Grader	85
Jack Hammer	88
Loader	85
Paver	85
Truck	84

[24] The Noise and Vibration Impact Assessment Manual, Federal Transit Administration, U.S. Department of Transportation. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Table 7-1. Accessed August 2023.

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion.

Long-term (Operational) Noise Impacts

The primary source of on-going noise from the Project will be from vehicles traveling on internal access roads and from traffic traveling along El Monte Way and Crawford Avenue. The Project will result in an increase in traffic on some roadways in the Project area. However, the relatively low number of new trips associated with the Project is not likely to increase the ambient noise levels by a significant amount. The area is active with vehicles, residential housing, commercial, and agricultural land uses, so the proposed Project will not introduce a new significant source of noise that isn't already occurring in the area.

Vibration Levels

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. Construction associated with the proposed Project includes the construction of The proposed Project consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, and a ponding basin. The site construction will also include internal access roads, street lighting, site landscaping and additional related improvements.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 16 describes the typical construction equipment vibration levels.[25]

[25] Ibid.

Table 16
Typical Construction Vibration Levels

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Vibration from construction activities will be temporary and not exceed the Federal Transit Administration (FTA) threshold for the nearest residences which are located to the north and west of the Project site.

Therefore, the impact is considered ***less than significant.***

Mitigation Measures: None are required.

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

No Impact. The Project is not located within an airport land use plan, and the City of Dinuba does not contain any airport or airstrip. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site currently supports recently disked inactive agricultural land. The Project site is bounded by existing commercial businesses southwest of and adjacent to the site, to the west by Crawford Avenue/Road 88 and commercial businesses and residences beyond, to the south by El Monte Way/Avenue 416 and commercial businesses beyond, to the north by single-family residences, and to the east by agricultural land.

RESPONSES

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

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impacts. Dinuba's population has exhibited major growth since 2000. The population in 2000 was 16,844[26], while the current population is 25,469.[27] This represents an approximate increase of 51.2%. Estimates for 2023 shows that the City has 7,170 housing units with an average of 3.58

[26] City of Dinuba General Plan Update Background Report, October 2006. Page 4-1.

[27] E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. California Department of Finance, May 2023. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ Accessed August 2023.

people per household.[28] There are 96 new homes associated with the proposed Project and there are no residential structures currently on-site. The site would provide additional housing for approximately 351 people. This is a relatively small population and is not expected to affect any regional population, housing or employment projections anticipated by City documents.

Additionally, the site is designated as "Medium Density Residential" and "Community Commercial" by the Dinuba General Plan and as such, the increase in population has been planned for. The proposed Project would require approval of a General Plan Amendment, Zone Change, and Tentative Subdivision Map to modify some of the residential and commercial areas. The City of Dinuba's primary industry is agriculture, but there is sufficient labor force in the area to support many other types of industries. The proposed Project will alleviate some overcrowding in the regional population by contributing reliable housing, and will additionally provide temporary construction jobs to the local work force. In conclusion, the Project implementation will not displace substantial numbers of people and instead provide needed housing. Any impacts are considered ***less than significant***.

Mitigation Measures: None are required.

[28] Ibid.

XV. PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	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, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The proposed Project site is located in the eastern portion of the City of Dinuba. The Project site is bounded by existing commercial businesses southwest of and adjacent to the site, to the west by Crawford Avenue/Road 88 and commercial businesses and residences beyond, to the south by El Monte Way/Avenue 416 and commercial businesses beyond, to the north by single-family residences, and to the west by agricultural land. The existing Project area is protected by the City of Dinuba Police Department, which is headquartered at 680 S. Alta Avenue. The Dinuba Fire Department is located at 496 East Tulare Street in downtown Dinuba. There are no public parks or schools in the immediate vicinity of the proposed Project site.

RESPONSES

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

Fire protection?

Less Than Significant Impact. The proposed Project would be served by the Dinuba Fire Department, which is located at 496 East Tulare Street, Dinuba, approximately 0.5 miles southwest of the Project site. The Dinuba Fire Department offers a full range of services including fire/rescue, emergency medical treatment and transport, fire prevention, and hazardous materials first response within the Dinuba City Limits.

The proposed Project would be required to comply with all applicable fire and building safety codes (California Building Code and Uniform Fire Code) to ensure fire safety elements are incorporated into final Project design, including the providing designated fire lanes marked as such. Proposed interior streets will be required to provide appropriate widths and turning radii to safely accommodate emergency response and the transport of emergency/public safety vehicles. The proposed Project will also be designed to meet Fire Department requirements regarding water flow, water storage requirements, hydrant spacing, infrastructure sizing, and emergency access. As a result, appropriate fire safety considerations will be included as part of the final design of the Project. The proposed Project at full buildout will add to the number of "customers" served, however, the Fire Department has capacity for the additional service need. No additional fire equipment, personnel, or services are anticipated to be required by Project implementation. In addition, the Project applicant will be required to pay all associated impact fees related to public services. As such, any impacts are ***less than significant***.

Police Protection?

Less Than Significant Impact. Protection services would be provided to the proposed Project site from the existing Dinuba Police Department, which is approximately 1.1 miles southwest of the Project site at 680 South Alta Avenue, Dinuba. The Dinuba Police Department provides a full range of police services. The Project site is located in an area currently served by the Dinuba Police Department; the Department would not need to expand its existing service area or construct a new facility to serve the Project site. In

addition, the Project applicant will be required to pay all associated impact fees related to public services. Impacts are ***less than significant.***

Schools?

Less Than Significant Impact. Educational services for the proposed Project will be provided by the Dinuba Unified School District (DUSD). Dinuba Unified School District operates eleven schools within the planning area; six elementary schools, one middle school, one traditional high school, one continuing education school, one independent study school, and one adult education school.

Since the proposed Project includes the addition of approximately 96 residential units, the number of students in the school district will increase. New development projects are required by state law to pay development impact fees to the school districts at the time of building permit issuance. These impact fees are used by the school districts to maintain existing and develop new facilities, as needed.

While development of the 96 residential units alone is not expected to require the alteration of existing or construction of new school facilities, the development will contribute to the cumulative need for increased school facilities. The timing of when new school facilities would be required or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As the future new school facilities are further planned and developed, they would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is ***less than significant.***

Parks?

Less Than Significant Impact. The proposed Project includes the development of an approximately 1.11-acre neighborhood park and a ponding basin within the site design. However, the Project will also be required to pay City Park facility impact fees to compensate for any service demand increase on existing parks within the Dinuba area. Impacts are ***less than significant.***

Other public facilities?

Less Than Significant Impact. The proposed Project is within the land use and growth projections identified in the City's General Plan and other infrastructure studies. The Project, therefore, would not result in increased demand for, or impacts on, other public facilities such as library services. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

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

ENVIRONMENTAL SETTING

There are twelve parks within the City of Dinuba; Alice Park, Centennial Park, Felix Delgado Park, Gregory Park, K/C Vista Park, Nebraska Park, Pamela Park/Basin, Rose Ann Vuich Park, Roosevelt Park/Dinuba Community Center, Entertainment Plaza, Peachwood Park and Ponding Basin, and Rotary Park. These parks are managed by the City of Dinuba's Parks and Community Services Department. This department also supervises and coordinates a wide variety of community programs and activities.

RESPONSES

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The proposed Project consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements. However, the increase of approximately 351 persons resulting from the Project would have a relatively small impact on existing recreational facilities. In order to implement the goals and objectives of the City's General Plan, and to mitigate the impacts

caused by future development in the City, park facilities must be constructed. The City Council has determined that a Park Facilities Fee is needed in order to finance these public facilities and to pay for each development's fair share of the construction and acquisition costs. The Project Applicant will be required to pay development impact fees as determined by the City of Park Facilities Fees. The Project will still be required to pay City park facility impact fees, as required. Therefore, impacts are considered ***less than significant impacts***.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/TRAFFIC

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project is a mixed-use development located on the northeast corner of El Monte Way and Crawford Avenue in Dinuba, CA, consisting of 96 single-family dwelling units and 82,600 square feet of retail shopping. As currently planned, access to the proposed commercial would be provided along El Monte Way and access to the proposed residential development would be provided along Crawford Avenue. The site is currently vacant land. Residential land uses exist to the west, north, and south of the proposed Project. Agricultural land uses exist to the east of the Project. There are also commercial and industrial land uses in the vicinity of the Project.

Important roadways serving the Project are discussed below.

Alta Avenue is a north-south arterial that extends throughout the City of Dinuba. In the vicinity of the Project it exists as a four-lane roadway with curb and gutter and provides access to commercial, residential, and agricultural land uses.

Crawford Avenue is a north-south arterial that extends from Avenue 384 to E American Avenue. In the vicinity of the project it exists as a two-lane roadway with curb and gutter. Crawford Avenue provides access to commercial, residential, and agricultural land uses.

El Monte Way is an east-west arterial that extends west from Road 72 through the City of Orosi. In the vicinity of the Project it exists as four-lane roadway with curb and gutter. El Monte Way provides access to commercial, residential, and agricultural land uses.

Lincoln Avenue is a north-south collector that extends from Avenue 424 to El Monte Way. Lincoln Avenue exists as a two-lane roadway and provides access to residential land uses.

Perry Avenue is a north-south local roadway that extends from Millard Way to El Monte Way. Perry Avenue provides access to residential land uses.

Saginaw Avenue is an east-west collector that extends from Alta Avenue to Road 92. In the vicinity of the project it exists as two-lane roadway and provides access to residential, educational, commercial, and agricultural land uses.

Sierra Way is an east-west collector that extends from College Avenue to Road 112. In the vicinity of the project it exists as two-lane roadway and provides access to residential, educational, commercial, and agricultural land uses.

Tulare Avenue is a primarily north-south collector that extends south from El Monte Way. In the vicinity of the project it exists as a two-lane roadway and provides access to residential, religious, and commercial land uses.

A Traffic Study was prepared for the Project by Ruettgers & Schuler Civil Engineers on October 2023 (See Appendix D) and is the basis of analysis for the following transportation analysis.

RESPONSES

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

Less Significant Impact with Mitigation.

Trip Generation and Design Hour Volumes

The ADT, AM and PM peak hour rate equations, and peak hour directional splits for ITE Land Use Codes 210 (Single-Family Detached Housing) and 821 (Shopping Plaza 40-150k) were used to estimate the Project traffic in Table 17.[29]

Table 17
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	96 Dwelling Units	eq	972	eq	25% 18	75% 54	eq	63% 60	37% 36
821	Shopping Plaza (40-150k)	82.6 1000 sq ft GLA	eq	7770	3.53	62% 181	38% 111	9.03	48% 361	52% 391
Sub-total				8742		199	165		421	427
Adjustments										
Capture		5%		437		9	6		18	20
Pass-by		15%		1,311		27	17		54	59
Total				6,994		163	142		349	348

**calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition*

Trip Distribution and Assignment

The Project trip distribution in Table 18 represents the most likely travel routes for traffic accessing the Project. Project traffic distribution was estimated based on a review of the potential draw from population centers within the region and the types of land uses involved.

[29] Traffic Study - Mixed-Use Development Located on the Northeast Corner of El Monte Way & Crawford Ave, Dinuba CA. October 2023. Ruettgers & Schuler Civil Engineers. Appendix D, page 6.

Table 18
Project Trip Distribution

Direction	Percent
North	20
East	5
South	20
West	55

Existing and Future Traffic

Weekday peak hour turning movements were counted at the following intersections in August 2023 (see Appendix for count data). Annual growth rates ranging between 1.50% and 4.06% were applied to existing traffic volumes to estimate future traffic volumes for the year 2043. These growth rates were estimated based on a review of existing and approved future developments in the vicinity of the project and TCAG traffic model data. See Appendix D for figures.[30]

Intersection Analysis

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware. The analysis was performed for each of the following traffic scenarios:

- Existing (2023)
- Existing (2023) + Project
- Future (2043)
- Future (2043) + Project

Level of service (LOS) criteria for unsignalized and signalized intersections, as defined in HCM 2010, are presented in Tables 19-20 below.[31] The Tulare County Regional Transportation Plan designates LOS D as the minimum acceptable intersection peak hour level of service.

[30] Ibid, page 7.

[31] Ibid, page 13.

Table 19
Level of Service Creitera Unsignalized Intersection

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

Table 20
Level of Service Creitera Signalized Intersections

Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

Peak hour level of service for the study intersections is presented in Tables 21 and 22. The City of Dinuba Circulation Element states that the peak hour level of service for intersections shall be no lower than LOS C for urban areas. It should be noted that LOS D is allowed if the intersection is currently operating at an LOS D prior to the addition of the Project traffic in the existing scenario.[32]

[32] Ibid, page 14-15.

Table 21
PM Intersection Level of Service

#	Intersection	Control Type	2023	2023+ Project	2043	2043+ Project	2043+ Project w/Mitigation[1]
1	Lincoln Ave & Saginaw Ave	AWSC	A	A	A	A	-
2	Crawford Ave & Saginaw Ave	AWSC	B	B	E (47.7)	E (49.6)	B
3	Rd 80/Alta Ave & El Monte Way	Signal	D	D	D	D	-[2]
4	Lincoln Ave & El Monte Way	NB SB	E (35.0) C	F (56.7) F (110.9)	F (>300) F (>300)	F (>300) F (>300)	C
5	Perry Ave & El Monte Way	Signal	C	C	C	C	-
6	Crawford Ave & El Monte Way	Signal	D	D	D	D	-[2]
7	Crawford Ave & Sierra Way	AWSC	B	B	F (53.0)	F (53.7)	B

1 Mitigation shown in Table 27

2 Mitigation not necessary due to LOS D in existing year scenario

Table 22
PM Intersection Level of Service

#	Intersection	Control Type	2023	2023+ Project	2043	2043+ Project	2043+ Project w/Mitigation[1]
1	Lincoln Ave & Saginaw Ave	AWSC	A	A	B	B	-
2	Crawford Ave & Saginaw Ave	AWSC	B	B	E (45.0)	E (46.8)	B
3	Rd 80/Alta Ave & El Monte Way	Signal	C	C	C	C	-
4	Lincoln Ave & El Monte Way	NB SB	C C	D (26.5) D (26.2)	F (>300) F (>300)	F (>300) F (>300)	C
5	Perry Ave & El Monte Way	Signal	B	B	C	C	-
6	Crawford Ave & El Monte Way	Signal	D	D	D	D	-[2]
7	Crawford Ave & Sierra Way	AWSC	B	B	F (52.6)	F (53.1)	B

1 Mitigation shown in Table 27

2 Mitigation not necessary due to LOS D in existing year scenario

Traffic Signal Warrant Analysis

Peak hour signal warrants were evaluated for the unsignalized intersections within the study based on the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD). Peak hour signal warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 23 and 24.

Table 23
Traffic Signal Warrants – Weekday PM Peak Hour

		2023			2023+Project			2043			2043+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Lincoln Ave at Saginaw Ave	231	33	NO	282	98	NO	408	59	NO	459	124	NO
2	Crawford Ave at Saginaw Ave	692	106	NO	734	139	NO	1343	156	YES	1385	189	YES
4	Lincoln Ave at El Monte Way	1066	46	NO	1329	116	YES	1870	72	NO	2133	142	YES
7	Crawford Ave at Sierra Way	582	105	NO	645	119	NO	1115	183	YES	1178	192	YES

Table 24
Traffic Signal Warrants – Weekday AM Peak Hour

		2023			2023+Project			2043			2043+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Lincoln Ave at Saginaw Ave	306	83	NO	330	99	NO	535	153	NO	559	169	NO
2	Crawford Ave at Saginaw Ave	662	111	NO	679	127	NO	1257	163	YES	1274	179	YES
4	Lincoln Ave at El Monte Way	781	97	NO	895	130	YES	1444	165	YES	1558	198	YES
7	Crawford Ave at Sierra Way	533	124	NO	560	131	NO	999	221	YES	1026	225	YES

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered in order to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

Roadway Analysis

A capacity analysis of the study roadways was conducted using Table 4 in the State of Florida Department of Transportation *Quality/Level of Service Handbook* dated June 2020 (see Appendix). The City of Dinuba Circulation Element states that the peak hour level of service for roadways shall be no lower

than LOS C for urban areas. It should be noted that LOS D is allowed if a roadway segment is currently operating at an LOS D prior to the addition of the Project traffic in the existing scenario. The analysis was performed for the following AM and PM traffic scenarios:

- Existing (2023)
- Existing (2023) + Project
- Future Cumulative (2043)
- Future Cumulative (2043) + Project

Table 25
PM Roadway Level of Service

Street	2023 Two-Way LOS		2023+Project Two-Way LOS		2043 Two-Way LOS		2043+Project Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS
El Monte Way: Alta Ave - Lincoln Ave	1351	C	1539	C	2276	D	2464	D
El Monte Way: Lincoln Ave - Tulare St	998	C	1364	C	1766	D	2132	D
El Monte Way: Tulare St - Rd 88	1212	C	1684	C	1795	C	2267	C
Lincoln Avenue: Saginaw Ave - Ave 416	101	C	246	C	156	C	301	C
Crawford Ave: Ave 420 - Ave 416	830	C	965	C	1370	C	1505	C
Crawford Ave: Ave 416 - Sierra Wy	756	C	842	C	1133	C	1219	C

Table 26
AM Roadway Level of Service

Street	2023 Two-Way LOS		2023+Project Two-Way LOS		2043 Two-Way LOS		2043+Project Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS
El Monte Way: Alta Ave - Lincoln Ave	1119	C	1202	C	1908	D	1991	D
El Monte Way: Lincoln Ave - Tulare St	722	C	881	C	1357	C	1516	C
El Monte Way: Tulare St - Rd 88	851	C	1057	C	1312	C	1518	C
Lincoln Avenue: Saginaw Ave - Ave 416	156	C	220	C	276	C	340	C
Crawford Ave: Ave 420 - Ave 416	903	C	936	C	1370	C	1403	C
Crawford Ave: Ave 416 - Sierra Wy	799	C	837	C	1097	C	1135	C

Improvements

Intersection and roadway improvements needed by the year 2043 to maintain or improve the operational level of service of the street system in the vicinity of the Project are presented in Tables 27 and 28.[33]

Table 27
Future Intersection Improvements

#	Intersection	Total Improvements Required by 2043	Project Share
2	Crawford Ave & Saginaw Ave	Signal	9.57%
4	Lincoln Ave & El Monte Way	Signal	28.27%
7	Crawford Ave & Sierra Way	Signal	11.42%

[33] Ibid, page 19.

Table 28
Future Roadway Improvements

Roadway Segment	Total Improvements Required by 2043	Project Share
El Monte Way: Alta Ave – Lincoln Ave	Add Two Lanes	16.89%
El Monte Way: Lincoln Ave – Tulare St	Add Two Lanes	32.28%

Project percent share is calculated using the following formula:

$$\% \text{ Share} = \frac{\text{Project Traffic}}{\text{(Future+Project Traffic) - Existing Traffic}} \times 100\%$$

In summary, all seven study intersections currently operate at or above LOS D during peak hours with and without Project traffic in 2023. The intersections of Crawford Avenue & Saginaw Avenue, Lincoln Avenue & El Monte Way, and Crawford Avenue & Sierra Way are anticipated to operate below LOS D in 2043 prior to the addition of Project traffic.

It is important to note that since the intersections degrade to LOS D in 2043 and do not currently operate at LOS D, improvements are required to operate at LOS C or better. All roadway segments within the scope of the study currently operate above LOS C during peak hours prior to, and with the addition of Project traffic in 2023. The roadway segments of El Monte Way from Alta Avenue to Lincoln Avenue and El Monte Way from Lincoln Avenue to Tulare Street are anticipated to operate at LOS D in 2043 prior to the addition of Project traffic.

As such, potential impacts will be ***less than significant with mitigation incorporation.***

Mitigation Measure:

TRA-1: The Applicant shall pay the City of Dinuba for their Fair Share Portion of intersection and roadway improvements described in Table 27 and 28 to maintain or improve the operational level of service of the street system in the vicinity of the Project.

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

Less Than Significant Impact with Mitigation. An evaluation of vehicle miles traveled (VMT) for Project traffic was conducted in accordance with California Environmental Quality Act (CEQA) requirements.

The City of Dinuban has adopted the "County of Tulare SB 743 Guidelines", dated June 8, 2020, which contains recommendations regarding VMT assessment, significance thresholds and mitigation measures.

The proposed Project includes both commercial and residential components. The commercial portion of the Project is considered locally serving retail as defined by the City of Tulare SB 743 guidelines, dated June 8, 2020. Locally serving retail screens out of analysis and is considered to have a less than significant VMT impact. Therefore, only the vehicle trips generated by the residential portion of the Project were used in the VMT analysis and mitigation.

Baseline VMT was determined utilizing data from the California Statewide Travel Demand Model (CSTDM). The proposed residential Project is located in Traffic Analysis Zone (TAZ) 2776, which has an average VMT/capita of 11.95 miles. The proposed residential Project is considered a typical project within the TAZ and therefore the Project would be expected to have the same VMT per capita. There are no special considerations with the Project to assume the Project would produce a VMT/capita lower than the average for the TAZ. The threshold of significance for residential Project VMT/capita is if the Project VMT is below the average in the TAZ where the Project is located. Since VMT/capita is assumed to be equal to the average for the aforementioned zone, it is anticipated that the proposed project will have a significant transportation impact prior to mitigation.

The Tulare County guidelines include detailed instructions for mitigation if a project has significant impacts. The guidelines state "The preferred method of VMT mitigation in Tulare County is for project applicants to provide transportation improvements that facilitate travel by walking, bicycling, or transit." In accordance with these guidelines, a survey was conducted within a half mile of the Project to determine any pedestrian, bicycle or transit facilities deficiencies exist. After review, ADA compliant wheelchair ramps are proposed to be constructed. The identified improvements include mitigation measure TRA-2 and are shown in Figure 5.

The guidelines include a minimum cost for mitigation of $20 per daily trip generated by the Project or 0.5% of the total construction cost of the Project (not including land acquisition). The mixed-use Project includes both residential and commercial land uses but it is important to note that the commercial portion of the Project will "screen out" of any mitigation measures due to being classified as locally-serving retail. As shown in Table 17, the Project, excluding the locally-serving retail, is anticipated to generate 972 daily trips, which equates to a target value of improvements of $19,440. The total mitigation cost is estimated at approximately $21,600 with a 20% contingency.

Pursuant to the guidelines, if a project provides mitigation which meets the minimum threshold listed above, the project can presume a 1% reduction in VMT. The assumed VMT/capita reduction is 1% of 11.95 or 0.1195. The resulting VMT/capita after mitigation is 11.83 which is below the average VMT/capita

in the TAZ which the Project is located. After mitigation, the Project will have a less than significant transportation impact.

With implementation of the mitigation measures identified for VMT, and shown below, the Project will have a ***less than significant impact with mitigation*** incorporation.

Mitigation Measures:

TRA-2 The applicant shall install ADA compliant ramps at the following locations prior to issuance of occupation permits:

- Two (2) ADA compliant curb ramps at Roberts Place & Bolinger Way
- Two (2) ADA compliant curb ramps at Akers Way & Bolinger Way
- Two (2) ADA compliant curb ramps at Akers Way

Figure 5
VMT Mitigation

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

Less Than Significant Impact. The proposed Project has been designed for ease of access, adequate circulation/movement, and is typical of residential and commercial developments in the City of Dinuba. On-site circulation patterns do not involve high speeds, sharp curves or dangerous intersections. Although there will be an increase in the volume of vehicles accessing the site and surrounding areas, the proposed Project will not present a substantial increase in hazards. Any impacts are considered ***less than significant.***

Mitigation Measures: None are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project does not involve a change to any emergency response plan. As currently planned, access to the proposed commercial would be provided along El Monte Way and access to the proposed residential development would be provided along Crawford Avenue. The site will remain accessible to emergency vehicles of all sizes. As such, potential impacts are ***less than significant.***

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

RESPONSES

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

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

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

Less Than Significant Impact. In accordance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, potentially affected Tribes were formally notified of this Project and were given the opportunity to request consultation on the Project. The City contacted the Native American Heritage Commission, requesting a contact list of applicable Native American Tribes, which was provided to the City. The City provided letters to the listed Tribes on May 23, 2023, notifying them of the Project and requesting consultation, if desired. The City did not receive any responses from the tribes contacted. Therefore, there is a ***less than significant impact***.

Mitigation Measures: None are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project will be required to connect to water, sewer, stormwater and wastewater services provided by the City of Dinuba and may be subject to water use fees and/or development fees to be provided such service. In addition, the Project will require solid waste disposal services.

RESPONSES

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?

Less than Significant Impact. The proposed Project consists of development of 96 single-family residences, approximately 4.74 acres of commercial development, approximately 1.11-acre neighborhood park, a ponding basin, and other associated improvements. The Project site is located within the service territory of the City of Dinuba. Operational discharge flows treated at the City's wastewater treatment facility would be required to comply with applicable water discharge requirements issued by the Central Valley Regional Water Quality Control Board (RWQCB). Compliance with conditions or permit requirements established by the City as well as water discharge requirements outlined by the Central Valley RWQCB would ensure that wastewater discharges coming from the proposed Project site and treated by the WWTF system would not exceed applicable Central Valley RWQCB wastewater treatment requirements.

As discussed in Section X, Hydrology and Water Quality, with an increase in the area of impervious surfaces on the Project site, an increase in the amount of storm water runoff is anticipated. The site will be designed so that storm water is collected and deposited in the City's existing storm drain system. The storm water collection system design will be subject to review and approval by the City Public Works Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction. Thus, the proposed Project would have a ***less than significant impact.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. Water service would be provided to the Project by the City of Dinuba. The City of Dinuba relies on groundwater as its sole water supply source. The system has a capacity of approximately 11 million gallons per day (7,600 GPM), and average daily demand is 4.2 million gallons per day (or 2,900 GPM).[34] According to the City's 2020 Urban Water Management Plan, the City currently operates eight drinking water wells that are located throughout the PWS service area. In addition to the groundwater wells, the City maintains two elevated storage tanks with a capacity of 1.25 million gallons and the 2.0 MG Northeast Water Reservoir, a ground level tank and booster pump station in the northeast section of the City.[35] The City is a member of the Kings River East Groundwater Sustainability Agency (KREGSA). The City's main water supply comes from eight active underground water wells distributed throughout the City. The water is treated and delivered to the community by the City of Dinuba water system. The most recent KREGSA GSP Annual Report indicates that groundwater levels at Representative Monitoring Sites near the City are above their designated Minimum Thresholds and on track to meet the forecast groundwater level projections and Interim Milestones established for these wells.[36]

The City anticipates that its sources of supplies will be available to meet demands on a consistent basis for all year types throughout the planning horizon of the UWMP. The proposed development will be required to follow the City's General Plan and Zoning Ordinances which include land use goals, policies, and implementation measures for developments regarding water use. The Project developer will also be required to pay the City of Dinuba's water system impact fees. Funds accrued under this fee are used to make capital improvements to the City's water system, including conservation improvements. The site has been designated in the General Pland and zoned for residential and commercial uses. Impacts are ***less than significant impact.***

Mitigation Measures: None are required.

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?

Less Than Significant Impact. The proposed Project will result in wastewater from residential units and general commercial stores that will be discharged into the City's existing wastewater treatment system.

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[34] City of Dinuba 2015-2023 Housing Element. Pg 6-9. Accessed August 2023.

[35] City of Dinuba 2020 Urban Water Management Plan. Pg 6-1. Accessed August 2023.

[36] Ibid. Pg 1-3.

The wastewater will be typical of other urban/residential and general commercial developments consisting of bathrooms, kitchen drains, and other similar features. The Project will not discharge any unusual or atypical wastewater that would violate the City's waste discharge requirements. Therefore, assuming compliance with applicable standards and payment of requiredimpact fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities. The impact of the Project on wastewater treatment is ***less than significant***.

Mitigation Measures: None are required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The City of Dinuba, through a private contractor, provides weekly curbside solid waste collection services to all households, businesses, and industries within City limits. Solid waste is taken to the Visalia Landfill, which is operated by Tulare County. Furthermore, the proposed Project would be required to comply with all standards related to solid waste diversion, reduction, and recycling during project construction and operation. The Project is not expected to generate an excess of solid waste beyond what is considered typical of residential and general commercial land uses. The proposed Project will comply with all federal, state and local statutes and regulations related to solid waste. As such, any impacts would be ***less than significant.***

Mitigation Measures: None are required.

XX. WILDFIRE

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

ENVIRONMENTAL SETTING

The City of Dinuba's planning area is composed of urbanized portions of land and the surrounding agricultural fields. The Project site has ensured fire protection by the Dinuba Fire Department, located at 496 East Tulare Street approximately 0.5 miles southwest of the site. Given the location of the nearest fire station, response time is expected to be extremely quick in the rare event of a fire event.

The proposed Project site's elevation is approximately 340 feet above sea level in an area of intense urban and agricultural development. The Project site is bounded by existing commercial businesses southwest of and adjacent to the site, to the west by Crawford Avenue/Road 88 and commercial businesses and

residences beyond, to the south by El Monte Way/Avenue 416 and commercial businesses beyond, to the north by single-family residences, and to the west by agricultural land.

RESPONSES

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The proposed Project is located in an area developed with residential, commercial, and agricultural uses, which precludes the risk of wildfire. The area is flat in nature which would limit the risk of downslope flooding and landslides, and limit any wildfire spread. The proposed Project does not require the installation or maintenance of associated infrastructure that would increase wildfire risk or result in impacts to the environment. To receive building permits, the proposed Project would be required to be in compliance with the adopted emergency response plan. As such, any wildfire risk to the project structures or people would be ***less than significant.***

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

RESPONSES

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of

a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have a substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant***.

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

Less Than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). The impact is ***less than significant***.

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

Less Than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant***.

LIST OF PREPARERS

Crawford & Bowen Planning, Inc.

- Emily Bowen, LEED AP, Principal Environmental Planner
- Travis Crawford, AICP, Principal Environmental Planner
- Deepesh Tourani, Associate Environmental Planner

JJM Air Quality Consulting Services

- Richard Miller
- Kimber Johnson

Colibri Ecological Consulting, LLC

- Ryan Slezak

Ruettgers & Schuler Civil Engineering

- Ian Parks, PE

Persons and Agencies Consulted

City of Dinuba

- Karl Schoettler, Contract City Planner

Southern San Joaquin Valley Information Center

- Jeremy E. David, Assistant Coordinator