INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Verma Apartments Project

Prepared for:

City of Dinuba
405 E. El Monte Way
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(559) 591-5900
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PROJECT INFORMATION

This document is the Initial Study for the potential environmental effects of the Verma Apartments 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 Site Plan Review. 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

Verma Apartments 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: karls@4-creeks.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 site is located in western Dinuba, inside the City limits, north of Surabian Drive and south of W. El Monte Way (see Figure 2). The proposed development is located on an approximately 5.75-acre site on Assessor's Parcel Number 017-280-003 (see Figure 3).

Project sponsor's name/address

Jacob Cornejo
2021 Westwind Drive
Bakersfield, CA 93301

General plan designation

Existing: Light Industrial

Proposed: Residential – High Density

Zoning

Existing: M-1 (Light Industrial)

Proposed: RM-1 (High Density Residential)

Project Description

The Project Applicant intends to develop a 126-unit multi-family development on a 5.75-acre site. The development will also include a community center, pool, playground, internal access roads, lighting and other associated improvements (see Figure 3 for Site Plan).

Project Components

- Development of a 126-unit multi-family development including
  - 1 – Community building
  - 2 – 9-unit buildings containing six 3-bedroom units and three 1-bedroom units
  - 9 – 12-unit buildings containing twelve 2-bedroom units.
- 295 parking stalls
- 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
- Approval of Zone change from M-1 to RM-1
- Approval of a General Plan Amendment from Light Industrial to High Density Residential

Site Circulation

Access to and from the Project site will be from two points along a new frontage road accessed by

Surabian Drive.

Surrounding Land Uses/Existing Conditions

The Project site is currently vacant and is regularly disced for weed control. The Project site is sparsely vegetated, mainly with ruderal, nonnative grasses and forbs.

Lands surrounding the proposed Project are described as follows:

- North: Dinuba Town Ditch, SJVR Railroad Tracks, Commercial businesses
- South: Surabian Drive, agricultural fields, Distribution Center (Ruiz Foods)
- East: Holiday Inn, ARCO gasoline station
- West: Vacant land, Walmart Supercenter and Parking lot

Other Public Agencies Involved

- Approval of a Zone Change by the City of Dinuba
- Approval of a General Plan Amendment by the City of Dinuba
- Approval of a Site Plan Review 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

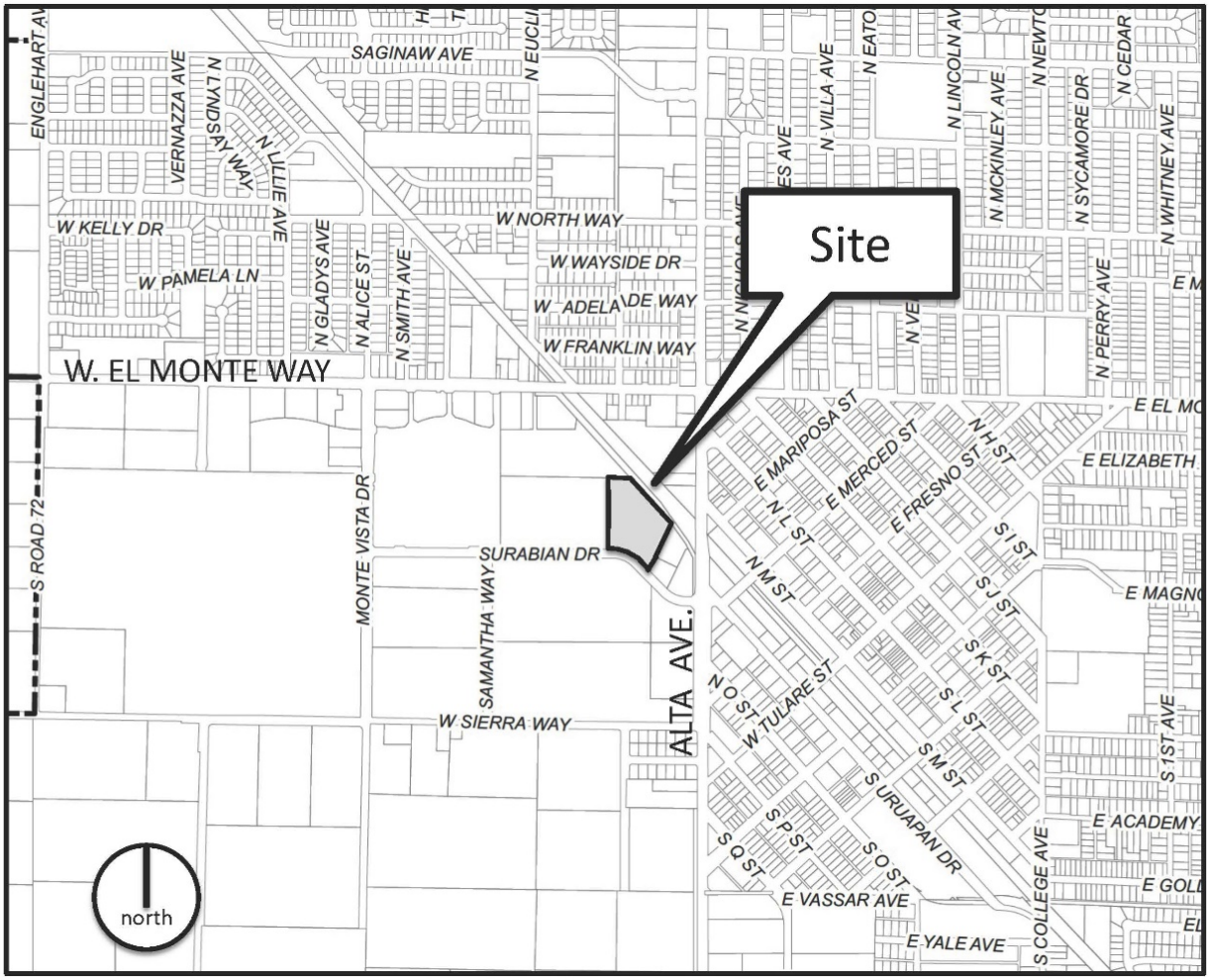

Figure 2 – Site Aerial

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 Project site currently supports a recently disced agricultural field. The Project site is otherwise sparsely vegetated, mainly with ruderal, nonnative grasses and forbs. An earthen agricultural drainage ditch (Dinuba Town Ditch) spans the diagonal northeast boundary of the Project site. Surrounding the proposed Project are Dinuba Town Ditch, a portion of San Joaquin Valley Railroad, and commercial businesses to the north; Surabian Drive, agricultural row crops and a large distribution center (Ruiz Foods) to the south; Holiday Inn and ARCO Gasoline Station to the east; and vacant land and a Walmart Supercenter/ parking lot to the west.

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. The Project Applicant intends to develop a 126-unit residential apartment complex on an approximately 5.75-acre site in western Dinuba.

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 the Tulare County General Plan.[1] However, the proposed Project is located approximately 400 feet south of the road, and separated by intervening land uses. Therefore, 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. The Project has a ***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. Upon approval of the General Plan Amendment and Zone Change, the Project design is subject to the City's Zoning Ordinance which contains standards that apply to site layout, building design, landscaping, interior street design, lighting, parking and signage. Per the City's Design Guidelines, detailed architectural plans, color palettes and building materials as well as landscaping plans will be submitted by the Project developer

[1] Fig 7.1, Designated Candidate Scenic State Highways and County Scenic Routes, Tulare County General Plan 2012.

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 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 commercial and agricultural uses, including streetlights from the Walmart parking lot to the west, and the other commercial businesses to the east and north. 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 western Dinuba, inside the City's limits, in Tulare County within the San Joaquin Valley, California.

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 proposed site is designated as *Farmland of Local Importance* by the State Farmland Mapping and Monitoring Program (FMMP).[2] No land under Williamson Act contract occurs in the proposed Project area. The site is located within the City's limits and is currently designated and zoned for industrial uses. Upon approval, the site will be designated for residential uses. Any potential impacts resulting from the conversion of agricultural land were analyzed in the City of Dinuba General Plan EIR (SCH#2006091107) at the time the site was designated for industrial uses. 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 June 2024.

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, Energy, and Greenhouse Gas Emissions Technical Memorandum that was performed on behalf of the proposed Project by LSA (consulting firm), report date May 30, 2024. The report can be read in its entirety in Appendix A.

RESPONSES

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

Less Than Significant Impact. The proposed Project site is located in western Dinuba, inside the City limits, north of Surabian Drive and south of W. El Monte Way. The Project includes construction of a 126-unit multi-family development on a 5.75-acre site. The development will also include a community center, pool, playground, internal access roads, lighting and other associated improvements

The proposed Project is in a region classified as a nonattainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. To bring the San Joaquin Valley into attainment, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted the 2022 Plan for the 2015 8-Hour Ozone Standard in December 2022 to satisfy Clean Air Act requirements and ensure attainment of the 75 parts per billion (ppb) 8-hour ozone standard.

To ensure the San Joaquin Valley's Air Basin's (Basin) continued attainment of the USEPA PM10 standard, the SJVAPCD adopted the 2007 PM10 Maintenance Plan in September 2007. The SJVAPCD adopted the 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards in November 2018 to address the USEPA 1997 annual PM2.5 standard of 15 μg/m3 and 24-hour PM2.5 standard of 65 μg/m3, the 2006 24-hour PM2.5 standard of 35 $\mu g/m^3$, and the 2012 annual PM2.5 standard of 12 $\mu g/m^3$.

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. In addition, emission reductions achieved through implementation of offset requirements are a major component of the SJVAPCD air quality plans. As discussed below, the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Therefore, the proposed project would not conflict with or obstruct the implementation of SJVAPCD air quality plans. The impact would be ***less than significant***.

Mitigation Measures: None are required.

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?

Less Than Significant Impact with Mitigation Incorporation. The Basin is currently designated nonattainment for the federal and State standards for O3 and PM2.5. In addition, the Basin is in nonattainment for the PM10 standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of an ambient air quality standard. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

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

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by excavation activities. Emissions from construction equipment are also anticipated and would include CO, NOx, volatile organic compounds (VOCs), directly emitted PM2.5 or PM10, and toxic air contaminants such as diesel exhaust particulate matter.

Project construction would include site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has established Regulation VIII measures for reducing fugitive dust emissions (PM10). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM10 emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur oxides (SOx), NOx, VOCs, and some soot particulate (PM2.5 and PM10) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using CalEEMod and are summarized in Table 1. Attachment B in Appendix A provides CalEEMod output sheets.

Table 1 – Short-Term Regional Construction Emissions

Construction Year	Maximum Daily Regional Pollutant Emissions (Tons per Year)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2024	0.1	1.2	1.1	<0.1	0.1	0.1
2025	0.5	1.6	1.5	<0.1	0.1	0.1
Maximum Emissions	0.5	1.6	1.5	<0.1	0.1	0.1
SJVAPCD Threshold	**10.0**	**10.0**	**100.0**	**27.0**	**15.0**	**15.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2024).
CO = carbon monoxide
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_x = sulfur oxides

As shown in Table 1, construction emissions associated with the proposed Project would not exceed the SJVAPCD's thresholds for reactive organic gas (ROG), NOx, CO, SOx, PM10, and PM2.5 emissions. In addition to the construction period thresholds of significance, the SJVAPCD has implemented Regulation VIII measures

for dust control during construction. Implementation of Regulatory Compliance Measure (RCM) AIR-1 would ensure that the proposed project complies with Regulation VIII.

AIR-1: Consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive PM10 Prohibitions), the following controls shall be required to be included as specifications for the proposed Project and implemented at the construction site:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant or covered with a tarp or other suitable cover or vegetative ground cover.

- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.

- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)

- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/ suppressant.

Construction emissions associated with the proposed Project would be less than significant with implementation of AIR-1. Therefore, construction of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

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

Mobile source emissions include ROG and NOX emissions that contribute to the formation of ozone. Additionally, PM10 emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

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

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

Long-term operational emissions associated with the proposed Project were calculated using CalEEMod. Table 2 provides the proposed project's estimated operational emissions. Attachment B in Appendix A provides CalEEMod output sheets.

Table 2 – Project Operational Emissions

Emission Type	Pollutant Emissions (Tons per Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile Sources	0.6	0.5	3.5	<0.1	0.6	0.2
Area Sources	0.6	<0.1	0.6	<0.1	<0.1	<0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Emissions	**1.2**	**0.5**	**4.1**	**<0.1**	**0.6**	**0.2**
SJVAPCD Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2024).
Note: Some values may not appear to add correctly due to rounding.
CO = carbon monoxide
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_X = sulfur oxides

The results shown in Table 2 indicate the proposed Project would not exceed the significance criteria for daily ROG, NOX, CO, SOX, PM10, or PM2.5 emissions. Therefore, operation of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS.

Long-Term Microscale (CO Hot Spot) Analysis. Vehicular trips associated with the proposed Project would contribute to congestion at intersections and along roadway segments in the vicinity of the proposed Project site. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed Project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological

conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in Tulare County are not available. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions.

As described, the proposed Project is estimated to generate 883 average daily trips. Therefore, given the extremely low level of CO concentrations in the Project area and the lack of traffic impacts at any intersections, Project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the Project would not result in any project-related impacts on CO concentrations.

With mitigation incorporation, this impact will be ***less than significant***.

Mitigation Measures: See AIR-1 above.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. The Project site is surrounded primarily by retail and commercial uses. The closest sensitive receptors to the Project site include a multifamily residential building located east of the project site across Alta Avenue at approximately 450 feet. Construction of the proposed Project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel fueled vehicles and equipment). However, construction contractors would be required to implement AIR-1. Construction activities associated with the proposed Project would occur over a short timeframe, under 14 months, and therefore would expose potential sensitive receptors to emissions associated with construction activities for a limited duration. Construction emissions would be temporary in nature and limited to the immediate area surrounding the construction site. As identified above, sensitive receptors are located over 450 feet to the east of the proposed Project site and across Alta Avenue; therefore, this distance is sufficient that particulate matter would settle prior to reaching the nearest sensitive receptors. In

addition, as shown in Table 1, construction emissions associated with the proposed Project would not exceed the SJVAPCD's thresholds for ROG, NOX, CO, SOX, PM10, and PM2.5 emissions. Therefore, with implementation of AIR-1, project construction pollutant emissions would be below the SJVAPCD significance thresholds and are not expected to result in the exposure of sensitive receptors to substantial pollutant concentrations.

The proposed Project would include the construction of a 126-unit multifamily residential development. As identified in Table 2, Project operational emissions of criteria pollutants would be below SJVAPCD significance thresholds; thus, they are not likely to have a significant impact on sensitive receptors. In addition, the proposed project would be required to implement District Rule 9510, Indirect Source Review (ISR). Implementation of Rule 9510 would reduce operational emissions of NOX and PM10 by 33.3 percent and 50 percent, respectively. Compliance with SJVAPCD rules would further limit doses and exposures, reducing potential health risk related to gasoline vapors to a level that is not significant. Once the proposed project is constructed, the proposed project would not be a source of substantial emissions. Therefore, implementation of the proposed project would not result in new sources of TACs. Therefore, the Project would not expose sensitive receptors to substantial levels of TACs.

Valley Fever

The closest sensitive receptors to the Project site include a multifamily residential building located east of the Project site across Alta Avenue at approximately 450 feet. Except under high wind conditions, this distance is sufficient that particulate matter would settle prior to reaching the nearest sensitive receptor. In addition, crosswinds influenced by the adjacent roadways would help dissipate any particulate matter associated with the construction phase of the project. Therefore, any Valley fever spores suspended with the dust would not be anticipated to reach the sensitive receptors. However, during project construction, it is possible that workers could be exposed to Valley fever through fugitive dust. Dust control measures, consistent with SJVAPCD Regulation VIII, would reduce the exposure to the workers and sensitive receptors. Therefore, dust from the construction of the Project is not anticipated to significantly add to the existing exposure of people to Valley fever.

Naturally Occurring Asbestos

The Project is located in Tulare County, which is among the counties found to have serpentine and ultramafic rock in their soils. However, according to the California Geological Survey, no such rock has been identified in the Project vicinity. When demolition is proposed during construction, the demolition of existing buildings may expose asbestos used in building materials. However, the proposed Project would not involve any demolition or renovation as no current development exists on the project site. Therefore, the potential risk for naturally occurring asbestos during project construction is small and would not be significant.

Conclusion

In summary, the Project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The Project is not a significant source of TAC emissions during construction or operations. The Project is not in an area with suitable habitat for Valley fever spores and is not in an area known to have naturally occurring asbestos. Therefore, the Project would not result in significant impacts to sensitive receptors and impacts are ***less than significant.***

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

Less Than Significant Impact. The SJVAPCD addresses odor criteria within the GAMAQI and has not established a rule or standard regarding odor emissions, rather, the district has a nuisance rule: "Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact." During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed residentail uses are not anticipated to emit any objectionable odors. Any odors in general would be confined mainly to the Project site and would readily dissipate. Therefore, the proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. The 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 dairy, cattle, 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 area 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 site.

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.

The site is currently vacant. The Project site's surrounding lands consist primarily of single-family residences, commercial businesses, vacant land and agriculture.

One potentially regulated habitat, Dinuba Town Ditch, was found just outside the Project area: an earthen agricultural drainage ditch along the diagonal northern boundary of the Project. Dinuba Town Ditch is listed in the National Wetlands Inventory as a riverine system with a classification of R5UBFx, which means riverine, unknown perennial, unconsolidated bottom, semi-permanently flooded, and excavated. No aquatic or wetland features occur within the proposed Project site; therefore, jurisdictional waters are considered absent from the site.

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 site is currently fallow and regularly disced for fire suppression. The site is in an area that is highly disturbed and lacking in substantial vegetation, such as trees, brush or shrubs. This factor suggests that the Project site is extremely unlikely to serve as nesting habitat for bird species or any animal or plant species. No wetlands or waters of the U.S. or water of the State were found within the Project area. Additionally, according to the City of Dinuba General Plan DEIR, Occurrences of Special Status Species Figure 3.4-1, the only listed species is the San Joaquin Adobe Sunburst (*Pseudobahia peirsonii*). Table 3.4-1 goes on to state that there is a 1927 record of this plant occurring near the Project site; however, all habitat that would support this species has been eliminated and this population is no longer extant. Therefore, there is no potential for special status species to exist in the area. 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. The Dinuba Town Ditch borders the Project site outside the northern and eastern periphery and is outside of the Project impact area. The Ditch will not be affected by the proposed residential apartment complex. 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 is 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. There are no natural waterways or natural vegetation on the Project site, and the site is not used for movement of wildlife species or for a migratory wildlife corridor, nor is the site used for native wildlife nursery sites. The parcel is currently vacant land with minimal vegetation. The site is highly disturbed; however, in the event that migratory and/or native avian species are nesting within or adjacent to the proposed Project area at the time of construction, construction activities could result in nest abandonment and/or direct mortality to individual birds. Project activities that injure or kill native birds or lead to nest abandonment would violate the California Fish and Game Code. The implementation of BIO-1 would ensure that potential impacts remain ***less than significant***.

Mitigation Measures:

BIO-1. Protect nesting birds.

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

No Impact. The proposed Project is consistent with the goals and policies of the City of Dinuba General Plan and will not conflict with the General Plan's policies related to "no-net-loss" of wetlands and preservation of riparian habitats because wetlands and riparian habitats are absent from the Project site. The Project will not result in significant loss of habitat for special status animal species and will therefore be consistent with General Plan policies related to wildlife habitat. Therefore, the proposed Project would have ***no impact.***

Mitigation Measures: None are required.

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. The proposed Project site is not within an area set aside for the conservation of habitat or sensitive plant or animal species pursuant to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. 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# 24-185, on May 1, 2024 (see Appendix B). The record search revealed that there have been no previous cultural resource studies completed within the project area. There have been five cultural resource studies completed within the half-mile radius: TU-00591, TU-01069, TU-01149, TU-01289 and TU-01599.

There are no recorded resources within the Project area. There are a number of recorded resources within the half-mile radius. These resources consist of single-family properties, multi-family properties, commercial buildings, industrial buildings, ancillary building, canals, government buildings, religious buildings, a railroad, and a rail-road crossing.

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, Energy and Greenhouse Gas Emissions Technical Memorandum that was performed on behalf of the proposed project by LSA (consulting firm) report date May 30, 2024. 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 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 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 analysis addresses energy consumption from the short-term construction and long-term operations, discussed separately below.

Short-Term Energy Demand - Construction

The anticipated construction schedule assumes that the proposed Project would be built in approximately 14 months. Construction-specific phases were assessed for their energy consumption under each construction sub-phase: grading, site preparation, building construction, paving, and architectural coating activities.

Construction would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from nonrenewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy (i.e., fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources.

Operation

Energy use associated with the proposed Project would consist of electricity and vehicle fuel use associated with project operations. The proposed Project would not include natural gas, and no natural gas demand is anticipated during Project operation.

Table 3 shows the estimated potential increased electricity, gasoline, and diesel demand associated with the proposed Project. The electricity and natural gas rates are from the CalEEMod analysis, while the gasoline and diesel rates are based on the traffic analysis in conjunction with USDOT fuel efficiency data and using the USEPA's fuel economy estimates for 2020 and the California diesel fuel economy estimates for 2021.

Table 3 – Estimated Annual Energy Use of Proposed Project

	Electricity Use (kWh per year)	Natural Gas Use (kBTU per year)	Gasoline (gallons per year)	Diesel (gallons per year)
Proposed Project	671,173	0.0	56,300	45,954

Source: Compiled by LSA (May 2024).
kBTU = thousand British thermal units
kWh = kilowatt hours

As shown in Table 3, the estimated increase in electricity demand associated with the operation of the proposed Project would be 671,173 kilowatt hours (kWh) per year. Total electricity consumption in Tulare County in 2022 was 4,957,696,254 kWh;1 therefore, operation of the proposed Project would negligibly increase the annual electricity consumption in Tulare County by approximately 0.01 percent.

In addition, the Project would result in energy usage associated with motor vehicle gasoline to fuel project-related trips. As shown above in Table 3, the proposed Project would result in the consumption of 56,300 gallons of gasoline and 45,954 gallons of diesel per year. Based on fuel consumption obtained from EMFAC2021, approximately 197.1 million gallons of gasoline and approximately 65 million gallons of diesel will be consumed from vehicle trips in Tulare County in 2024. Therefore, vehicle trips associated with the proposed Project would increase the annual fuel use in Tulare County by approximately 0.03

percent for gasoline fuel usage and approximately 0.1 percent for diesel fuel usage. The proposed Project would result in fuel usage that is a small fraction of current annual fuel use in Tulare County, and fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, gasoline demand generated by vehicle trips associated with the proposed Project would be a minimal fraction of gasoline and diesel fuel consumption in California.

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

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

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***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The CEC recently adopted the 2023 Integrated Energy Policy Report. The 2023 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2023 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecasts, and the California Energy Demand Forecast.

As indicated above, energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the region's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2023 Integrated Energy Policy Report.

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***.

Mitigation Measures: None are required.

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 soil types 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 located on an approximately 5.75-acre site, in western Dinuba, north of Surabian Drive and south of W. El Monte Way. The proposed site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act.[3] The nearest known potentially active fault is the Sierra Nevada Fault Zone, located approximately 63 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 Project Applicant intends to develop 126 apartment units on an approximately 5.75-acre site. The development will also include access roads, parking, lighting and other associated improvements. An earthen agricultural drainage ditch (Dinuba Town Ditch) spans just outside the diagonal northeastern boundary of the Project site; the Project will have no effect on the ditch.

Construction activities associated with the Project involve 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

[3] Earthquake Hazard Zones, California Department of Conservation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed June 2024.

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.***

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; with the predominant soils in the proposed Project area Tujunga Loamy Sand and Flamen Loamy soil.[4] These soil types are characterized as moderately well drained to somewhat excessively drained, with negligible to low runoff. These soils also have 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.[5] 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.

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[4] U.S. Department of Agriculture. Natural Resource Conservation Service. Web Soil Survey. https://websoilsurvey.sc.egov.usda.gov/app/WebSoilSurvey.aspx. Accessed June 2024.

[5] U.S. Geological Service. Areas of Land Subsidence in California. https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html Accessed June 2024.

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?

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 B), 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, Energy and Greenhouse Gas Emissions Technical Memorandum that was performed on behalf of the proposed project by LSA (consulting firm) report date May 30, 2024. 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?

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

Less than Significant Impact. The following sections describe the proposed Project's construction- and operation-related GHG impacts and consistency with applicable GHG reduction plans.

Construction Greenhouse Gas Emissions

Construction activities associated with the proposed Project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO2, CH4, and N2O. Furthermore, CH4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The SJVAPCD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that the annual emissions associated with construction of the proposed Project would be approximately 406.5 metric tons of CO2e per year. Construction GHG emissions were amortized over the life of the Project (assumed to be 30 years) and added to the operational emissions. When annualized over the life of the project, amortized construction emissions would be approximately 13.6 MT CO2e per year.

Operational Greenhouse Gas Emissions

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

Following guidance from the SJVAPCD, GHG emissions for Project operations were calculated using CalEEMod. Based on the analysis results, summarized in Table 4, the proposed Project would result in emissions of approximately 776.1 MT CO2e per year. These estimated emissions are provided for informational purposes, and the significance of the proposed Project is further analyzed below.

Table 4 – Greenhouse Gas Emissions

Emission Type	Operational Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	CO_2e
Mobile Sources	645.8	<0.1	<0.1	659.6
Area Sources	1.6	<0.1	<0.1	1.6
Energy Sources	62.1	<0.1	<0.1	62.7
Water Sources	3.9	0.2	<0.1	9.5
Waste Sources	8.3	0.8	0.0	29.1
Amortized Construction Emissions				13.6
Total Operational Emissions				**776.1**

Source: Compiled by LSA (May 2024).
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
N_2O = nitrous oxide

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

The 2022 Scoping Plan includes key project attributes that reduce operational GHG emissions in Appendix D, Local Actions, of the 2022 Scoping Plan. As discussed in Appendix D of the 2022 Scoping Plan, absent consistency with an adequate, geographically specific GHG reduction plan such as a CEQA-qualified CAP, the first approach the State recommends for determining whether a proposed residential or mixed-use residential development would align with the State's climate goals is to examine whether the project includes key project attributes that reduce operational GHG emissions.

The Project's consistency with key project attributes from the 2022 Scoping Plan that would be applicable to residential and mixed-use development is shown in Table 5.

Residential and mixed-use projects that have all of the key project attributes as outlined in Table 5 in the memorandum would be considered to accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals as outlined in the 2022 Scoping Plan.

The proposed Project would be consistent with the 2022 Scoping Plan key residential and mixed-use project attributes related to EV charging requirements and building electrification. Therefore, the proposed Project would be consistent with all project attributes in the 2022 Scoping Plan GHG emission thresholds. As such, the proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Table 5 – Project Consistency with the 2022 Scoping Plan Key Residential and Mixed Use Project Attributes That Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	***Consistent.*** CALGreen requires provision of infrastructure to accommodate EV chargers. The proposed project would provide electric vehicle charging to comply with the CALGreen code, which requires 10 percent of the total parking spaces to be equipped with Level 2 EV chargers and that at least half of the required EV chargers be equipped with J17772 connectors. Therefore, the proposed project would be consistent with this key project attribute.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	***Consistent***. The project site is located in an area with a mix of land uses, including residential and commercial, uses that are presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer). Therefore, the proposed project would be consistent with this key project attribute.
	Does not result in the loss or conversion of natural and working lands.	***Consistent.*** The project site is not zoned for agricultural uses. The State Department of Conservation classifies the project site as Non-Enrolled Land. The project site is not located on land that is designated as Prime Farmland or Farmland of State Importance. In addition, the project site is currently vacant and is not zoned for agricultural uses. As such, the proposed project would be consistent with this key project attribute.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre) or Is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's SCS.	***Consistent.*** The proposed project would include the construction of 126 multifamily units on a 250,568 sq ft (5.75 acres) project site. Therefore, the proposed project would result in 21 residential dwelling units per acre. In addition, the project site is located within 0.5 mile of a transit stop. The proposed project would also provide pedestrian infrastructure connecting to neighboring uses. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation. As such, the proposed project would be consistent with this key project attribute.
	Reduces parking requirements by: eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or providing residential parking supply at a ratio of less than one parking space per dwelling unit; or for multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	***Consistent.*** The proposed project would consist of 126 multifamily units and would provide 295 parking spaces throughout the project site. Based on the proposed uses when compared to the number of parking spaces, the proposed project would not include reduced parking. However, future tenants would be able to implement unbundled parking costs, as feasible. Moreover, the project site is located within 0.5 mile of a transit stop. The proposed project would also provide pedestrian infrastructure connecting to neighboring uses. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of

Table 5 – Project Consistency with the 2022 Scoping Plan Key Residential and Mixed Use Project Attributes That Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
		transportation. Although the proposed project would not have reduced parking, it would still be consistent with the intent of this measure for reducing VMT.
	At least 20 percent of units included are affordable to lower-income residents.	***Consistent.*** The proposed project would not include affordable residential units. However, the proposed project would include residential units that would be in close proximity to commercial uses and would allow residents to live within walking distance to the commercial zones. Although the proposed project would not include affordable housing, the proposed project would provide needed multifamily housing. Therefore, the proposed project would be consistent with this key project attribute.
	Results in no net loss of existing affordable units.	***Consistent.*** The proposed project would not result in the removal of any existing residential units. As such, the proposed project would be consistent with this key project attribute.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	***Consistent.*** The proposed project would be consistent with State building code requirements as Title 24 advances to implement the building decarbonization goals from the 2022 Scoping Plan. As such, the proposed project would be consistent with this key project attribute.

Source: Compiled by LSA (May 2024).
EV = electric vehicle
SCS = Sustainable Communities Strategy
sq ft = square foot
VMT = vehicle miles traveled.

Consistency with Greenhouse Gas Reduction Plans

As demonstrated in the preceding section, the proposed Project would be consistent with the 2022 Scoping Plan key project attributes for residential and mixed-use projects.

The proposed project is further analyzed for consistency with the goals of the 2022 Scoping Plan and Tulare County's RTP.

2022 Scoping Plan

The following discussion evaluates the proposed Project according to the goals of the 2022 Scoping Plan, EO B-30-15, SB 32, and AB 197.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,2 to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change

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

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would not be powered by natural gas, and no natural gas demand is anticipated during construction or operation of the proposed project. The elimination of natural gas in new development would help projects implement their "fair share" of achieving long-term 2045 carbon neutrality consistent with State goals. As such, if a project does not utilize natural gas, a lead agency can conclude that it would be consistent with achieving the 2045 neutrality goal and will not have a cumulative considerable impact on climate change.1 In addition, the proposed project would be required to comply

with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The project would comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. In addition, the proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

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

Tulare County 2022 RTP/SCS.

The TCAG RTP/SCS reflects transportation planning for Tulare County through 2046. The vision, goals, and policies in the 2022 RTP are intended to serve as the foundation for both short- and long-term planning and guide implementation activities. The core vision in the 2022 RTP is to create a region of diverse, safe, resilient, and accessible transportation options that improve the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities. The 2022 RTP contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The actions in the 2022 RTP address all transportation modes (highways, local streets and roads, mass transportation, rail, bicycle, aviation facilities and services) and consists of short- and long-term activities that address regional transportation needs. While the actions are organized by the five key policy areas, many of them support multiple goals and policies. Some actions are intended to support the Sustainable Communities Strategy and reduce GHG emissions directly, while others are focused on the RTP's broader goals. The 2022 RTP does not require that local General Plans, Specific Plans, or zoning be consistent with the 2022 RTP, but provides incentives for consistency for governments and developers.

The proposed Project would not interfere with the TCAG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the 2022 RTP targets since those targets were established and are applicable on a regional level. The proposed Project would include the construction of 126 multifamily residential units and associated site improvements. As such, the proposed Project land uses would be consistent with the growth assumptions used in the 2022 RTP. Therefore, it is anticipated that implementation of the proposed Project would not interfere with the TCAG's ability to implement the regional strategies outlined in the 2022 RTP. The proposed Project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Conclusion

Based on the analysis presented above, the Project would not result in the emission of substantial GHG emissions. Additionally, the Project would not conflict with the State's GHG emissions reductions objectives embodied in the 2022 Scoping Plan, Executive Order B-30-15, SB 32, and AB 197. Therefore, the proposed Project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable. 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 western portion of the City of Dinuba. The site currently supports a recently disced agricultural field.

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 Project Applicant intends to develop 126 apartments on an approximately 5.75-acre site. The development will also include access roads, parking, lighting and other associated improvements such as a community center, pool and a playground.

Surrounding the proposed Project are Dinuba Town Ditch, a portion of San Joaquin Valley Railroad, and commercial businesses to the north; Surabian Drive, agricultural row crops and a large distribution center (Ruiz Foods) to the south; Holiday Inn and ARCO Fuel Station to the east; and vacant land and a Walmart Supercenter/ parking lot to the west.

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. 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. There are no schools located within the 0.25-mile radius of the proposed Project site. The closest schools are Dinuba High School to the east and Lincoln Elementary School to the northeast, which are both approximately 0.7 miles away from the Project site. As the proposed Project includes the development of 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.* above regarding hazardous material handling. There would be 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. The Geotracker and Envirostor database searches were 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[6] and Envirostor[7] 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 9.3 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?

Less than Significant Impact. The Project has been designed for adequate emergency access and has been reviewed by the City. The internal roadways will be designed with sufficient clearances for emergency vehicles to access the entire site. Therefore, the Project will not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Any impacts are ***less than significant***.

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?

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[6] Geotracker Database, California State Water Resources Control Board. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=dinuba. Accessed June 2024.

[7] EnviroStor Database, California Department of Toxic Control Substances. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=dinuba. Accessed June 2024.

No Impact. The site is within the City of Dinuba and is completely surrounded by developed urban uses. The site is currently vacant and is routinely disked for weed control. There are no wildlands on or near the Project site. There is ***no impact***.

Mitigation Measures: None are required.

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.[8] The Kings Subbasin encompasses approximately 1,530 square miles within Fresno, Tulare and Kings counties. The Kings Subbasin is designated as a critically over-drafted high priority basin by the Department of Water Resources. The existence of overdraft in the Kings Subbasin is documented by historical decline in ground water levels and is confirmed by the historical water budgets presented by the Kings River East Groundwater Sustainability Agency and the Alta Irrigation District.[9] 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 currently vacant. Grading, excavation and loading activities associated with construction activities could temporarily increase runoff, erosion, and

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

[9] City of Dinuba 2020 Urban Water Management Plan. December 2021. https://dinuba.org/images/docs/forms/Urban-Water-Management-Plan.pdf. Accessed June 2024.

sedimentation. Construction activities also could result in soil 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 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, upon approval of the General Plan Amendment, zone change and site plan review. 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. Project implementation 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.[10]

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 its latest Urban Water Management Plan (UWMP) in 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.[11]

The site is currently designated for urban uses in the General Plan and as such, water use at the site has been accounted for in the City's 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;

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

[11] Ibid.

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?

Less Than Significant Impact. Lands surrounding the proposed Project are Dinuba Town Ditch, a portion of San Joaquin Valley Railroad, and commercial businesses to the north; Surabian Drive, agricultural row crops and a large distribution center (Ruiz Foods) to the south; Holiday Inn and ARCO Fuel Station to the east; and vacant land and a Walmart Supercenter/ parking lot to the west.

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 outside of any Flood Zone or Special Flood Hazard Areas, as indicated by FEMA flood hazard map 06107C0317E, effective 6/16/2009. The proposed development will be built in accordance with the current City ordinances and California Building Code regarding construction outside of flood zones. The Project 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 outside of any Flood Zone or Special Flood Hazard Areas. The Project includes development of 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 will 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***.

Mitigation Measures: None are required.

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 western 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 includes development of 126 apartment units on an approximately 5.75-acre site. The site is currently within the western City limits of Dinuba. Entitlements needed to accommodate the proposed Project include a General Plan Amendment, Zone Change, and a site plan review.

Surrounding the proposed Project are Dinuba Town Ditch, a portion of San Joaquin Valley Railroad, and commercial businesses to the north; Surabian Drive, agricultural row crops and a large distribution center (Ruiz Foods) to the south; Holiday Inn and ARCO Fuel Station to the east; and vacant land and a Walmart Supercenter/ parking lot to the west. The Project applicant proposes a Zone Change from M-1 (Light Industrial) to RM-1.5 (Residential, High Density) and a General Plan Amendment converting

Light Industrial to High Density Residential. Upon approval, these proposed changes will not conflict with any applicable land use plans, policies or regulations. The Project will comply with the City of Dinuba's General Plan.

The Project would provide housing 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.[12] 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.[13] Therefore, there is ***no impact***.

Mitigation Measures: None are required.

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

[13] 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 mowers, 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 5 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.[14]

Table 5
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

[14] 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 June 2024.

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 generated by the Project will be from vehicles traveling on internal access roads and from traffic traveling along Surabian Drive. Project implementation 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 construction of 126 apartments and the associated improvements, including but not limited to a community center, pool and playground. 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 6 describes the typical construction equipment vibration levels.[15]

[15] Ibid.

Table 6
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 rural residences, which are located north of W. El Monte Way and east of S. Alta Avenue.

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

Dinuba's population has exhibited major growth since 2000. The population in 2000 was 16,844[16], while the population as of January 2023 was 25,469.[17] 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 people per household.[18]

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?

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

[17] E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024. California Department of Finance, January 2024. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed June 2024.

[18] Ibid.

Less Than Significant Impacts. There will be 126 new homes associated with the proposed Project and the site is currently vacant. Based on data regarding persons per dwelling, the site would provide additional housing for approximately 451 people. This is a relatively small population and is not expected to affect any regional population, housing or employment projections anticipated by City documents.

The site is currently inside the western City limits of Dinuba. As such, the increase in population has been planned for. Entitlements needed to accommodate the proposed Project include General Plan Amendment, Zone Change, and a site plan review. 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 workforce. 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.

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 Dinuba Fire Department is located at 496 East Tulare Street, Dinuba, approximately 0.6 miles east 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.

Police protection services are provided by the Dinuba Police Department, which is approximately 0.3 miles southeast of the Project site at 680 South Alta Avenue, Dinuba. The Dinuba Police Department provides a full range of police services.

Educational services are 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.

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 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. Implementation of the proposed Project would result in an increase in demand for police services; however, this increase would be minimal compared to the number of officers currently employed by the Dinuba Police Department and would not trigger the need for new or physically altered police facilities. No additional police personnel or equipment is anticipated. In addition, each home will be assessed a public safety impact fee by the City that is used to make capital improvements for the Police Department. Impacts are ***less than significant.***

Schools?

Less Than Significant Impact. Since the proposed Project includes the addition of approximately 126 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 126 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 environmental review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is ***less than significant.***

Parks?

Less Than Significant Impact. The closest park to the proposed Project is the Felix Delgado Park located approximately 0.7 miles southeast and the Rose Ann Vuich Park located approximately 0.7 miles northeast. The Project will be required to pay City Park facility impact fees to compensate for any service demand increase on existing parks within the Dinuba area. The Project applicant would be required to comply with the Municipal Code and Ordinances. 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 will 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 Project Applicant intends to develop 126 apartment units on an approximately 5.75-acre site. The site is currently inside the western City limits of Dinuba. To accommodate this Project, the City will need to approve an General Plan Amendment, Zone Change, and site plan review. However, the increase of approximately 451 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 Impact Fee is warranted 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 Dinuba's Park Facilities Fees. 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 site consists of a vacant agricultural field disked regularly for weed control.

A Traffic Study (Appendix C) was prepared for the Project by Ruettgers & Schuler Civil Engineers on June 2024 and is the basis of analysis for the following transportation analysis.

The purpose of the Traffic Study is to evaluate the potential impacts of a proposed residential development located south of El Monte Way, north of Surabian Way, on the west side of Alta Avenue in Dinuba, CA. The study included both level of service (LOS) and vehicle miles traveled (VMT) analyses.

RESPONSES

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)?

Less Significant Impact with Mitigation Incorporation. A total of four intersections are directly related to or adjacent to the proposed Project and are included in the study: three signalized and one stop controlled.

Project Trip Generation and Design Hour Volumes

The trip generation and design hour volumes for the residential development were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. The ADT, AM and PM peak hour rate equations, and peak hour directional splits for the ITE Land Use Code 220 (Multi-Family Housing) were used to estimate the Project traffic. See Table 7.

Table 7 – 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
220	Multifamily Housing (Low Rise)	126 Dwelling Units	eq	883	eq	24% 15	76% 47	eq	63% 47	37% 28

Trip Distribution and Assignment

The project trip distribution in Table 8 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.

Table 8 – Project Trip Distribution

Direction	Percent
North	35
East	25
South	25
West	15

Existing and Future Traffic

Weekday peak hour turning movements were counted at the following intersections in May 2024 (see Appendix C for count data). Traffic counts were conducted between the hours 6:00 to 8:00 AM and 4:00

to 6:00 PM and are shown in Figure 5 of Appendix C. Existing + Project peak hour volumes are shown in Figure 6 of Appendix C. Annual growth rates ranging between 1.77% and 4.79% were applied to existing traffic volumes to estimate future traffic volumes for the year 2044. 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. Future peak hour volumes are shown in Figures 7 and 8 of Appendix C.

Results of Intersection Analysis

All four study intersections currently operate above LOS D during peak hours with and without project traffic in 2024. All intersections are anticipated to continue to operate above LOS D in 2044 prior to, and with the addition of project traffic. Therefore, no improvements are recommended.

Results of Traffic Signal Warrant Analysis

The peak hour signal warrants were evaluated for the unsignalized intersection (Monte Vista Drive at Surabian Drive) within the study. The analysis indicated that the signal warrant thresholds were not met for any of the criteria tested for the Project.

Results of Level of Service Analysis

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.

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 2024. All roadway segments are anticipated to continue to operate at LOS C in 2044 prior to, and with the addition of project traffic. Therefore, no improvements are recommended.

Results of VMT Analysis

An evaluation of vehicle miles traveled (VMT) for project traffic was conducted in accordance with California Environmental Quality Act (CEQA) requirements. The City of Dinuba has adopted the "County of Tulare SB 743 Guidelines", dated June 8, 2020, which contains recommendations regarding VMT assessment, significance thresholds and mitigation measures.

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) 2777, which has an average VMT/capita of 10.70 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 whether any pedestrian, bicycle or transit facilities deficiencies exist. After review, sidewalks and ADA compliant wheelchair ramps are proposed to be constructed. The identified improvements include the following and are shown in Figure 9 of the Traffic Study:

- 110 feet of sidewalk between Dickey Avenue & Smith Avenue on the north side of El Monte Way.
- 180 feet of sidewalk on the east side of Dickey Avenue on the north side of El Monte Way.
- Two (2) ADA compliant curb ramps at Smith Avenue and El Monte Way.

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). As shown in Table 7, the Project is anticipated to generate 883 daily trips, which equates to a target value of improvements of $17,660. The total mitigation cost, for the identified improvements, is estimated at approximately $18,162 with a 20% contingency. Pursuant to the guidelines, if a project provides mitigation which meets the minimum target listed above, the project can presume a 1% reduction in VMT. The assumed VMT/capita reduction is 1% of 10.70 or 0.107. The resulting VMT/capita after mitigation is 10.59 which is below the average VMT/capita in the TAZ which the Project is located.

With implementation of Mitigation Measure TRA-1, the Project will have a *less than significant transportation impact*.

Mitigation Measures:

TRA- 1: The Project Applicant shall install the following improvements prior to the City's issuance of the first Permit of Occupancy.

• 110 feet of sidewalk between Dickey Avenue & Smith Avenue on the north side of El Monte Way, per City Standards.

• 180 feet of sidewalk on the east side of Dickey Avenue on the north side of El Monte Way, per City Standards.

• Two (2) ADA compliant curb ramps at Smith Avenue and El Monte Way, per City Standards.

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 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 residential development would be provided along Surabian Way. 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

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of 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. On April 7, 2024, the City provided letters to the tribes below notifying them of the Project and requesting consultation, if desired.

- Big Sandy Rancheria of Western Mono Indians
- North Fork Mono Tribe
- Santa Rosa Rancheria Tachi Yokut Tribe
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley Band

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 Project site is located within the service territory of the City of Dinuba and is currently designated for urban development in the City of Dinuba General Plan. 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).[19] 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.[20] 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.[21]

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, as the site is within the adopted Sphere of Influence and has been included in the City's infrastructure planning documentation. 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. 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 that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other residential 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 required impact fees and connection charges, the Project would not result in a significant impact related

[19] City of Dinuba 2015-2023 Housing Element. Pg 6-9. Accessed January 2024.

[20] City of Dinuba 2020 Urban Water Management Plan. Pg 6-1. Accessed January 2024.

[21] Ibid. Pg 1-3.

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.[22] 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 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.

[22] Solid Waste, Tulare County. https://tularecounty.ca.gov/solidWaste/landfills/locations-fees/visalia-landfill/. Accessed June 2024.

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 0.6 miles east 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 339 feet above sea level in an area of intense urban and agricultural development. Surrounding the proposed Project are Dinuba Town Ditch, a portion of San Joaquin Valley Railroad, and commercial businesses to the north; Surabian Drive, agricultural row

crops and a large distribution center (Ruiz Foods) to the south; Holiday Inn and ARCO Fuel Station to the east; and vacant land and a Walmart Supercenter/ parking lot to the west.

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 increased 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
- Caroline Gibbons, Assistant Planner

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Ruettgers & Schuler Civil Engineers

- Ian J. Parks, RCE

Persons and Agencies Consulted

City of Dinuba

- Karl Schoettler, Contract City Planner

Southern San Joaquin Valley Information Center

- Jeremy E. David, Assistant Coordinator

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Dinuba's Verma Apartments Project (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

The first column of the Table identifies the mitigation measure. The second column, entitled "Party Responsible for Implementing Mitigation," names the party responsible for carrying out the required action. The third column, "Implementation Timing," identifies the time the mitigation measure should be initiated. The fourth column, "Party Responsible for Monitoring," names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that individual mitigation measures have been monitored.

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
Air Quality Protection Measures **AIR-1:** Consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive PM10 Prohibitions), the following controls shall be required to be included as specifications for the proposed Project and implemented at the construction site: • All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant or covered with a tarp or other suitable cover or vegetative ground cover. • All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. • All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. • When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained. • All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry	Project Applicant	Prior to and during construction	Project Applicant / City of Dinuba	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.) • Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/ suppressant.				
<u>Protect Nesting Birds</u> **BIO-1:** To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August. If it is not possible to schedule construction between September and January, pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. A pre-construction 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 areas. 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.	Project Applicant	Prior to and during construction	Project Applicant / City of Dinuba	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
Cultural Resources Protection 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	Project Applicant	Prior to and during construction	Project Applicant	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
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.				

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
<u>Vehicle Miles Travelled Reduction Measures</u> **TRA-1:** The Project Applicant shall install the following improvements prior to the City's issuance of the first Permit of Occupancy. • 110 feet of sidewalk between Dickey Avenue & Smith Avenue on the north side of El Monte Way, per City Standards. • 180 feet of sidewalk on the east side of Dickey Avenue on the north side of El Monte Way, per City Standards. • Two (2) ADA compliant curb ramps at Smith Avenue and El Monte Way, per City Standards.	Project Applicant	Prior to issuance of first Permit of Occupancy	City of Dinuba	

Appendix A

Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum

Appendix B

CHRIS Cultural Resources Records Search

Appendix C

Traffic Study