INITIAL STUDY – MITIGATED NEGATIVE DECLARATION

General Plan Amendment No. 2019-01

Zone Amendment No. 733

May 2019

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City of Tulare
Community and Economic Development Department
411 East Kern Avenue
Tulare, CA 93274

Executive Summary

Project Title: GPA No. 2019-01, ZA No. 733

Project Location
The project site is located in Tulare County in the northern area of the City of Tulare, on the south side of Prosperity Avenue between Brentwood Street and Laspina Street. The project area is composed of one parcel (APN 171-300-016), totaling approximately 3.83 acres.

The City of Tulare General Plan designates the project site as Office Commercial and the existing zoning is C-2 (Office Commercial). The project site is bordered by Sandalwood Avenue and single-family residential properties to the south, multiple office commercial buildings to the east, Prosperity Avenue and Home Depot to the north, and a multiple tenant commercial building to the west.

Project Overview
The proposed project involves General Plan Amendment (GPA) No. 2019-01 to change the General Plan land use designation for the project site from Office Commercial to Community Commercial. The proposed project also includes Zone Amendment (ZA) No. 733 to change the existing zoning for the project site from C-2 (Office Commercial) to C-3 (Retail Commercial).

Summary of IS/MND Findings
The analysis in Section 3 of this Initial Study and Proposed Mitigated Negative Declaration (IS/MND) evaluates the potential environmental impacts associated with project implementation. It was found that implementation of the proposed project would not result in potentially significant impacts on the environment, as detailed in Section 3.

Mitigation Monitoring and Reporting Program
As required by Public Resources Code Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the project in order to monitor the implementation of the mitigation measures that have been adopted for the project. This Mitigation Monitoring and Reporting Program (MMRP) has been created based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed retail commercial development with lease space for future tenants.

The first column of the table identifies the mitigation measure. The second column names the party responsible for carrying out the required action. The third column, “Timing of Mitigation Measure” identifies the time the mitigation measure should be initiated. The fourth column, “Responsible Party for Monitoring,” names the party ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that the individual mitigation measures have been monitored. Plan checking and verification of mitigation compliance shall be the responsibility of the City of Tulare.

Mitigation Measure	Party Responsible for Implementing Mitigation	Implementation Timing	Party Responsible for Monitoring	Verification (name/date)
Mitigation Measure CUL-1: If cultural resources, bones, or fossils are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of Interior's Professional Qualifications Standards for archaeology (NPS 1983) or a qualified paleontologist shall be contacted immediately to evaluate the find. If the discovery proves to be significant, additional work such as data recovery, excavation, and Native American consultation may be warranted until the qualified archaeologist or paleontologist has determined that ground-disturbing activities may resume in the area of the find or in alternate locations on the site, as approved by the project's qualified archaeologist or paleontologist, in consultation with any required federal, state, local, or Tribal authorities.	Construction Contractor	During ground-disturbing construction activities	City of Tulare	
Mitigation Measure CUL-2: The discovery of human remains is always a possibility during ground disturbing activities. If	Construction Contractor	During ground-disturbing	City of Tulare	

human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.		construction activities		

City of Tulare
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411 East Kern Avenue
Tulare, CA 93274

Introduction

Project Title: GPA No. 2019-01, ZA No. 733

This Initial Study/Mitigated Negative Declaration has been prepared for the applicant to address the environmental effects of General Plan Amendment No. 2019-01 and Zone Amendment No. 733, to change the General Plan Land Use Designation and existing zoning on approximately 3.83 acres within the City of Tulare, California to allow the development of retail commercial uses on the Project site. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines. The City of Tulare is the CEQA lead agency for this project.

The project site is located within Tulare County in the northern area of the City of Tulare, on the south side of Prosperity Avenue between Brentwood and Laspina Streets (APN 171-300-016).

This Initial Study document for **GPA No. 2019-01, ZA No. 733**, is organized as follows:

Section 1: Environmental Review Process
The Environmental Review Process covers the procedures, under the California Environmental Quality Act (CEQA), for evaluating the environmental effects of the proposed project including the CEQA guidelines, Initial Study, Environmental Checklist, and Notice of Intent to adopt a Negative Declaration, the Negative Declaration, and the Notice of Determination.

Section 2: Project Description
The Project Description identifies the project location, provides a background to the project, and describes the project.

Section 3: Evaluation of Environmental Impacts
Evaluation of Environmental Impacts contains the CEQA Environmental Checklist, Environmental Factors Potentially Affected, Evaluation of Environmental Impacts, Draft Notice of Intent to Adopt an Initial Study/Negative Declaration, Draft Negative Declaration, Notice of Completion and Environmental Document Transmittal form, and Draft Notice of Determination.

Section 4: References
References provides a list of reference material used during the preparation of the Initial Study.

Section 5: List of Report Preparers
The List of Report Preparers provides a list of key personnel involved in the preparation of the Initial Study.

Appendices
The Appendices contain the Traffic Impact Study completed, as well as CalEEMod modeling output sheets for potential Air Quality, Greenhouse Gas, and Energy impacts for the proposed project.

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Community and Economic Development Department
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SECTON 1
CEQA Environmental Review Process

Project Title: GPA No. 2019-01, ZA No. 733

1.1 California Environmental Quality Act Guidelines

Section 15063 of the California Environmental Quality Act (CEQA) Guidelines requires that the Lead Agency prepare an Initial Study to determine whether a discretionary project will have a significant effect on the environment. All phases of the project planning, implementation, and operation must be considered in the Initial Study. The purposes of an Initial Study, as listed under Section 15063(c) of the CEQA Guidelines, include:

(1) Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or negative declaration;

(2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration;

(3) Assist the preparation of an EIR, if one is required, by:

(A) Focusing the EIR on the effects determined to be significant,

(B) Identifying the effects determined not to be significant,

(C) Explaining the reasons for determining that potentially significant effects would not be significant, and

(D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

(4) Facilitate environmental assessment early in the design of a project;

(5) Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment;

(6)Eliminate unnecessary EIRs;

(7)Determine whether a previously prepared EIR could be used with the project.

1.2 Initial Study

The Initial Study provided herein covers the potential environmental effects of General Plan Amendment No. 2019-01 and Zone Amendment No. 733, changing the existing General Plan Designation and existing zoning on approximately 3.83 acres within the City of Tulare, California.

The City of Tulare will act as the Lead Agency for processing the Initial Study/ Mitigated Negative Declaration pursuant to the CEQA and the CEQA Guidelines.

1.3 Environmental Checklist

The Lead Agency may use the CEQA Environmental Checklist Form [CEQA Guidelines, Section 15063(d)(3) and (f)] in preparation of an Initial Study to provide information for determination if there are significant effects of the project on the environment. A copy of the completed Environmental Checklist is set forth in Section Three.

1.4 Notice of Intent to Adopt a Mitigated Negative Declaration

The Lead Agency shall provide a Notice of Intent to Adopt a Mitigated Negative Declaration (CEQA Guidelines, Section 15072) to the public, responsible agencies, trustee agencies and the County Clerk within which the project is located, sufficiently prior to adoption by the Lead Agency of the Mitigated Negative Declaration to allow the public and agencies the review period. The public review period (CEQA Guidelines, Section 15105) shall not be less than 20 days. When the Initial Study/Mitigated Negative Declaration is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 30 days, unless a shorter period, not less than 20 days, is approved by the State Clearinghouse.

Prior to approving the project, the Lead Agency shall consider the proposed Mitigated Negative Declaration together with any comments received during the public review process, and shall adopt the proposed Mitigated Negative Declaration only if it finds on the basis of the whole record before it, that there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the Lead Agency's independent judgment and analysis.

The written and oral comments received during the public review period will be considered by the City of Tulare prior to adopting the Mitigated Negative Declaration.

Regardless of the type of CEQA document that must be prepared, the overall purpose of the CEQA process is to:

1) Assure that the environment and public health and safety are protected in the face of discretionary projects initiated by public agencies or private concerns;

2) Provide for full disclosure of the project's environmental effects to the public, the agency decision-makers who will approve or deny the project, and the responsible trustee agencies charged with managing resources (e.g. wildlife, air quality) that may be affected by the project; and

3) Provide a forum for public participation in the decision-making process pertaining to potential environmental effects.

According to Section 15070(a) a public agency shall prepare or have prepared a proposed mitigated negative declaration for a project subject to CEQA when:

The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment. Less than significant impacts have been identified, with implementation of mitigation measures.

The Environmental Checklist Discussion contained in Section Three of this document has determined that the environmental impacts of the project are less than significant with incorporation of mitigation measures, and that a Mitigated Negative Declaration is adequate for adoption by the Lead Agency.

1.5 Negative Declaration or Mitigated Negative Declaration

The Lead Agency shall prepare or have prepared a proposed Negative Declaration or Mitigated Negative Declaration (CEQA Guidelines Section 15070) for a project subject to CEQA when the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment.

The proposed Negative Declaration or Mitigated Negative Declaration circulated for public review shall include the following:

(a) A brief description of the project, including a commonly used name for the project.

(b) The location of the project, preferably shown on a map.

(c) A proposed finding that the project will not have a significant effect on the environment.

(d) An attached copy of the Initial Study documenting reasons to support the finding.

(e) Mitigation measures, if any.

1.6 Intended Uses of Initial Study/Mitigated Negative Declaration Documents

The Initial Study/Mitigated Negative Declaration document is an informational document that is intended to inform decision-makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed project. The environmental review process has been established to enable the public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency must balance any potential environmental effects against other public objectives, including economic and social goals.

The City of Tulare, as Lead Agency, will make a determination, based on the environmental review for the Initial Study and comments from the general public, if there are less than significant impacts from the proposed project and the requirements of CEQA can be met by adoption of a Mitigated Negative Declaration.

1.7 Notice of Determination (NOD)

The Lead Agency shall file a Notice of Determination within five working days after deciding to approve the project. The Notice of Determination (CEQA Guidelines, Section 15075) shall include the following:

(1) An identification of the project including the project title as identified on the proposed negative declaration, its location, and the State Clearinghouse identification number for the proposed negative declaration if the notice of determination is filed with the State Clearinghouse.

(2) A brief description of the project.

(3) The agency's name and the date on which the agency approved the project.

(4) The determination of the agency that the project will not have a significant effect on the environment.

(5) A statement that a negative declaration or a mitigated negative declaration was adopted pursuant to the provisions of CEQA.

(6) A statement indicating whether mitigation measures were made a condition of the approval of the project, and whether a mitigation monitoring plan/program was adopted.

(7) The address where a copy of the negative declaration or mitigated negative declaration may be examined.

(8) The Notice of Determination filed with the County Clerk shall be available for public inspection and shall be posted by the County Clerk within 24 hours of receipt for a period of at least 30 days. Thereafter, the clerk shall return the Notice to the Lead Agency with a notation of the period posted.

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City of Tulare
Community and Economic Development Department
411 East Kern Avenue
Tulare, CA 93274

SECTON 2
Project Description

Project Title: GPA No. 2019-01, ZA No. 733

2.1 Project Location

The project site is located in Tulare County in the northern area of the City of Tulare, on the south side Prosperity Avenue between Brentwood and Laspina Streets. The project area is composed of one parcel (APN 171-300-016) totaling approximately 3.83 acres. Figures 2-1 and 2-2 show the Project Location and Project Vicinity of the project site, respectively.

The City of Tulare General Plan designates the project site as Office Commercial and the existing zoning is C-2 (Office Commercial). The project site is bordered by Sandalwood Avenue and single-family residential properties to the south, multiple office commercial buildings to the east, Prosperity Avenue and Home Depot to the north, and a multiple tenant commercial building to the west.

2.2 Project Description

The proposed project involves development of a retail commercial development on an approximately 3.83 acre infill site surrounded by existing retail and office commercial and low density residential uses. General Plan Amendment (GPA) No. 2019-01 is proposed in order to change the General Plan land use designation for the project site from Office Commercial to Community Commercial. The proposed project also includes Zone Amendment (ZA) No. 733 to change the existing zoning for the project site from C-2 (Office Commercial) to C-3 (Retail Commercial).

The retail commercial development being proposed would be built to accommodate one 3,835 square feet restaurant building with drive-through, one 2,400 square feet restaurant building with drive-through, one 10,000 square feet multi-tenant retail commercial building, one 9,000 square feet multi-tenant retail commercial building, and a parking lot with 106 parking spaces. A left turn lane from westbound Prosperity Avenue into the eastern driveway of the Project site may also be included as proposed by the applicant.

Figure 2-1 Project Location

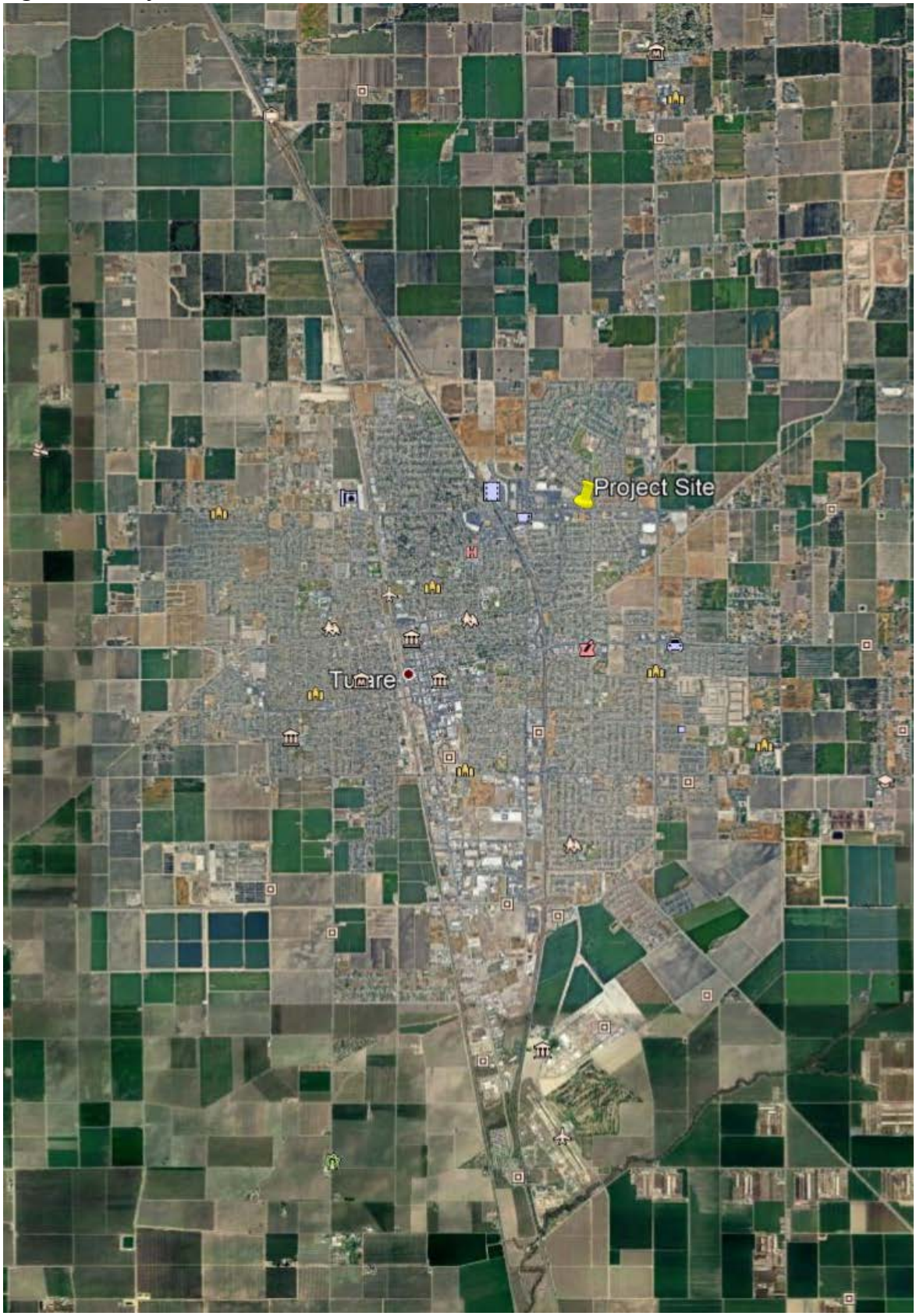


Figure 2-2 Project Vicinity

Photos of Site

1. View of proposed project site from the southside of the proposed project site property (Sandalwood Avenue side) looking to the north.

2. View from the northwest corner of the proposed project site property (near Prosperity Avenue) looking to the southeast.

3. View from the west of the proposed project site property (western property line) looking to the east.

3. View from the east of the proposed project site property (eastern property line) looking to the west.

City of Tulare
Community and Economic Development Department
411 East Kern Avenue
Tulare, CA 93274

SECTON 3
Evaluation of Environmental Impacts

Project Title: GPA No. 2019-01, ZA No. 733

This document is the Initial Study/ Mitigated Negative Declaration for the proposed retail commercial development project, which involves General Plan Amendment (GPA) No. 2019-01 to change the General Plan land use designation for the project site from Office Commercial to Community Commercial. The proposed project also includes Zone Amendment (ZA) No. 733 to change the existing zoning for the project site from C-2 (Office Commercial) to C-3 (Retail Commercial). The City of Tulare will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

3.1 PROJECT PURPOSE

The purpose of this environmental document is to implement the California Environmental Quality Act (CEQA). Section 15002(a) of the CEQA Guidelines describes the basic purposes of CEQA as follows.

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.
(2) Identify the ways that environmental damage can be avoided or significantly reduced.
(3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
(4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

This Initial Study of environmental impacts has been prepared to conform to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.).

According to Section 15070(b), a Mitigated Negative Declaration is appropriate if it is determined that: (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where

clearly no significant effects would occur, and (2) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment.

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

1. **Project Title:** GPA No. 2019-01, ZA No. 733

2. **Lead Agency:** City of Tulare
   411 E. Kern Avenue
   Tulare, Ca 93274
   (559) 684-4217 FAX 685-2339

3. **Applicant:** Three Rivers Development LLC
   1969 Hillman Street
   Tulare, CA 93274

4. **Contact Person:** Steven Sopp
   City of Tulare
   411 East Kern Avenue
   Tulare, CA 93274
   (559) 684-4223

5. **Project Location:**
   The project site is located in Tulare County in the northern area of the City of Tulare, on the south side of Prosperity Avenue between Brentwood and Laspina Streets. The project area is composed of one parcel (APN 171-300-016) totaling approximately 3.83 acres.

6. **General Plan Designation:**
   The City of Tulare General Plan designates the site as Office Commercial. A General Plan Amendment to change the land use designation for the site to Community Commercial is proposed.

7. **Zoning Designation:**
   The City of Tulare Zoning Map designates the site as C-2 (Office Commercial). A Zone Amendment to change the existing zoning to C-3 (Retail Commercial) is proposed.

8. **Surrounding Land Uses and Settings:**

North	C-3	Prosperity Avenue/Home Depot
South	R-1-8	Sandalwood Avenue/Single-family residential properties
East	C-2	Multiple office commercial buildings
West	C-2	Multiple tenant commercial building

9. **Project Description:**
The proposed project involves development of a retail commercial development on an approximately 3.83 acre infill site surrounded by existing retail and office commercial and low density residential uses. General Plan Amendment (GPA) No. 2019-01 is proposed in order to change the General Plan land use designation for the project site from Office Commercial to Community Commercial. The proposed project also includes Zone Amendment (ZA) No. 733 to change the existing zoning for the project site from C-2 (Office Commercial) to C-3 (Retail Commercial).

The retail commercial development being proposed would be built to accommodate one 3,835 square feet restaurant building with drive-through, one 2,400 square feet restaurant building with drive-through, one 10,000 square feet multi-tenant retail commercial building, one 9,000 square feet multi-tenant retail commercial building, and a parking lot with 106 parking spaces. A left turn lane from westbound Prosperity Avenue into the eastern driveway of the Project site may also be included as proposed by the applicant.

10. **Project Components:**
The discretionary approvals required from the City of Tulare for the proposed project include:

- General Plan Amendment
- Zone Amendment

Acronyms

AFY	Acre Feet Per Year
AIA	Air Impact Assessment
APN	Assessor's Parcel Number
BMP	Best Management Practices
CAA	Clean Air Act
CALEEMOD	California Emission Estimator Model
CARB	California Air Resources Board
CCR	California Code of Regulation
CDFW	California Department of Fish and Wildlife
CE	California Endangered
CEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CNDDB	California Natural Diversity Database
CO	Carbon Monoxide
CSC	California Species of Special Concern
CT	California Threatened
CWA	California Water Act
DPM	Diesel Particulate Matter
DWR	Department of Water Resources
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FMBTA	Federal Migratory Bird Treaty Act
FMMP	Farmland Mapping and Monitoring Program
FT	Federally Threatened
GHG	Greenhouse Gases
GPA	General Plan Amendment
GPD	Gallons Per Day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
IS/MND	Initial Study Mitigated Negative Declaration
IS/ND	Initial Study/Negative Declaration

ISR	Indirect Source Review
LOS	Level of Service
MGD	Million Gallons per Day
MKJPA	Mid-Kaweah Joint Powers Authority
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MT	Metric Tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NDIR	Non-Dispersive Infrared
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NOD	Notice of Determination
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
PM	Particulate Matter
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse
SGMA	Sustainable Groundwater Management Act
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_x	Sulfer Oxides
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TID	Tulare Irrigation District
UBSC	Uniform Building and Safety Code
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WDR	Waste Discharge Requirements
WELO	Water Efficient Landscape Ordinance
WWTF	Wastewater Treatment Facility
WWTP	Wastewater Treatment Plant
WWTT	Wastewater Treatment Train
ZA	Zone Amendment

Figure 3-1: Vicinity Map

Figure 3-2: Exhibit Map – General Plan Amendment No. 2019-01

Figure 3-3: Exhibit Map – Zone Amendment No. 733

3.2 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "no Impact" answers that are adequately supported by the information sources a lead agency cites, in the parentheses following each question. A "No Impact" answer is adequately supported if the reference information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c) (3)(D). In this case, a brief discussion should identify the following.

    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated." Describe and mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

DETERMINATION: (To be completed by the Lead Agency) Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

On the basis of this initial evaluation:

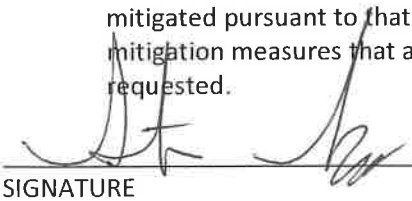
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION WILL BE PREPARED.

☑ 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 IMPAT 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. A Negative Declaration 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 requested.



SIGNATURE

5-28-19

DATE

Steven Sopp, Associate Planner

PRINTED NAME

City of Tulare

Agency

3.4 ENVIRONMENTAL ANALYSIS

The following section provides an evaluation of the impact categories and questions contained in the checklist and identify mitigation measures, if applicable.

I. AESTHETICS

Except as provided in Public Resources Code Section 21099 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 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 other regulations governing scenic quality?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Discussion:

a) **No Impact:** A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. The Sierra Nevada Mountains are the only natural and visual resource in the project area. Due to the distance between the project site and the Sierra Nevada Mountains, in conjunction with the poor air quality of the valley, the Sierra Nevada Mountains can rarely be seen from this location. The project site is and will continue to be zoned for commercial land uses and is surrounded by commercial and residential land uses. The proposed development would be compatible with the existing surrounding uses, and by complying with the City's setback requirements would not encroach or impede eastbound corridor views of the Sierra Nevada Mountains on Prosperity Avenue. For these reasons, this project would have *no impact* on scenic vistas.

b) **No Impact:** The site does not contain any rock outcropping, historic buildings, or other scenic resources. After review of the state route "scenic highways" in Tulare County, it was determined that there are no highways designated by State or local agencies as

"Scenic highways" near the project site. Therefore, the proposed project would have *no impact* to any scenic resources.

c) **No Impact:** The proposed project site is designated Office Commercial in the City of Tulare General Plan and zoned C-2 (Office Commercial). The proposed project is surrounded by commercial and residential land uses. The development is seeking a general plan amendment and zoning amendment to allow more retail commercial uses to be permitted, and as such, the Project will be required to comply with the development standards and design guidelines of the C-3 (Retail Commercial) zone district which require setbacks, landscaping, and design features which limit impacts to surrounding properties. Therefore, the proposed project would have *no impact* on the visual character of the area.

d) **Less Than Significant Impact:** Development on the proposed site will have to include lighting required of a commercial use and standard for retail commercial uses. Development on the project site will be required to meet the development standards of the C-3 (Retail Commercial) zone district and commercial design guidelines of the City of Tulare zoning ordinance. These provisions require all light fixtures to be shielded to confine the spread of light within the boundaries of the site, particularly where incompatible uses are located in close proximity, such as the residences south of the project site. All signage will be required to adhere to standards established within the City of Tulare zoning ordinance which prohibits any sign that flashes, blinks, moves, changes color, appears to change color, changes intensity or contains any part or attachment which does the same. Any proposed development on the project site would be required to follow the design standards in the City of Tulare zoning ordinance. Thus, these standards would ensure that the proposed change in land use and zoning designation would not allow development that would create a new source of light or glare so substantial that it would affect day or nighttime views in the area. Therefore, the proposed project would have a *less than significant impact* with regard to existing day or nighttime views in the area of the proposed project.

II. AGRICULTURE AND FORESTRY RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California air Resources Board. - -Would the project:	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 forestland 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 forestland to non-forest use?	☐	☐	☐	☑

Discussion:

a) **No Impact:** The proposed project site is designated as Office Commercial with a General Plan Amendment proposed to change the designation to Community Commercial to allow for retail commercial development on the parcel. The project site is located in an area of the City considered Urban and Built-up Land by the State Farmland Mapping and Monitoring Program (FMMP). The proposed project would not result in the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or land under Williamson Act contracts. Therefore, the project has *no impacts*.

b) **No Impact:** The project site is not under Williamson Act contract and therefore would create *no impacts.*

c) **No Impact:** The project site is not zoned for forest land or timberland and there is no forest land or timberland zone change proposed for the site, therefore *no impacts* would occur.

d) **No Impact:** No conversion of forestland, as defined under Public Resource Code or General Code, will occur as a result of the project and would create *no impacts*.

e) **No Impact:** The project site is located on a parcel zoned for office commercial land uses with a Zone Amendment proposed to change the zoning to allow retail commercial land uses. The project is surrounded by other commercially zoned properties which are fully within the incorporated boundary of the City of Tulare. The proposed project is not proposing to convert any agriculturally zoned land to another use and would not require or result in conversion of farmland to non-agricultural use or forested to non-forest use. For these reasons, the project has *no impacts*.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **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) adversely affecting a substantial number of people?	☐	☐	☑	☐

CURRENT POLICIES AND REGULATIONS

Federal Clean Air Act - The 1977 Federal Clean Air Act (CAA) authorized the establishment of the National Ambient Air Quality Standards (NAAQS) and set deadlines for their attainment. The Clean Air Act identifies specific emission reduction goals, requires both a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to meet interim milestones. The U.S. EPA is the federal agency charged with administering the Act and other air quality-related legislation. EPA's principal function include setting NAAQS; establishing minimum national emission limits for major sources of pollution; and promulgating regulations.

California Clean Air Act - California Air Resources Board coordinates and oversees both state and federal air pollution control programs in California. As part of this responsibility, California Air Resources Board monitors existing air quality, establishes California Ambient Air Quality Standards, and limits allowable emissions from vehicular sources. Regulatory authority within established air basins is provided by air pollution control and management districts, which control stationary-source and most categories of area-source emissions and develop regional air quality plans. The project is located within the jurisdiction of the San Joaquin Valley Air Pollution Control District.

The state and federal standards for the criteria pollutants are presented in Table 1. These standards are designed to protect public health and welfare. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soils, water, visibility, materials, vegetation and other aspects of general welfare. The U.S. EPA revoked the

national 1-hour ozone standard on June 15, 2005, and the annual PM_{10} standard on September 21, 2006, when a new $PM_{2.5}$ 24-hour standard was established.

Air quality is described in terms of emissions rate and concentration of emissions. An emissions rate is the amount of pollutant released into the atmosphere by a given source over a specified time period. Emissions rates are generally expressed in units such as pounds per hour (1lbs/hr) or tons per year. Concentrations of emissions, on the other hand, represent the amount of pollutant in a given space at any time. Concentration is usually expressed in units such as micrograms per cubic meter, kilograms per metric ton, or parts per million. There are 4 primary sources of air pollution within the SJVAB: motor vehicles, stationary sources, agricultural activities, and construction activities.

Criteria air pollutants are classified in each air basin, county, or, in some cases, within a specific urbanized area. The classification is determined by comparing actual monitoring data with state and federal standards. If a pollutant concentration is lower than the standard, the pollutant is classified as "attainment" in that area. If an area exceeds the standard, the pollutant is classified as "non-attainment." If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

Air quality in the vicinity of the proposed project is regulated by several jurisdictions including the State and Federal Environmental Protection Agency (EPA), California Air Resources Board (CARB), and the San Joaquin Valley Air Pollution Control District (SJVAPCD). Each jurisdiction develops rules, regulations, policies, and/or goals to attain the directives imposed upon them through Federal and State legislation.

The Clean Air Act (CAA) of 1990 requires emission controls on factories, businesses, and automobiles by:

- Lowering the limits on hydrochloric acid and nitrogen oxides (NO_X) emissions, requiring the increased use of alternative-fuel cars, on-board canisters to capture vapors during refueling, and extending emission-control warranties.

- Reducing airborne toxins by requiring factories to install "maximum achievable control technology" and installing urban pollution control programs.

- Reducing Acid rain production by cutting sulfur dioxide emissions for coal-burning power plants.

Table 1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (0_3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet 8 Hour Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Annual Analysis
	Annual Arithmetic Mean	20 µg/m^3		-		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	-	Gravimetric or Beta Attenuation	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Annual Analysis
	Annual Arithmetic Mean	12 µg/m^3		12 µg/m^3		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		-		
Nitrogen Dioxide (NO_2)[8]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	-	Gas Phase Chemilumines-cence
	Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	-	Ultraviolet Fluorescence; Spectrophoto-metry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3		0.14 ppm (for certain areas)[9]	-	

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas)[9]	-	
Lead[10,11]	30 Day Average	1.5 µg/m^3	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m^3 (for certain areas)[11]	Same as Primary Standard	
	Rolling 3-month Average	-		0.15 µg/m^3		
Visibility Reducing Particles[12]	8 Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	No National Standard		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Flourescence			
Vinyl Chloride[10]	24 Hour	0.01 ppm (26 µg/m^3	Gas Chromatography			

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.
9. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm. 10. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants. 11. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved. 12. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.						

In July of 1997, the EPA adopted a PM2.5 standard in recognition of increased concern over particulate matter 2.5 microns in diameter (PM2.5). Ending several years of litigation, EPA's PM2.5 regulations were upheld by the U.S. Supreme Court on February 27, 2001. According to information provided by the EPA, designations for the new PM2.5 standards began in the year 2002 with attainment plans submitted by 2005 for regions that violate the standard. In October 2006, EPA revised the PM2.5 standard to 35 µg/m3. The most recent revision to the PM2.5 standard was in 2012 when the EPA revised the annual PM2.5 standard to 12 µg/m3. The San Joaquin Valley was classified as a moderate nonattainment area for the 2012 PM2.5 standard effective April 15, 2015.

The following rules and regulations have been adopted by the Air District to reduce PM2.5 emissions throughout the San Joaquin Valley and verification by the City of compliance with these rules and regulations will be required, as applicable, to construct and operation of the project.

- Rule 4002 – National Emission Standards for Hazardous Air Pollutants. There are no existing structures located on the proposed site.

- Rule 4102 – Nuisance
  This rule applies to any source operation that emits or may emit air contaminants or other materials. In the event that the project or construction of the project creates a public nuisance, it could be in violation and be subject to district enforcement action.

- Rule 4601 – Architectural coatings. The purpose of this rule is to limit volatile organic compound (VOC) emissions from architectural coatings. Emission are reduced by

limits on VOC content and providing requirements on coatings storage, cleanup, and labeling

- Rule 4641- Cutback, slow cure, and emulsified asphalt, paving and maintenance operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641.

- Rule 9510 – Indirect Source Review (ISR) This rule reduces the impact PM10 and NOX emissions from growth on the SJVAB. This rule places application and emission reduction requirements on applicable development projects in order to reduce emissions through onsite mitigation, offsite SJVAPCD-administered projects, or a combination of the two. This project will submit an Air Impact Assessment (AIA) application in accordance with Rule 9510's requirements.

- Compliance with SJVAPCD Rule 9510 (ISR) reduces the emissions impact of the project through incorporation of onsite measures as well as payment of an offsite fee that funds emissions reduction projects in the SJVAB. A number of "optional"/Above and Beyond" mitigation measures included in this project can be created as Rule 9510 – onsite mitigation measures.

- Regulation VIII – fugitive PM10 Prohibitions Rules 8011 – 8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track-out etc. Among the Regulation VIII Rules applicable to the project are the following:

- Rule 8011 – Fugitive Dust Administrative Requirements for Control of Fine Particulate Matter (PM10)

- Rule 8021 – Fugitive Dust Requirements for Control of fine Particulate Matter (PM10) from Construction, Excavation, and Extraction Activities

- Rule 8030 – Fugitive dust Requirements for Control of Fine Particulate Matter (PM10) from Handling and Storage of Fine Bulk Materials.

- Rule 8060 – Fugitive dust Requirements for Control of fine Particulate Matter (PM10) from Paved and Unpaved Roads.

Discussion:

a) **Less Than Significant Impact:** The proposed project is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD) and would result in air

pollutant emissions that are regulated by the air district during both its construction and operational phases. The SJVAPCD is responsible for bringing air quality in Tulare County into compliance with federal and state air quality standards. The air district has Particulate Matter (PM) plans, Ozone Plans, and Carbon Monoxide Plans that serve as the clean air plan for the basin. Together, these plans quantify the required emission reductions to meet federal and state air quality standards and provide strategies to meet these standards.

Construction Phase. Project construction would generate pollutant emissions from the following construction activities: site preparation, grading, building construction, application of architectural coatings, and paving. The construction related emissions from these activities were calculated using the California Emission Estimator Model (CalEEMod). The full CalEEMod Modeling Output Sheets can be found in Appendix A. As shown in Table 2 below, project construction related emissions do not exceed the thresholds established by the SJVAPCD.

Table 2: Estimated Project Construction Emissions in Tons Per Year

	CO	ROG	SO_x	NO_x	PM10	PM2.5
Emissions Generated from Project Construction	1.6479	0.436	0.0031	1.9295	0.1342	0.1050
SJVAPCD Air Quality Thresholds of Significance	100	10	27	10	15	15
*Threshold established by SJVAPCD for SO_x, however emissions are reported as SO2 by CalEEMod.						

Source: SJVAPCD, CalEEMod Analysis (Appendix A)

Operation Phase. Implementation of the proposed project would result in long-term emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile emissions. Operational emissions from these factors were calculated using CalEEMod. The Full CalEEMod Modeling Output Sheets can be found in Appendix A. As shown in Table 3 below, the project's operational emissions do not exceed the thresholds established by the SJVAPCD.

Table 3: Estimated Project Operational Emissions in Tons Per Year

	CO	ROG	SO_x	NO_x	PM10	PM2.5
Emissions Generated from Project Operations	2.1352	0.3761	0.0087	2.5975	0.4583	0.13
SJVAPCD Air Quality Thresholds of Significance	100	10	27	10	15	15
*Threshold established by SJVAPCD for SO_x, however emissions are reported as SO2 by CalEEMod.						

Source: SJVAPCD, CalEEMod Analysis (Appendix A)

Because the emissions from both construction and operation of the proposed project would be below the thresholds of significance established by the SJVAPCD, the project would not conflict with or obstruct implementation of an applicable air quality plan and Impacts would be *less than significant*.

b) **Less Than Significant Impact:** The SJVAPCD accounts for cumulative impacts to air quality in Section 1.8 "Thresholds of Significance – Cumulative Impacts" in its 2015 Guide for Assessing and Mitigating Air Quality Impacts. The SJVAPCD considered basin-wide cumulative impacts to air quality when developing its significance thresholds. Because construction emissions are relatively insignificant and can be mitigated with implementation of air district control measures and operational emissions would be below air district thresholds established to attain and/or maintain attainment with state and federal air quality standards, impacts regarding cumulative emissions would be *less than significant*.

c) **Less Than Significant Impact:** During construction, pollution concentrations will temporarily increase, however construction activities will remain below the thresholds of significance established by the San Joaquin Valley Unified Air Pollution Control District. During operations, the facility would not produce any notable air pollution, outside of automobile and diesel truck emissions typical of this area of the City. Because impacts to air quality would be below SJVAPCD thresholds the impact would be *less than significant*.

d) **Less Than Significant Impact:** The project would create temporary typical construction odors during the construction phase. The proposed development project would not produce noticeable emissions or objectionable odors during project operation. Since any odors from project construction would be temporary and common to any construction activity, and the project would not create objectionable odors affecting a substantial number of people during facility operations, impacts are *less than significant*.

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 & 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 US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on state or federally protected wet-lands (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?	☐	☐	☐	☑

The Project site is a vacant parcel situated on the primary retail commercial corridor in the City, Prosperity Avenue. The project site is bordered on the north by Prosperity Avenue and retail commercial uses, and a mixture of retail and office commercial uses to the east and west. To the south of the Project site is a low density, single family residential subdivision.

The California Natural Diversity Database (CNDDB) QuickView Tool was used to evaluate special status species occurrences in the Tulare USGS 7.5 minute quadrangle where the project is located. Six special status animal species and two special status plant species were

identified within this search area. These species and their protection status are listed in the tables below:

Table 4: Special Status Animal Species

Common Name	Scientific Name	Status
western spadefoot	Spea hammondii	CSC
Swainson's hawk	Buteo swainsoni	CT
burrowing owl	Athene cunicularia	CSC
An andrenid bee	Andrena macswaini	-
San Joaquin kit fox	Vulpes macrotis mutica	FE, CT
Tipton kangaroo rat	Dipodomys nitratoides nitratoides	FE, CE

Status Codes

FE Federally Endangered
CE California Endangered
CT California Threatened
CSC California Species of Special Concern

Source: CNDDB Quickview Tool

Table 5: Special Status Plant Species

Common Name	Scientific Name	Status
San Joaquin adobe sunburst	Pseudobahia peirsonii	FT, CE, 1B
California jewelflower	Caulanthus californicus	FE, CE

Status Codes

FE Federally Endangered
CE California Endangered
FT Federally Threatened
1B Plants Rare, Threatened, or Endangered in California and Elsewhere

Source: CNDDB Quickview Tool

Federal Endangered Species Act (FESA**)**: defines an *endangered species* as "any species or subspecies that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species or subspecies that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range."

The Federal Migratory Bird Treaty Act (FMBTA: 16 USC 703-712): FMBTA prohibits killing, possessing, or trading in any bird species covered in one of four international conventions to which the United States is a party, except in accordance with regulations prescribed by the Secretary of the Interior. The name of the act is misleading, as it actually covers almost all birds native to the United States, even those that are non-migratory. The FMBTA encompasses whole birds, parts of birds, and bird nests and eggs.

Although the United States Fish & Wildlife Service (USFWS) and its parent administration, the U.S. Department of the Interior, have traditionally interpreted the FMBTA as prohibiting incidental as well as intentional "take" of birds, a January 2018 legal opinion issued by the Department of the Interior now states that incidental take of migratory birds while engaging in otherwise lawful activities is permissible under the FMBTA. However, California Fish and Game Code makes it unlawful to take or possess any non-game bird covered by the FMBTA (Section 3513), as well as any other native non-game bird (Section 3800), even if incidental to lawful activities.

Birds of Prey (CA Fish and Game Code Section 3503.5): Birds of prey are protected in California under provisions of the Fish and Game Code (Section 3503.5), which states that it is unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks and eagles) or Strigiformes (owls), as well as their nests and eggs. The bald eagle and golden eagle are afforded additional protection under the federal Bald and Golden Eagle Protection Act (16 USC 668), which makes it unlawful to kill birds or their eggs.

Clean Water Act - Section 404 of the Clean Water Act of (1972) is to maintain, restore, and enhance the physical, chemical, and biological integrity of the nation's waters. Under Section 404 of the Clean Water Act, the US Army Corps of Engineers (USACE) regulates discharges of dredged and fill materials into "waters of the United States" (jurisdictional waters). Waters of the US including navigable waters of the United States, interstate waters, tidally influenced waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries.

California Endangered Species Act (CESA): prohibits the take of any state-listed threatened and endangered species. CESA defines *take* as "any action or attempt to hunt, pursue, catch, capture, or kill any listed species." If the proposed project results in a take of a listed species, a permit pursuant to Section 2080 of CESA is required from the California Department of Fish & Wildlife (CDFW).

Discussion:

a) **Less Than Significant Impact:** A search of the CNDDB QuickView Tool identified six special status animal species and two special status plant species have been identified within the Tulare USGS 7.5-minute quadrangle where the project site is located. However, the proposed project site is surrounded by other commercial and industrial uses. Grading activities and disking to remove vegetation have historically and recently occurred on the proposed project site. As such, there are no trees or other vegetation on-site and none will be removed as a result of the project. The proposed project site is an in-fill development site within a heavily developed commercial area within the City of Tulare city limits. There are no indications of wildlife on the site. As such, it is unlikely

that any special status species occur on the site, and the proposed project would have *a less than significant impact* on sensitive or special status species.

b) **No Impact:** As identified in the City's General Plan EIR, the project site is not located within or adjacent to an identified sensitive riparian habitat or other natural community. Therefore, the proposed project would have *no impact* to riparian habitat.

c) **No Impact:** As identified in the City's General Plan EIR, there are no known wetlands located in or around the project site as reviewed on the U.S. Fish and Wildlife Service National Wetlands Inventory map. Therefore, the project will have *no impact* on federally protected wetlands as defined in Section 404 of the Clean Water Act.

d) **No Impact:** As identified in the City's General Plan EIR, there are no identified migratory corridors on or near the site. The vacant site is completely surrounded by a highly developed commercial corridor and residential uses. Therefore, the proposed project would have *no impacts*.

e) **No Impact:** The City of Tulare has an oak tree preservation policy according to Tulare Municipal Code 8.52.100 (Preservation of Heritage Trees). There are no oak trees on the project site, therefore there would be *no impacts*.

f) **No Impact:** There are no local or regional habitat conservation plans for the area and *no impacts* would occur.

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 pursuant to §15064.5?	☐	☑	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

Discussion:

a) **Less Than Significant Impact with Mitigation Incorporated:** There are no known historical resources located within the project area and the soils in the project area have been previously disturbed and were disked to remove vegetation. There would be no excavation in undisturbed soils or in areas with known historical resources. However, the City's General Plan EIR concluded that the existence of archaeological deposits associated with the historic period of Tulare are highly probable. Therefore the presence of remains or unanticipated cultural resources under the ground surface is possible, particularly during excavation for utilities. Implementation of Mitigation Measure CUL-1 would ensure that impacts due to discovery of cultural resources during excavation would be *less than significant with mitigation incorporated*.

Mitigation Measure CUL-1: If cultural resources, bones, or fossils are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of Interior's Professional Qualifications Standards for archaeology (NPS 1983) or a qualified paleontologist shall be contacted immediately to evaluate the find. If the discovery proves to be significant, additional work such as data recovery, excavation, and Native American consultation may be warranted until the qualified archaeologist or paleontologist has determined that ground-disturbing activities may resume in the area of the find or in alternate locations on the site, as approved by the project's qualified archaeologist or paleontologist, in consultation with any required federal, state, local, or Tribal authorities.

b) **Less Than Significant Impact with Mitigation Incorporated:** There are no known archaeological resources located within the project area and no excavation proposed in undisturbed soils. However, the presence of remains or unanticipated cultural resources under the ground surface is possible. Implementation of Mitigation Measure CUL-1

would ensure that impacts due to discovery of cultural resources during excavation would be *less than significant with mitigation incorporated*.

c) **Less Than Significant Impact with Mitigation Incorporated:** There are no known human remains buried in the project vicinity and the soils in the project area have been previously disturbed. No excavation in undisturbed soils is proposed, however if human remains are unearthed during development, there is a potential for a significant impact. As such, implementation of Mitigation Measure CUL-2 would ensure that impacts remain *less than significant with mitigation incorporated*.

Mitigation Measure CUL-2: The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

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.	☐	☐	☐	☑

a) Less Than Significant Impact: The proposed project would require the use of electricity, natural gas, and use of transportation fuel during the construction phase. The demand for these resources would be supplied from existing services within the proposed project area. The overall construction activities would require minimal consumption of these resources as these activities would be temporary and conclude once the proposed project is complete.

The proposed project consists of a retail commercial development, with several potential tenants, including tenants with a drive-through. Operation of the Project would result in an increase in energy consumption for multiple purposes including, but not limited to, inside and outside lighting, building heating and cooling, and commercial equipment.

The Project includes several facilities that will attract motorists; however, it is not expected to result in an increase in vehicle trips on a regional basis, based on the premise that the proposed Project is being constructed at a location that will capitalize upon existing vehicular traffic traveling on Prosperity Avenue and nearby along SR 99, including visiting other retail establishments surrounding the proposed project site. The infill nature of the project and ability to capture some of these existing automobile trips in this commercial area of the City will minimize fuel consumption that would otherwise be required if the development were located further from its planned location and other complimentary land uses.

As such, the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use in the region. Therefore, impacts would be *less than significant*.

b) **No Impact:** The proposed project will be required to abide by the requirements of state and local plans for renewable energy or energy efficiency, including Title 24 2013 standards. There would be *no impact*.

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial 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?	☐	☑	☐	☐

Discussion:

a-i and ii) **Less Than Significant Impact:** According to the state Regulatory Earthquake maps, no active faults underlay the project site, nor are any active faults located in the surrounding project vicinity. The proposed project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. Although the project is located in an area of low seismic activity, the project could be affected by ground shaking from faults

located a substantial distance away. The potential for strong seismic ground shaking on the project site is not a significant environmental concern due to the infrequent seismic activity of the area and distance to the faults. Furthermore, the proposed project would not expose people to seismic ground shaking beyond the conditions that currently exist throughout the project area. The project would be constructed to the standards of the most recent seismic Uniform Building and Safety Code (UBSC). Compliance with these design standards will ensure potential impacts related to strong seismic ground shaking would be *less than significant.*

a-iii) **Less Than Significant Impact:** Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like behavior of the soil. The project area does not contain soils susceptible to liquefaction, and furthermore the low likelihood of seismic hazard incidents further limits the potential for liquefaction to occur at the Project site and in the surrounding vicinity. The impact would be *less than significant*.

a-iv) **No Impact:** The project site is generally flat and previously disturbed. There are no hill slopes in the area and no potential for landslides. No geologic landforms exist on or near the site that would result in a landslide event. There would be *no impact.*

b) **Less Than Significant Impact:** Because the project site is generally flat, minimal grading would be required to accommodate the construction of the proposed service station and convenience store. The project is within an established urban area and does not include any project features that would result in soil erosion or loss of topsoil. Therefore, the impact would be *less than significant*.

c) **Less Than Significant Impact:** Substantial grade change would not occur in the topography to the point where the project would expose people or structures to potential adverse effects on, or offsite, such as landslides, lateral spreading, subsidence, liquefaction or collapse. The City of Tulare's sandy soils are considered to be either too coarse or too clayey to be easily susceptible to liquefaction. Moreover, Tulare and its surrounding area would only very infrequently experience the sort of strong ground-shaking typically associated with liquefaction. For these reasons, the California Geological Survey has not conducted studies or mapping of liquefaction susceptibility in the Tulare area and as such, any impacts would be *less than significant*.

d) **Less Than Significant Impact:** According to regional soils mapping completed as part of the City's General Plan EIR, the only soils within the City and its vicinity with a moderate shrink-swell potential include Biggriz-Biggrix, Colpien loam, Crosscreek-Kai association, and Flamen loam. The proposed project site does not include any of these soils with a moderate shrink-swell potential. Therefore, no subsidence-prone soils exist at the project site and this project would not intensify shrink-swell behavior, promote soil

instability or expose people or property to risks associated with expansive soils. For these reasons, the potential impact is considered *less than significant*.

e) **No Impact:** This project would connect to City water and sewer. Therefore, the proposed project would not require the use of an alternative sewer system, nor the use of a septic tank and there would be *no impact*.

f) **Less Than Significant Impact with Mitigation:** There are no known paleontological resources located within the project area. However, implementation of Mitigation Measure CUL-1 will ensure that any impacts resulting from project implementation remain *less than significant with mitigation incorporated*.

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?	☐	☐	☐	☑

Climate Change - (also referred to as Global Climate change) is sometimes used to refer to all forms of climatic inconsistency, but because the earth's climate is never static, the term is more properly used to imply a significant change from one climatic condition to another. In some cases, climate change has been used synonymously with the term "global warming." Scientists however, tend to use the term in the wider sense to address uneven patterns of predicted global warming and cooling and include natural changes in climate.

Global Warming - refers to an increase in the near surface temperature of the earth. Global warming has occurred in the distant past as the result of natural influences, but the term is commonly used to refer to the warming predicted to occur because of increased emissions of greenhouse gases. Scientists generally agree that the earth's surface has warmed by about 1^{o} F in the past 140 years, but warming is not predicted evenly around the globe. Due to predicted changes in the ocean currents, some places that are currently moderated by warm ocean currents are predicted to fall into deep freeze as the pattern changes.

Greenhouse Effect - is the warming of the earth's atmosphere attributed to a buildup of carbon dioxide (CO_2) or other gases; some scientists think that this build-up allows the sun's rays to heat the earth, while making the infrared radiation atmosphere opaque to infrared radiation, thereby preventing a counterbalancing loss of heat.

Greenhouse Gases - are those that absorb infrared radiation in the atmosphere. GHG include water vapor, CO_2, methane, nitrous oxide (N_2O), halogenated fluorocarbons, ozone, per fluorinated carbons PFCs), and hydrofluorocarbons.

Discussion:

a) **<u>Less Than Significant Impact:</u>** Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate

change can be attributed to every nation, region, and city, and virtually every individual on Earth. A Project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Implementation of the proposed Project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO2 and other GHG pollutants, such as methane (CH4) and nitrous oxide (N_2O), from mobile sources and utility usage.

The proposed Project's short-term construction-related and long-term operational GHG emissions were estimated using the California Emission Estimator Model (CalEEMod)™ (v.2016.3.2). See Appendix A of this EIR for complete CalEEMod inputs and results. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

Short-Term Construction GHG Emissions: Estimated increases in GHG emissions associated with construction of the proposed Project are summarized in Table 6.

Table 6: Estimated Project Construction GHG Emissions (Metric Tons Per Year)

Construction Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
2020	0.0000	263.8797	263.8797	0.0453	0.0000	265.0122
*Threshold established by SJVAPCD for SO_x, however emissions are reported as SO2 by CalEEMod.						

Source: CalEEMod (v.2016.3.2)

As presented in the table, the total short-term construction emissions of GHG associated with the Project are estimated to be approximately 265 metric tons (MT) of CO2e. These construction GHG emissions are a one-time release and are comparatively much lower than emissions associated with operational phases of a Project. Cumulatively, these construction emissions would not generate a significant contribution to global climate change as they will not continue to occur into the future.

Long-Term Operational GHG Emissions: Implementation of the proposed project would result in long-term greenhouse gas emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile emissions.

The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases (GHG) from sources that in general emit 25,000 MT or more of CO_2e per year. Project GHG emissions were calculated using CalEEMod (emissions output results found in Appendix A) based on 1.54 acres developed with retail commercial uses (typically restaurants and retail shops). The project is estimated to produce 895.4636 MT of $C0_2e$ per year, which is well below the 25,000 MT threshold for greenhouse gas emissions.

Because the GHG emissions related to construction and operation of the proposed project are below accepted thresholds of significance the impact is considered *less than significant*.

b) **No Impact:** The proposed project will comply with all Federal, State, and Local rules pertaining to the regulation of greenhouse gas emissions. In addition, the project will implement Best Performance Standards developed by the SJVAPCD. Projects implementing Best Performance Standards are determined to have a less than significant impact on global climate change. The project will not conflict with any plan, policy, or regulation developed to reduce GHG emissions. There is *no impact*.

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 or excessing noise for people residing or working in the project area?	☐	☐	☐	☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
g) Expose people or structures, either directly or indirectly to significant risk of loss, injury or death involving wildland fires.	☐	☐	☐	☑

Discussion:

a) **Less Than Significant Impact:** Project construction activities may involve the use and transport of hazardous materials. During construction, the contractor will use fuel trucks to refuel onsite equipment, and may use paints and solvents to a limited degree. The Project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances. The likely retail uses for the site are not expected to generate hazardous waste, however in the event that there is hazardous waste

generated by any of the tenants on the site, the waste would be handled and transported for off-site disposal in accordance with applicable regulations for any waste considered hazardous and requiring separate handling and transport than the typical household and commercial solid waste stream. Further, there is no evidence that the site has been used for underground storage of hazardous materials. Therefore, the proposed project will have *less than significant impacts* with regard to hazardous materials.

b) **Less Than Significant Impact:** There is no reasonably foreseeable condition or incident involving the project that could result in release of hazardous materials into the environment. As mentioned, any potential hazardous waste would be handled and transported for off-site disposal in accordance with applicable licensing regulations for hazardous waste handling. There will be a *less than significant impact*.

c) **Less Than Significant Impact:** There is only one school within a quarter mile of the Project site, Kings Valley Academy II, located approximately 0.1-mile northwest of the Project site. However, aside from limited fuels and solvents used during construction of the proposed project, the operation of the project is not expected to emit hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, there will be a *less than significant impact.*

d) **No Impact:** The project site is not listed as a hazardous materials site pursuant to Government Code Section 65962.5 and is not included on a list compiled by the California Department of Toxic Substances Control. There would be *no impact*.

e) **No Impact:** The proposed project site is not located within the boundary of an airport land use plan and is not within two miles of a public airport or public use airport. Mefford Field Airport is located over four miles south of the Project site and Visalia Municipal Airport is located over six miles northwest of the project site. Therefore, there is *no impact*.

f) **No Impact:** The City's site plan and environmental review procedures shall ensure compliance with emergency response and evacuation plans. In addition, the site plan will be reviewed by the Fire Department per standard City procedure to ensure consistency with emergency response and evacuation needs. Therefore, the proposed project would have *no impact* on emergency evacuation.

g) **No Impact:** The land surrounding the project site is developed with commercial uses and is not considered to be wildlands. Additionally, the 2017 Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan finds that fire hazards within the City of Tulare, including the proposed project site, have low frequency, limited extent, limited magnitude, and low significance. The proposed project would not expose people or

structures to significant risk of loss, injury or death involving wildland fires and there is *no impact*.

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?	☐	☐	☐	☑
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?	☐	☐	☑	☐

Discussion:

a) **<u>Less Than Significant Impact:</u>** Construction would include excavation, grading, and other earthwork that may occur across the 3.83 acre project site. During storm events, exposed construction areas across the project site may cause runoff to carry pollutants, such as chemicals, oils, sediment, and debris. However, this project will not violate any

water quality standards or waste discharge requirements. In accordance with the National Pollutant Discharge Elimination System (NPDES) Stormwater Program, the project would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP), which identifies all potential sources of pollution that could affect stormwater discharges from the project site and identifies best management practices (BMPs) to be implemented in order to eliminate sources of pollution to stormwater runoff for the project to use.

The proposed project site is not in proximity to a stream, river or other source of surface water and would not degrade surface water quality. The proposed project will result in the discharge of stormwater to the City's existing storm drain facilities where percolation will occur. The City implements a comprehensive stormwater management program for storm drain discharges that includes pollution prevention measures, treatment or removal techniques, monitoring, and other best management practices through the City's Municipal Separate Storm Sewer System (MS4) permit with the regional water quality control board. Therefore, since the project will not violate any water quality standards or discharge standards and will not degrade surface water or groundwater quality, any impacts would be *less than significant*.

b) **Less Than Significant Impact:** The project would result in a reduction in percolation to the groundwater basin, because the project would create an increase in the amount of paved and impervious surfaces. However, this impact would be greatly reduced by the project's directing of site stormwater flows to the existing stormwater system. These flows, along with those of the existing surrounding properties, are directed to the existing stormwater basin located at Live Oak Park, approximately 0.3-mile to the south, where stormwater will then percolate to the groundwater basin. Therefore, the project would have a *less than significant impact* on groundwater resources.

c) **Less Than Significant Impact:** Response as required is provided in i – iv below:

(i) The project areas are generally flat and no significant grading or leveling will be required. The construction of the proposed project may be considered an alteration in drainage patterns; however, this would not result in substantial erosion or siltation on- or off-site. Construction and grading activities could create a potential for surface water to carry sediment from onsite erosion into the storm water system and downstream waterways. However, stormwater pollution prevention BMP's, including the implementation of adopted management practices and compliance with the provisions of a stormwater pollution prevention plan (SWPPP) required to be implemented during project construction. Therefore, the impact would be *less than significant*.

(ii, iii) The proposed project will result in the creation of additional impervious surfaces which will create additional runoff. However, all stormwater runoff will be directed to the existing stormwater basin located at Live Oak Park, 0.3-mile to the south of the

Project site. The City's Engineering Division has reviewed and determined that the existing basin has sufficient capacity to retain any additional runoff generated by the proposed project, thus eliminating the potential for runoff that would result in potential for flooding. The applicant will also be required to submit a SWPPP for construction, which identifies all potential sources of pollution that could affect stormwater discharges from the project site and identifies best management practices (BMPs) to be implemented in order to eliminate sources of pollution to stormwater runoff for the project to use. During operation the project would comply with the BMPs included with the City's MS4 permit with the regional water quality control board. Therefore, the impact is *less than significant*.

(iv) The project area is generally flat and no significant grading or leveling will be required. The proposed project site is not in proximity to a stream or river and will not alter the course of a stream or river. According to FEMA FIRM map panel 1275, the project site is within a Zone X area of minimal flood hazard and is not within a 100-year flood hazard zone. Therefore, there will be *no impacts* to impede or redirect flood flows.

d) **No Impact:** According to FEMA FIRM map panel 1275 the project site is within a Zone X area of minimal flood hazard and is not within a 100-year flood hazard zone. The proposed project is located inland and not near an ocean or large body of water, and therefore, would not be affected by a tsunami. The proposed project is located in a relatively flat area and would not be impacted by inundation related to mudflow. Therefore, the proposed project would have *no impact* due to seiche, tsunami, or mudflow or risk release of pollutants due to inundation.

e) **Less Than Significant Impact:** The proposed project will not conflict with or obstruct implementation of a water quality control plan. The proposed project will be subject to the requirements of the NPDES Stormwater Program and will be required to comply with a SWPPP which will identify all potential sources of pollution that could affect stormwater discharges from the project site and identify Best Management Practices (BMP's) related to stormwater runoff for the project to use

The proposed project is located within the Kaweah Groundwater Subbasin and is included within the Mid-Kaweah Groundwater Sustainability Agency (GSA). The California Department of Water Resources (DWR) in its Bulletin 118 – Interim Update, classified the Kaweah Subbasin as a High-Priority Groundwater Subbasin. Under the requirements of the Sustainable Ground Water Management Act (SGMA), a high-priority basin shall develop and implement a groundwater sustainability plan (GSP) to meet the sustainability goal established by the SGMA. All basins designated as high-priority by DWR are required to be managed under a GSP or coordinated GSP by January 31, 2020. On September 21, 2017 the Mid-Kaweah GSA submitted a Notice of Intent to initiate development of a GSP to DWR. Preparation of a GSP for the Mid-Kaweah GSA is

ongoing. It is the intent of the Mid-Kaweah to submit a completed GSP to DWR for review shortly prior to January 31, 2020.

Once adopted and approved by DWR the proposed project will be subject to the requirements of the GSP prepared by the Mid-Kaweah GSA and will be required to meet any applicable requirements. Due to this discussion any impacts will be *less than significant.*

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?	☐	☐	☑	☐

Discussion:

a) **No Impact:** The proposed project site is located within the northern portion of the City of Tulare and is immediately adjacent to existing commercial development to the east and west of the project site. Project implementation would result in the project site continuing to be designated and zoned for commercial type development. The proposed project will not physically divide an established community and there will be *no impacts*.

b) **Less Than Significant Impact:** The project includes a General Plan Amendment to change the land use designation from Office Commercial to Community Commercial and a Zone Amendment to change the existing zoning from C-2 (Office Commercial) to C-3 (Retail Commercial). The proposed amendments do not conflict with any policies or implementation programs of the General Plan. The proposed retail development will be limited to permitted and conditional uses of the C-3 zone (conditional uses are subject to the approval of the City of Tulare Planning Commission) and has been reviewed for consistency with any established General Plan policies or implementation policies through the City's Site Plan Review process. The project does not conflict with any land use plans for the area. Impacts would be *less than significant*.

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 lands use plan?	☐	☐	☐	☑

Discussion:

a,b) **No Impact:** There are no known mineral resources of importance to the region and the project site is not designated under the City's General Plan as an important mineral resource recovery site. Therefore, the proposed project would not result in the loss or impede the mining of regionally or locally important mineral resources. There is *no impact*.

XIII. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Generation of noise levels in excess 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 ground-borne 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 public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

The City of Tulare's Noise Element was adopted in 2013 to protect the citizens of the City of Tulare from the harmful effects of exposure to excessive noise pollution and to protect the economic base of the City by preventing the encroachment of incompatible land uses near known noise-producing industries, railroads, airports and other sources. Noise pollution is defined as unwanted or excessive sound. Sound is a variation in air pressure that the human ear can detect. This pressure is measured within the human hearing range as decibels on the A scale (dBA). As the pressure of sound waves increases, the sound appears louder and the dBA level increases logarithmically. A noise level of 120 dB represents a million-fold increases in sound pressure above the 0-dB level.

Discussion:

a) **Less Than Significant Impact:** The proposed project would develop retail commercial uses for multiple tenants on an infill site of 3.83 acres. There would not be a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, since there are existing retail commercial uses located along this Prosperity Avenue corridor. One of the restaurant uses will have a drive through with an ordering speaker located along the southeast corner of the parcel. However, a six feet high block wall will be constructed along this entrance to the drive-through, which will provide noise attenuation of the speaker noise to ensure noise levels are not increased substantially at the nearest sensitive receptors, the residences to the south.

The proposed project will result in an increase in noise levels due to construction, however long-term noise level increases in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies are not expected. Construction equipment would include generators, graders, excavators, bore/drill rigs, track-mounted skid steers, plate compactors and backhoes. High noise levels resulting from construction activities generally would be limited to daytime hours. The City's Ordinance requires that noise-producing equipment used during construction shall be restricted to the hours of 6:00 a.m. to 10:00 p.m. These noise levels would be intermittent and short term, and would be considered a *less than significant impact*.

b) **Less Than Significant Impact:** Some construction activities have the potential to generate ground-borne vibration, however excessive vibration is not expected and nearby sensitive receptors, such as residences and a school, are not close enough to be affected by the temporary construction activities to the extent that ground-borne vibration would be detectable at these properties. Operational activities at the Project site would not generate ground-borne vibration and would be compatible with the existing surrounding commercial development along the Prosperity Avenue corridor. Therefore, there would be *a less than significant impact*.

c) **No Impact:** The proposed project site is not located within the boundary of an airport land use plan and is not within two miles of a public airport or public use airport. Mefford Field Airport is located over four miles south of the Project site and Visalia Municipal Airport is located over six miles northwest of the project site. There are no private airstrips in the vicinity of the proposed project. Therefore, there would be *no impact*.

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 unplanned population growth in an area, either directly (for example, by new homes and businesses) or directly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Discussion:

a,b) **No Impact:** The proposed project would not result in any population growth or population displacement in the City of Tulare. The project would provide long-term employment opportunities; however, these could be filled by employees already living within the City of Tulare or in neighboring cities and communities. The proposed project would be developed on vacant land zoned for commercial use within the City limits. There are no existing residences that would be removed and no individuals would be displaced because of the project. Therefore, there would be *no impact*.

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 serve ratios, response times of other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☑	☐
b. Police protection?	☐	☐	☑	☐
c. Schools?	☐	☐	☐	☑
d. Parks?	☐	☐	☐	☑
e. Other public facilities?	☐	☐	☐	☑

The proposed project site is in an area already served by public service systems. The nearest fire station is the City of Tulare Fire Station #63, which is approximately 1.6 miles northwest of the project site. The City of Tulare Police Department is located at 260 South 'M' Street, approximately 1.6 miles southwest of the Project site.

Discussion:

a. **Less Than Significant Impact:** The proposed project site will continue to be served by the City of Tulare Fire Department. The project applicant would be required to submit plans to the City Fire Department for review and approval prior to the issuance of building permits to ensure the project would conform to applicant building codes and would provide a fire hydrant in proximity to the property in the event of an on-site fire. No additional fire personnel or equipment is anticipated. The impact is therefore *less than significant.*

b. **Less Than Significant Impact:** The proposed project will continue to be served by the City of Tulare Police Department. 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 Tulare Police Department and would not trigger the need for a new or physically altered police facilities. No additional police personnel or equipment is anticipated. The impact is therefore *less than significant.*

c. **No Impact:** Since the project will not result in additional residents, the project will not increase the number of students in the school district. Therefore, there is *no impact*.

d. **No Impact:** The City standard is currently 5.0 acres of parkland per 1,000 population. However, the project will not result in additional residents, so the project will not create a need for additional parkland. Therefore, there is *no impact*.

e. **No Impact**: The proposed project site is within the land use and growth projections identified in the City's General Plan and other infrastructure studies. As such the project will not result in increased demand on other public facilities that has not already been planned for. In addition, existing utility service is already in place at all of the surrounding properties, therefore the proposed project would be able to tie into the existing utility services in the vicinity of the Project site. Therefore, there is *no impact*.

XVI. PARKS AND 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?	☐	☐	☐	☑

Discussion:

a) **No Impact:** The City standard is currently 5.0 acres of parkland per 1,000 population. Because the project will not result in additional residents, the project will not create need for additional parkland. Therefore, there is *no impact*.

b) **No Impact:** There are no parkland or recreational facilities associated with the project. The City standard is currently 5.0 acres of parkland per 1,000 population. Because the project will not result in additional residents, the project will not create need for additional parkland. Therefore, there is *no impact*.

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Conflict with an 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?	☐	☐	☐	☑

Discussion:

a,b) **Less Than Significant Impact**: Any congestion during construction would be temporary and would not be considered a significant impact. During project operation, vehicular access to the project site would be via two driveways located along Prosperity Avenue and a cross access drive aisle with the property to the west of the site, currently occupied by Evolutions Fitness and Rehabilitation Center and supporting businesses. In addition, the proposed project is an infill development project that will capitalize on its location to draw existing vehicle trips along the Prosperity Avenue Commercial corridor and from the surrounding neighborhoods, rather than increasing vehicle miles traveled if the proposed project site were located further out on the edge of the city, away from the city's commercial centers.

Though not required by the City, the project applicant has proposed installation of a left-turn lane on Prosperity Avenue, just west of the Prosperity Avenue/Laspina Street intersection, to provide westbound access into the eastern driveway on the proposed project site. A Traffic Impact Memorandum (C2 Consult, May 2019) was prepared to assist the City in evaluating the proposed placement and sizing of this proposed left turn lane. Based on the traffic estimated to be entering the Project Site in the Traffic Impact Memorandum, if the proposed westbound left turn lane is installed, it will be designed to provide a minimum of 125 feet of vehicle storage. Impacts on the circulation system as a result of the project would be *less than significant*.

c) **Less Than Significant Impact:** No design feature associated with the project would pose a hazard risk. All motorized construction equipment (excavators, backhoes, graders, etc.)

would remain on site. No changes that increase hazards would be made to intersections near the project site. If the proposed left-turn lane is included, it would be designed to accommodate sufficient queuing length, consistent with the intersection cycle at the Prosperity Avenue/Laspina Street intersection. Impacts would be *less than significant*.

d) **No Impact:** The project would not result in inadequate emergency access. Emergency access to the site would be via Prosperity Avenue. Two City standard drive approaches will be provided on Prosperity Avenue. There would be *no impact*.

XVIII. TRIBAL CULTURAL RESOURCES

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

Discussion:

a) **No Impact:** The proposed project is located on a site that has been previously disturbed and was most recently disturbed during grading activities and development of the adjoining sites to the west and to the east. The Project site is within the limits of the City of Tulare and is not 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). Therefore, there is *no impact*.

b) **Less Than Significant with Mitigation Incorporated:** The proposed project is located on a site that has been previously disturbed and was most recently disturbed during grading activities and development of the adjoining sites to the west and east, and is entirely within the limits of the City of Tulare. Local tribes were contacted (Tribal letters included as Appendix C) and invited to participate in consultation with the City in regard to knowledge of any resources of significance to the tribe that could be present in the Project vicinity. There were no responses received from the tribes. Nonetheless, the

presence of remains or unanticipated cultural resources under the ground surface is possible. Implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that impacts due to discovery of unanticipated cultural resources or human remains during excavation would be *less than significant with mitigation incorporated*.

Mitigation Measure CUL-1: If cultural resources, bones, or fossils are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of Interior's Professional Qualifications Standards for archaeology (NPS 1983) or a qualified paleontologist shall be contacted immediately to evaluate the find. If the discovery proves to be significant, additional work such as data recovery, excavation, and Native American consultation may be warranted until the qualified archaeologist or paleontologist has determined that ground-disturbing activities may resume in the area of the find or in alternate locations on the site, as approved by the project's qualified archaeologist or paleontologist, in consultation with any required federal, state, local, or Tribal authorities.

Mitigation Measure CUL-2: The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

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 or waste-water 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?	☐	☐	☐	☑

According to the Tulare Municipal Service Review (2013), the City would be able to provide the necessary infrastructure services and utility systems required for new development within the General Plan projections for growth within the City limits. Utilities and service systems include wastewater treatment, storm water drainage facilities, water supply, landfill capacity, and solid waste disposal. Wastewater will be collected and treated at the City's wastewater treatment facility, which is located at the intersection of Paige Avenue and West Street. Solid waste disposal will be provided by the City of Tulare Solid Waste Department and the Tulare County Solid Waste Department, which operates two landfills and six transfer stations within the County. Combined, these landfills receive approximately 300,000 tons of solid waste per day. Water for the proposed development will be provided by the City of Tulare. The City's primary water source is groundwater. Tulare is currently in an agreement with Tulare Irrigation District (TID). The City pumps storm water into canals owned by TID. Storm water is also disposed and detained in storm drainage detention and retention basins throughout the City to assist in groundwater recharge. Tulare actively improves its storm drainage system to accommodate new urban development and

encourages implementation of best management practices for storm water discharges through the City's MS4 permit agreement with the regional water quality control board.

Discussion:

a) **Less Than Significant Impact:** The City's wastewater treatment facility (WWTF) has two wastewater treatment trains, domestic and industrial WWTT. Both operate in accordance to the Central Valley Regional Water Quality Control Board *Waste Discharge Requirements (WDR) Order NO. R5-2002-0186*. The City's Municipal Service Review (2013) indicates that Tulare's WWTF is at sufficient capacity to accommodate new infill development, including the proposed development, which would tie into existing City sewage lines in the project vicinity. The proposed project will utilize capacity within the existing storm water drainage basin located 0.3-mile to the south at Live Oak Park. Electrical power, natural gas and telecommunications lines are utilized by adjoining uses and will be extended to the proposed project site. Impacts would be *less than significant*.

b) **Less Than Significant Impact:** The City's urban water supply is comprised entirely of groundwater pumped from the underground aquifer by wells located throughout the City. Water service to the Project site has been planned for through the City's General Plan and Urban Water Management Plan for growth within the city limits. Water will be brought in using water trucks during construction. After construction, operation of the fast food restaurants and other retail commercial facilities would generate demand for water that would not exceed the City's water supply sources, and the project would tie into the existing water lines on Prosperity and Sandalwood Avenues.

The projected water demand for the proposed project is based on the City's standard water demand factors, which were applied in the City's Water System Master Plan to calculate projected water demands summarized in Table 3.7 of the Water System Master Plan (2009). The projected water demand for the proposed project is shown in Table 7.

Table 7: Projected Water Demand for the South K Street Service Station Project

Land Use Type	Units	Quantity	Water Demand Factor[(A)]	Average Day Demand, GPD	Annual Water Demand, AFY[(B)]
Community Commercial	Acres	3.83	1,300 gpd/AC[(c)]	4,979	5.58

Note: (A) Water Demand Factors are Provided from Table 3.8 of the City of Tulare Water System Master Plan, July 2009.
(B) AFY=Acre-feet Per Year
(C) GPD/AC = Gallons Per Day Per Acre

Source: City of Tulare Water System Master Plan, 2009.

As shown in the table, the total projected annual water demand for the proposed Project is 5.58 AFY. The proposed uses are consistent with the Community Commercial land use and therefore, the Community Commercial demand coefficient (1,300 gpd/acre) has been utilized to calculate the projected annual and daily water demand for the Project.

As described in the City's 2015 UWMP, the City will continue to periodically drill new supply wells in the future. The City continues to examine supply enhancement options, including surface water supply, urban recycled water use, etc., and additional supplies from Tulare Irrigation District (TID).

A comparison of the City's projected water supply and demand is shown in Table 8 for Normal, Single-Dry, and Multiple-Dry Years. The water supply and demand projections are based on the City's projected drought supply conditions as described in the City's 2015 UWMP. The supply-demand comparison in Table 8 indicates that the City will have sufficient water to meet its customers' needs through 2040. Current and ongoing management of these supplies is achieved through both voluntary and state-mandated consumption conservation efforts, and the Sustainable Groundwater Management Act (SGMA). The City has adopted outdoor water use conservation strategies as outlined in the UWMP and Chapter 7.32 of the Tulare Municipal Code.

Tulare General Plan Policy LU-P11.5 requires developers to assure that there is sufficient available water supply to meet projected demand for all new development. The proposed Project is planned to be consistent with the 2015 UWMP, which demonstrates adequate water supply to serve development in the City. Additionally, Tulare General Plan Policy LU-P11.3 requires all new development to be responsible for expansion of existing facilities, such as water systems, made necessary to serve the new development.

Table 8: Projected Water Supply (2020-2040)

Water Supply Source	2020		2025		2030		2035		2040	
	RAV[1]	TR/SY[2]	RAV[1]	TR/SY[2]	RAV[1]	TR/SY[2]	RAV[1]	TR/SY[2]	RAV[1]	TR/SY[2]
Groundwater	6,241.4	6,241.4	7,130.8	7,130.8	8,146.8	8,146.8	9,307.6	9,307.6	10,284.9	10,284.9
Surface Water	--	0	--	0	--	0	--	0	--	0
Recycled Water	4,864.4	0	5,837.3	0	7,004.8	0	8,405.7	0	10,086.9	0
Total	11,105.8	6,241.4	12,968.1	7,130.8	15,151.6	8,146.8	17,713.3	9,307.6	20,371.8	10,284.9

Notes: Unit of measurement is million gallons
[1] RAV=Reasonably Available Volume
[2] TR/SY = Total Right or Safe Yield

Source: City of Tulare Urban Water Management Plan, Table 6-9, 2015.

As described above, the proposed project would be expected to generate an annual water demand of 5.58 AFY. The City of Tulare 2015 UWMP describes that the City would have available water supply for normal year, single-year, and multi-dry year scenarios. The proposed project would generate an annual water demand that would be well within the limits of water demand, as described in the UWMP.

However, as noted previously, the Kaweah Sub basin is one of many in the Central Valley that is critically over-drafted. The City has developed strategies to assure that this source of supply remains available and viable in future years. For example, the City maintains the Water Conservation Ordinance to eliminate waste of water and will continue to periodically drill new supply wells in the future. Additionally, the City has joined the City of Visalia and the TID to form the Mid-Kaweah Joint Powers Authority (MKJPA) in an attempt to create a coordinated plan for the Sub basin. The City has also invested significantly in their detention basins to increase their recharge capacity.

The project would change uses on the site from vacant land to retail commercial development, including restaurants, retail stores, and parking. The development of the currently vacant Project site would result in a reduction in percolation to the groundwater basin, because the project would create an increase in the amount of paved and impervious surfaces. However, this impact would be greatly reduced by the project's utilization and directing of stormwater to the existing stormwater infrastructure in the project vicinity. Existing stormwater, including stormwater from the proposed development, would flow to the existing storm drain basin located 0.3-mile to the south at Live Oak Park, where stormwater will percolate as recharge to the groundwater basin, as permitted by the City's MS4 permit. Therefore, the Project would have a *less than significant impact* on groundwater resources.

c) **Less Than Significant Impact:** The project will connect to the City of Tulare's existing sewer lines in the Project vicinity. The wastewater generated from the proposed development would not exceed the City's wastewater treatment facility's capacity of 6.0 MGD, and would not require the construction of new or expansion of existing facilities to treat wastewater. The impact would be *less than significant*.

d) **Less Than Significant Impact:** The proposed Project is a commercial project. Based on CalRecycle waste generation estimates, the proposed project is estimated to generate 3.12 pounds of solid waste per 100 sq. ft. per day. The proposed project is assumed to include the development of two retail commercial buildings totaling 19,000 square feet and two restaurant buildings with drive-through totaling 6,235 square feet on the approximately 3.83 acre site, and would primarily include service sector space, including restaurant and other retail space. The solid waste that would be generated by the project is estimated to be 787 pounds per day, or .3935 tons per day. The project would be required to comply with applicable state and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. For example, a minimum of 50% diversion of construction waste materials are required to be diverted

from landfills. The City of Tulare disposes of its solid waste at the Visalia and Teapot Dome landfills within the County. These landfills have sufficient permitted capacity to accommodate the project's solid waste disposal needs. Any impacts would be *less than significant*.

e) **No Impact:** During construction, all solid waste generated by the project would be disposed of at the Visalia landfill or the Teapot Dome landfill. These facilities conform to all applicable statutes and regulations related to solid waste disposal. The proposed project would comply with the adopted policies related to solid waste, including recycling. Therefore, the proposed project would have *no impact* on solid waste regulations.

XX. WILDFIRE

If located in or near state responsibility areas or land 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 wildfire?	☐	☐	☐	☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or utilities) that may exacerbate fire risk 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?	☐	☐	☐	☑

Discussion:

a, b, c, d) **No Impact:** The proposed project site is not within or near a state responsibility area or area classified as very high fire hazard severity zone. The proposed project will not impair an adopted emergency response plan or evacuation plan. The proposed project site will not exacerbate wildfire risks, and expose occupants to pollutant concentrations from wildfire. The proposed project will not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. The proposed project site is generally flat and is not near any streams or waterways and will not 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. Therefore, there would be *no impact*.

XX. 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☑	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

Discussion:

a) **<u>No Impact</u>:** This initial study/ mitigated negative declaration found the project would not have the potential to degrade the quality of the environment or have significant adverse impacts to fish and wild life or plant species including special status species are not anticipated or reduce the number or restrict the range of a rare or endangered plant or animal. There would be *no impacts*.

b) **<u>Less Than Significant Impact</u>:** 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). Impacts would be *less than significant*.

c) **Less Than Significant Impact:** The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have a substantial impact on human beings, either directly or indirectly. All potential impacts of the project have been found to be *less than significant*.

SECTION 4:
Supporting Information and Sources

1) *Tulare General Plan, Land Use Element (1993)*
2) *City of Tulare Zoning Ordinance*
3) *Final Program EIR Land Use and Circulation Element Update (SCH 89062606)*
4) *SJVAPCD Regulations and Guidelines*
5) *Tulare General Plan, Housing Element (April 2016)*
6) *Tulare General Plan Seismic-Safety Element*
7) *Tulare County Seismic Element, Volume I and II*
8) *Flood Insurance Rate Maps*
9) *Tulare General Plan, Circulation Element*
10) *Tulare General Plan, Noise Element*
11) *City of Tulare Sewer Systems Master Plan (June 1991)*
12) *(Draft) City of Tulare Sewer Systems Master Plan (2008)*
13) *Engineering Standards, City of Tulare*
14) *City of Tulare's Municipal Code*
16) *Tulare County Environmental Resources Management Element*
17) *Source Reduction and Recycling Element*
18) *City of Tulare Urban Water Management Plan (2007, 2010, and 2015)*
19) *City of Tulare Water System Master Plan (2009)*
21) *City of Tulare Emergency Response Plan*
22) *Tulare Municipal Airport-Mefford Field Master Plan, (February 2005)*
23) *Tulare County Airport Land Use Compatibility Plan*
25) *California Air Resources Board's (CARB's) Air Quality and Land Use Handbook*
26) *2008 California Environmental Quality Act CEQA Guidelines*
27) *The Five County Seismic Safety Element*
28) *California Building Code*
30) *California Stormwater Pollution Prevention Program (SWPPP)*
31) *Government Code Section 65962.5*
32) *California Environmental Protection Agency (CEPA)*
33) *California Department of Conservation*
34) California Natural Diversity Database
35) CalRecycle Waste Generation Estimates
36) Draft Environmental Impact Report for the City of Tulare General Plan, Transit-Oriented Development Plan, and Climate Action Plan (November 2013)

City of Tulare
Community and Economic Development Department
411 East Kern Avenue
Tulare, CA 93274

SECTON 5
List of Preparers

Project Title: South 'K' Street Service Station

City of Tulare
Steven Sopp, Associate Planner
Mario A. Anaya, Principal Planner

C2 Consult Corp.
Charles Clouse, AICP, Principal

Appendix A

CalEEMod Output Sheets

GPA 2019-01 / ZA 733

San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Retail	24.00	User Defined Unit	0.06	2,400.00	0
User Defined Retail	38.35	User Defined Unit	0.09	3,835.00	0
Strip Mall	10.00	1000sqft	0.23	10,000.00	0
Strip Mall	9.00	1000sqft	0.21	9,000.00	0
Parking Lot	106.00	Space	0.95	42,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	45
Climate Zone	7			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes project approval and tenant agreements occur in 2019, with construction (10 months assumed) occuring in 2020.

Land Use - Proposed square footage and building types provided by applicant, both user-defined retail spaces are restaurants with drive-through, a category not found in CalEEMod

Energy Use -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	0.00	2,400.00
tblLandUse	LandUseSquareFeet	0.00	3,835.00
tblLandUse	LotAcreage	0.00	0.06
tblLandUse	LotAcreage	0.00	0.09
tblSequestration	NumberOfNewTrees	0.00	75.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4360	1.9295	1.6479	3.1100e-003	0.0457	0.0971	0.1428	0.0162	0.0932	0.1094	0.0000	263.8800	263.8800	0.0453	0.0000	265.0125
Maximum	**0.4360**	**1.9295**	**1.6479**	**3.1100e-003**	**0.0457**	**0.0971**	**0.1428**	**0.0162**	**0.0932**	**0.1094**	**0.0000**	**263.8800**	**263.8800**	**0.0453**	**0.0000**	**265.0125**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4360	1.9295	1.6479	3.1100e-003	0.0371	0.0971	0.1342	0.0118	0.0932	0.1050	0.0000	263.8797	263.8797	0.0453	0.0000	265.0122
Maximum	**0.4360**	**1.9295**	**1.6479**	**3.1100e-003**	**0.0371**	**0.0971**	**0.1342**	**0.0118**	**0.0932**	**0.1050**	**0.0000**	**263.8797**	**263.8797**	**0.0453**	**0.0000**	**265.0122**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**18.83**	**0.00**	**6.02**	**27.24**	**0.00**	**4.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-6-2020	4-5-2020	0.6405	0.6405
2	4-6-2020	7-5-2020	0.5972	0.5972
3	7-6-2020	9-30-2020	0.5709	0.5709
		Highest	0.6405	0.6405

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1199	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3500e-003	3.3500e-003	1.0000e-005	0.0000	3.5700e-003
Energy	5.8000e-004	5.3100e-003	4.4600e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	72.1354	72.1354	2.8500e-003	6.7000e-004	72.4071
Mobile	0.2563	2.6009	2.1423	8.7400e-003	0.4530	9.4700e-003	0.4624	0.1219	8.9700e-003	0.1308	0.0000	811.8781	811.8781	0.0770	0.0000	813.8034
Waste						0.0000	0.0000		0.0000	0.0000	4.0497	0.0000	4.0497	0.2393	0.0000	10.0329
Water						0.0000	0.0000		0.0000	0.0000	0.4465	3.3883	3.8348	0.0460	1.1100e-003	5.3161
Total	**0.3768**	**2.6063**	**2.1485**	**8.7700e-003**	**0.4530**	**9.8800e-003**	**0.4629**	**0.1219**	**9.3800e-003**	**0.1312**	**4.4962**	**887.4052**	**891.9013**	**0.3652**	**1.7800e-003**	**901.5631**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1199	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3500e-003	3.3500e-003	1.0000e-005	0.0000	3.5700e-003
Energy	5.8000e-004	5.3100e-003	4.4600e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	72.1354	72.1354	2.8500e-003	6.7000e-004	72.4071
Mobile	0.2556	2.5922	2.1290	8.6700e-003	0.4484	9.4000e-003	0.4578	0.1207	8.8900e-003	0.1295	0.0000	805.7825	805.7825	0.0769	0.0000	807.7038
Waste						0.0000	0.0000		0.0000	0.0000	4.0497	0.0000	4.0497	0.2393	0.0000	10.0329
Water						0.0000	0.0000		0.0000	0.0000	0.4465	3.3883	3.8348	0.0460	1.1100e-003	5.3161
Total	**0.3761**	**2.5975**	**2.1352**	**8.7000e-003**	**0.4484**	**9.8100e-003**	**0.4583**	**0.1207**	**9.3000e-003**	**0.1300**	**4.4962**	**881.3096**	**885.8058**	**0.3650**	**1.7800e-003**	**895.4636**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.19**	**0.34**	**0.62**	**0.80**	**1.00**	**0.71**	**0.99**	**1.00**	**0.85**	**0.98**	**0.00**	**0.69**	**0.68**	**0.04**	**0.00**	**0.68**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	53.1000
Total	**53.1000**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/6/2020	1/31/2020	5	20	
2	Site Preparation	Site Preparation	2/1/2020	2/4/2020	5	2	
3	Grading	Grading	2/5/2020	2/10/2020	5	4	
4	Building Construction	Building Construction	2/11/2020	11/16/2020	5	200	
5	Paving	Paving	11/17/2020	11/30/2020	5	10	
6	Architectural Coating	Architectural Coating	12/1/2020	12/14/2020	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.95

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 37,853; Non-Residential Outdoor: 12,618; Striped Parking Area: 2,544 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**		**0.0115**	**0.0115**		**0.0108**	**0.0108**	**0.0000**	**21.0677**	**21.0677**	**5.4200e-003**	**0.0000**	**21.2031**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.7000e-004	3.7900e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.9333	0.9333	3.0000e-005	0.0000	0.9340
Total	**5.5000e-004**	**3.7000e-004**	**3.7900e-003**	**1.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0500e-003**	**2.8000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9333**	**0.9333**	**3.0000e-005**	**0.0000**	**0.9340**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**		**0.0115**	**0.0115**		**0.0108**	**0.0108**	**0.0000**	**21.0676**	**21.0676**	**5.4200e-003**	**0.0000**	**21.2030**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.7000e-004	3.7900e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.9333	0.9333	3.0000e-005	0.0000	0.9340
Total	**5.5000e-004**	**3.7000e-004**	**3.7900e-003**	**1.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0500e-003**	**2.8000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9333**	**0.9333**	**3.0000e-005**	**0.0000**	**0.9340**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**5.8000e-003**	**8.2000e-004**	**6.6200e-003**	**2.9500e-003**	**7.6000e-004**	**3.7100e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0574	0.0574	0.0000	0.0000	0.0575
Total	**3.0000e-005**	**2.0000e-005**	**2.3000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0574**	**0.0574**	**0.0000**	**0.0000**	**0.0575**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.6100e-003	0.0000	2.6100e-003	1.3300e-003	0.0000	1.3300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**2.6100e-003**	**8.2000e-004**	**3.4300e-003**	**1.3300e-003**	**7.6000e-004**	**2.0900e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0574	0.0574	0.0000	0.0000	0.0575
Total	**3.0000e-005**	**2.0000e-005**	**2.3000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0574**	**0.0574**	**0.0000**	**0.0000**	**0.0575**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**9.8300e-003**	**1.3700e-003**	**0.0112**	**5.0500e-003**	**1.2600e-003**	**6.3100e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1149	0.1149	0.0000	0.0000	0.1150
Total	**7.0000e-005**	**5.0000e-005**	**4.7000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1149**	**0.1149**	**0.0000**	**0.0000**	**0.1150**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.4200e-003	0.0000	4.4200e-003	2.2700e-003	0.0000	2.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**4.4200e-003**	**1.3700e-003**	**5.7900e-003**	**2.2700e-003**	**1.2600e-003**	**3.5300e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1149	0.1149	0.0000	0.0000	0.1150
Total	**7.0000e-005**	**5.0000e-005**	**4.7000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1149**	**0.1149**	**0.0000**	**0.0000**	**0.1150**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2031	1.4788	1.3188	2.2000e-003		0.0796	0.0796		0.0769	0.0769	0.0000	181.5421	181.5421	0.0337	0.0000	182.3847
Total	**0.2031**	**1.4788**	**1.3188**	**2.2000e-003**		**0.0796**	**0.0796**		**0.0769**	**0.0769**	**0.0000**	**181.5421**	**181.5421**	**0.0337**	**0.0000**	**182.3847**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3600e-003	0.1339	0.0254	3.1000e-004	7.2900e-003	7.4000e-004	8.0300e-003	2.1100e-003	7.1000e-004	2.8100e-003	0.0000	29.7022	29.7022	2.3500e-003	0.0000	29.7608
Worker	0.0110	7.4600e-003	0.0758	2.1000e-004	0.0208	1.5000e-004	0.0209	5.5200e-003	1.4000e-004	5.6600e-003	0.0000	18.6662	18.6662	5.3000e-004	0.0000	18.6796
Total	**0.0154**	**0.1414**	**0.1012**	**5.2000e-004**	**0.0281**	**8.9000e-004**	**0.0290**	**7.6300e-003**	**8.5000e-004**	**8.4700e-003**	**0.0000**	**48.3684**	**48.3684**	**2.8800e-003**	**0.0000**	**48.4404**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2031	1.4788	1.3188	2.2000e-003		0.0796	0.0796		0.0769	0.0769	0.0000	181.5419	181.5419	0.0337	0.0000	182.3844
Total	**0.2031**	**1.4788**	**1.3188**	**2.2000e-003**		**0.0796**	**0.0796**		**0.0769**	**0.0769**	**0.0000**	**181.5419**	**181.5419**	**0.0337**	**0.0000**	**182.3844**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3600e-003	0.1339	0.0254	3.1000e-004	7.2900e-003	7.4000e-004	8.0300e-003	2.1100e-003	7.1000e-004	2.8100e-003	0.0000	29.7022	29.7022	2.3500e-003	0.0000	29.7608
Worker	0.0110	7.4600e-003	0.0758	2.1000e-004	0.0208	1.5000e-004	0.0209	5.5200e-003	1.4000e-004	5.6600e-003	0.0000	18.6662	18.6662	5.3000e-004	0.0000	18.6796
Total	**0.0154**	**0.1414**	**0.1012**	**5.2000e-004**	**0.0281**	**8.9000e-004**	**0.0290**	**7.6300e-003**	**8.5000e-004**	**8.4700e-003**	**0.0000**	**48.3684**	**48.3684**	**2.8800e-003**	**0.0000**	**48.4404**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2000e-003	0.0423	0.0444	7.0000e-005		2.3500e-003	2.3500e-003		2.1600e-003	2.1600e-003	0.0000	5.8829	5.8829	1.8600e-003	0.0000	5.9295
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4400e-003**	**0.0423**	**0.0444**	**7.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.1600e-003**	**2.1600e-003**	**0.0000**	**5.8829**	**5.8829**	**1.8600e-003**	**0.0000**	**5.9295**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9000e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4667	0.4667	1.0000e-005	0.0000	0.4670
Total	**2.7000e-004**	**1.9000e-004**	**1.9000e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4667**	**0.4667**	**1.0000e-005**	**0.0000**	**0.4670**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2000e-003	0.0423	0.0444	7.0000e-005		2.3500e-003	2.3500e-003		2.1600e-003	2.1600e-003	0.0000	5.8828	5.8828	1.8600e-003	0.0000	5.9295
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4400e-003**	**0.0423**	**0.0444**	**7.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.1600e-003**	**2.1600e-003**	**0.0000**	**5.8828**	**5.8828**	**1.8600e-003**	**0.0000**	**5.9295**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9000e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4667	0.4667	1.0000e-005	0.0000	0.4670
Total	**2.7000e-004**	**1.9000e-004**	**1.9000e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4667**	**0.4667**	**1.0000e-005**	**0.0000**	**0.4670**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1843					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	**0.1855**	**8.4200e-003**	**9.1600e-003**	**1.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.0000e-004**	**0.0000**	**1.2791**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	7.0000e-005	7.3000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1795	0.1795	1.0000e-005	0.0000	0.1796
Total	**1.1000e-004**	**7.0000e-005**	**7.3000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1795**	**0.1795**	**1.0000e-005**	**0.0000**	**0.1796**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1843					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	**0.1855**	**8.4200e-003**	**9.1600e-003**	**1.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.0000e-004**	**0.0000**	**1.2791**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	7.0000e-005	7.3000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1795	0.1795	1.0000e-005	0.0000	0.1796
Total	**1.1000e-004**	**7.0000e-005**	**7.3000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1795**	**0.1795**	**1.0000e-005**	**0.0000**	**0.1796**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2556	2.5922	2.1290	8.6700e-003	0.4484	9.4000e-003	0.4578	0.1207	8.8900e-003	0.1295	0.0000	805.7825	805.7825	0.0769	0.0000	807.7038
Unmitigated	0.2563	2.6009	2.1423	8.7400e-003	0.4530	9.4700e-003	0.4624	0.1219	8.9700e-003	0.1308	0.0000	811.8781	811.8781	0.0770	0.0000	813.8034

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Strip Mall	443.20	420.40	204.30	624,967	618,718
Strip Mall	398.88	378.36	183.87	562,471	556,846
User Defined Retail	0.00	0.00	0.00		
User Defined Retail	0.00	0.00	0.00		
Total	842.08	798.76	388.17	1,187,438	1,175,564

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
User Defined Retail	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
User Defined Retail	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.499524	0.033454	0.168279	0.130431	0.021581	0.005690	0.021752	0.108566	0.001799	0.001690	0.005397	0.000987	0.000848
Strip Mall	0.499524	0.033454	0.168279	0.130431	0.021581	0.005690	0.021752	0.108566	0.001799	0.001690	0.005397	0.000987	0.000848
User Defined Retail	0.499524	0.033454	0.168279	0.130431	0.021581	0.005690	0.021752	0.108566	0.001799	0.001690	0.005397	0.000987	0.000848

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	66.3561	66.3561	2.7400e-003	5.7000e-004	66.5935
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	66.3561	66.3561	2.7400e-003	5.7000e-004	66.5935
NaturalGas Mitigated	5.8000e-004	5.3100e-003	4.4600e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.7793	5.7793	1.1000e-004	1.1000e-004	5.8136
NaturalGas Unmitigated	5.8000e-004	5.3100e-003	4.4600e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.7793	5.7793	1.1000e-004	1.1000e-004	5.8136

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	51300	2.8000e-004	2.5100e-003	2.1100e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7376	2.7376	5.0000e-005	5.0000e-005	2.7538
Strip Mall	57000	3.1000e-004	2.7900e-003	2.3500e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0417	3.0417	6.0000e-005	6.0000e-005	3.0598
User Defined Retail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.9000e-004**	**5.3000e-003**	**4.4600e-003**	**4.0000e-005**		**4.0000e-004**	**4.0000e-004**		**4.0000e-004**	**4.0000e-004**	**0.0000**	**5.7793**	**5.7793**	**1.1000e-004**	**1.1000e-004**	**5.8136**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	51300	2.8000e-004	2.5100e-003	2.1100e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7376	2.7376	5.0000e-005	5.0000e-005	2.7538
Strip Mall	57000	3.1000e-004	2.7900e-003	2.3500e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0417	3.0417	6.0000e-005	6.0000e-005	3.0598
User Defined Retail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.9000e-004**	**5.3000e-003**	**4.4600e-003**	**4.0000e-005**		**4.0000e-004**	**4.0000e-004**		**4.0000e-004**	**4.0000e-004**	**0.0000**	**5.7793**	**5.7793**	**1.1000e-004**	**1.1000e-004**	**5.8136**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	14840	4.7283	2.0000e-004	4.0000e-005	4.7453
Strip Mall	101800	32.4357	1.3400e-003	2.8000e-004	32.5517
Strip Mall	91620	29.1921	1.2100e-003	2.5000e-004	29.2965
User Defined Retail	0	0.0000	0.0000	0.0000	0.0000
Total		**66.3561**	**2.7500e-003**	**5.7000e-004**	**66.5935**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	14840	4.7283	2.0000e-004	4.0000e-005	4.7453
Strip Mall	101800	32.4357	1.3400e-003	2.8000e-004	32.5517
Strip Mall	91620	29.1921	1.2100e-003	2.5000e-004	29.2965
User Defined Retail	0	0.0000	0.0000	0.0000	0.0000
Total		**66.3561**	**2.7500e-003**	**5.7000e-004**	**66.5935**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1199	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3500e-003	3.3500e-003	1.0000e-005	0.0000	3.5700e-003
Unmitigated	0.1199	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3500e-003	3.3500e-003	1.0000e-005	0.0000	3.5700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1013					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3500e-003	3.3500e-003	1.0000e-005	0.0000	3.5700e-003
Total	**0.1199**	**2.0000e-005**	**1.7300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3500e-003**	**3.3500e-003**	**1.0000e-005**	**0.0000**	**3.5700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1013					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3500e-003	3.3500e-003	1.0000e-005	0.0000	3.5700e-003
Total	**0.1199**	**2.0000e-005**	**1.7300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3500e-003**	**3.3500e-003**	**1.0000e-005**	**0.0000**	**3.5700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.8348	0.0460	1.1100e-003	5.3161
Unmitigated	3.8348	0.0460	1.1100e-003	5.3161

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.40738 / 0.862586	3.8348	0.0460	1.1100e-003	5.3161
User Defined Retail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.8348**	**0.0460**	**1.1100e-003**	**5.3161**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.40738 / 0.862586	3.8348	0.0460	1.1100e-003	5.3161
User Defined Retail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.8348**	**0.0460**	**1.1100e-003**	**5.3161**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0497	0.2393	0.0000	10.0329
Unmitigated	4.0497	0.2393	0.0000	10.0329

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	19.95	4.0497	0.2393	0.0000	10.0329
User Defined Retail	0	0.0000	0.0000	0.0000	0.0000
Total		**4.0497**	**0.2393**	**0.0000**	**10.0329**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	19.95	4.0497	0.2393	0.0000	10.0329
User Defined Retail	0	0.0000	0.0000	0.0000	0.0000
Total		**4.0497**	**0.2393**	**0.0000**	**10.0329**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	53.1000	0.0000	0.0000	53.1000

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	75	53.1000	0.0000	0.0000	53.1000
Total		**53.1000**	**0.0000**	**0.0000**	**53.1000**

Appendix B

Traffic Impact Memorandum

May 14, 2019

Michael Miller, City Engineer
City of Tulare
411 E. Kern St.
Tulare, Ca. 93274

Dear Mr. Miller,

We are pleased to submit the following assessment of the proposed Prosperity Commercial Mall in Tulare. This assessment has focused on the proposed left turn lane on Prosperity which would provide access for westbound traffic wishing to enter the project site. As directed by the City of Tulare, this review has evaluated the placement of the proposed left turn lane just west of the Prosperity Avenue and Laspina Street intersection. The preparation of this focused study has been completed to assist the City in evaluating the placement and sizing of this proposed left turn lane.

Project Description

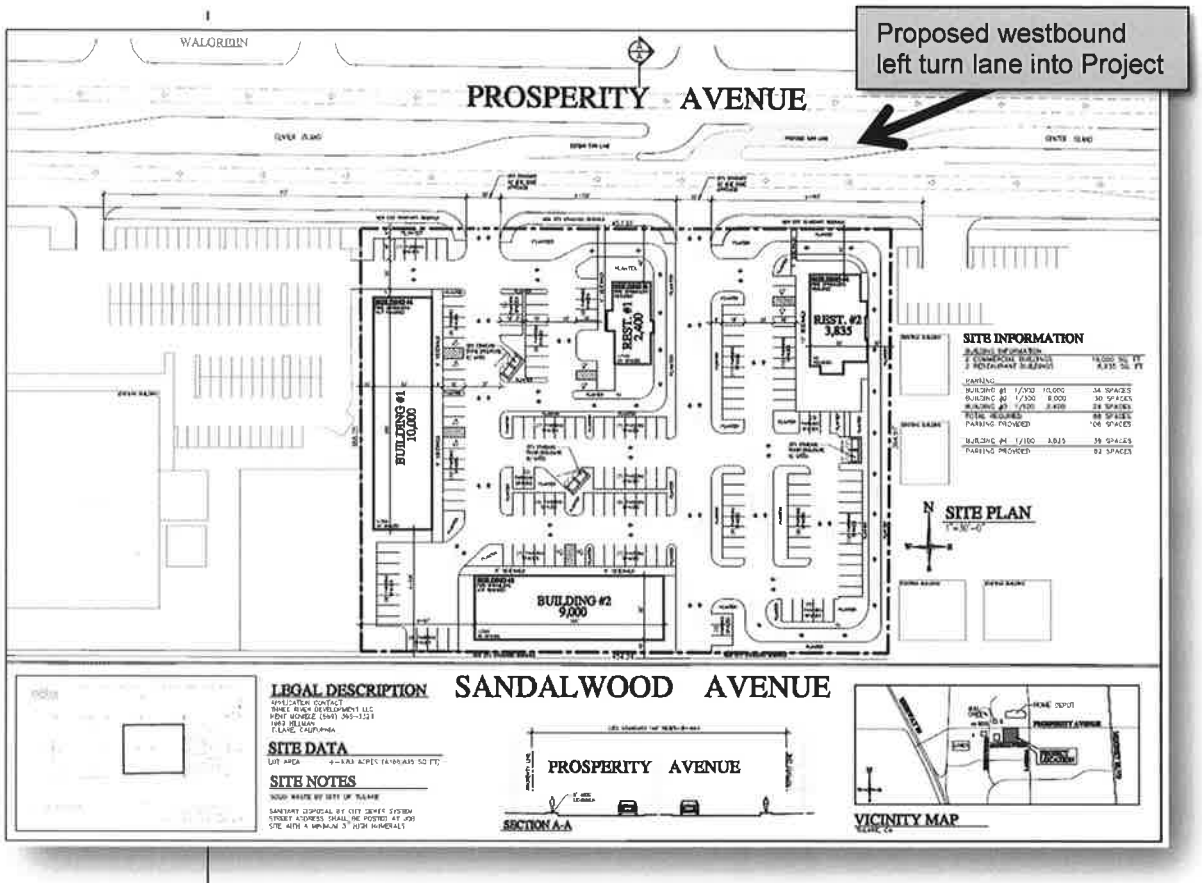
The Prosperity Commercial Center is proposed to be developed on a 3.83 acre site located on the south side of Prosperity Avenue between Brentwood and Laspina Streets. Access is to be provided via two driveways located along Prosperity Avenue and a cross access drive aisle with the property to the west of the site currently occupied by Evolutions Fitness and Rehabilitation Center and supporting businesses.

As currently proposed the Commercial Mall will include 19,000 square feet of retail uses to be housed in two buildings. The westerly building (Building #1) would occupy 10,000 square feet, while the southerly building (Building #2) would occupy 9,000 square feet. No specific uses have been identified at this time, so for the purposes of this study, it is assumed that they would be general retail in nature. In addition to these two in-line retail buildings, the proposed Commercial Mall would include two fast food restaurants. The first, Restaurant #1 would occupy 2,400 square feet and its specific use in unknown at this time. The second, Restaurant No. 2 would occupy 3,835 square feet and is currently anticipated to be an in and Out Burger restaurant.

The following site plan has been prepared to show the layout of the Prosperity Commercial Mall, the ingress and egress locations, the buildings and their sizes along with the parking layout. Also, shown on the Site Plan is a general depiction of the proposed westbound left turn lane on Prosperity providing access to the eastern of the two Project driveways.

FRONT RANGE OFFICE
1401 WEWATTA AVE.
SUITE 516
LITTLETON, COLO. 80202

CORP PHONE:
720.502.7236



Prosperity Commercial Mall
Site Plan

Project Assessment

The following reviews the projected Commercial Mall Project traffic profile and specifically evaluates the size of the proposed westbound left turn lane.

Project Trip Generation

The Project Trip Generation was estimated using the Institute of Transportation Engineer's Trip Generation Manual. This methodology is recognized as the industry standard for projecting future trips that can be expected from a proposed project. The Institute of Transportation Engineer's Trip Generation Manual is land use specific and reflects the general characteristics of a project as well as its size or in the case of retail and restaurant development the buildings sizes of each use.

Of special note are several traffic studies that have suggested that in and Out Burger restaurants generate larger traffic volumes than would be projected through the Institute of Transportation Engineer's Trip Generation Manual. One recent study in San Jose, suggested that In and Out Burger restaurants could generate approximately 82.3% more trips than projected by the Trip Generation Manual.

Given this information and in an effort to be conservative with this particular evaluation, the trip generation estimates for Restaurant #2 have been inflated by this percentage. The following table summarizes the projected peak hour trip generation for full build-out of the Commercial Mall Project. The

Prosperity Commercial Mall
Estimated Trip Generation
Average Weekday Driveway Volumes

			AM Peak Hour		PM Peak Hour	
Land Use	**Size**	**Daily Two-way Volume**	**Enter**	**Exit**	**Enter**	**Exit**
Shopping Center (820)	19,000sf	2,307	35	23	102	107
Fast food Restaurant with Drive Thru (934)	2,400sf	1,191	60	58	42	39
Fast food Restaurant with Drive Thru (In and Out Burger) (934)	3,835sf	3,468	176	169	123	114
Total Driveway Volumes		6,966	271	250	267	260
Total Peak Hour Pass-By Trips			115	111	147	145
Total Peak Hour Vol. Added to Adjacent Streets			156	139	120	115

Notes: TRIP GENERATION BY MICROTRANS
Land use code is shown in parentheses (820)
In and Out Burger trip generation has been increased by adding 82.3% more trips to account for it unique trip generation profile.

Project Trip Distribution and Assignment

The traffic to and from the Prosperity Commercial Mall Project is expected to be distributed base on existing and future land use patterns in the area. To assist with the estimation of future trip distribution, the Tulare County Regional Traffic Model was used to establish trip distribution. Using the 2042 traffic model data for the intersection of Prosperity at Laspina, Prosperity Mall trip distribution was estimated to reflect arrival percentages at the intersection. Approximately 49% of the Project's traffic is estimated to arrive and depart from the west, approximately 20% is estimated to arrive and depart from the south, approximately 17% is estimated to arrive and depart from the east and approximately 14% is estimated to arrive and depart from the north.

Using this trip distribution, the number of arriving trips that are anticipated to use the proposed westbound left turn lane to enter the Project's eastern driveway is estimated to be 136 PM peak hour trips (51% of 267 PM peak hour Project trips = 136).

Proposed Westbound Left Turn Lane Evaluation

In evaluating the proposed westbound left turn lane, the estimation of its storage length requirements was undertaken. The initial step was to determine the current operating conditions at the intersection of Prosperity Avenue at Laspina Street. This intersection lies upstream of westbound, southbound and northbound traffic wishing to enter the Prosperity Mall site. As the controlling intersection, the traffic signal will regulate the flow of entering vehicles using the proposed westbound left turn lane.

A field review of this intersection was completed on Wednesday, May 8, 2019. This review included PM peak hour observation of the traffic, signal operation and timing. The results of that field review suggested that the current PM Peak Hour traffic signal cycle Length is 113 seconds (maximum). It also indicated that the existing traffic volumes are sufficiently high enough to provide for the estimated pass-by trips into the proposed Project.

Using that information, it is possible to estimate the number of traffic signal cycles that occur at this intersection during the PM peak hour. There are 3,600 seconds per hour, using that number and dividing by the current PM Peak Hour signal cycle of 113 seconds yields 31.8 signal cycles per hour. To be conservative use 31 cycles per hour for the estimate.

From the Mall Project's trip generation and distribution discussion, 136 peak hour vehicles are estimated to be entering via the proposed eastern site driveway. Using that number of entering trips and dividing by the 31 signal cycles yields 4.1 entering vehicles per signal cycle. For assessment purposed and again to be conservative, use 5 vehicles using the proposed westbound left turn lane per signal cycle.

Using the 5 entering vehicles the estimated westbound left turn pocket length is calculated as 5 vehicles per cycle x 25 feet per vehicle = 125 feet of left turn storage. This storage can be accommodated within the existing 30 foot wide median between the Prosperity at Laspina intersection and the proposed eastern Project driveway, which are approximately 430 feet apart.

Recommendations

Based on the traffic estimated to be entering the Prosperity Mall Project Site, the proposed westbound left turn lane should be designed to provide a minimum of 125 feet of vehicle storage.

Thank for the opportunity to assist with this project. Should you need any additional information or have any questions, Please feel free to contact me.

Sincerely,

Charles Clouse, AICP
Principal

https://2013c2corp-my.sharepoint.com/personal/charley_c2consultcorp_com/Documents/Project/PROJECTS/1341.5 Nunley Development - Prosperity Commercial Mall/Work Product/Project letter.docx

Appendix C

Tribal Consultation Letters

COMMUNITY & ECONOMIC DEVELOPMENT

February 20, 2019

Tule River Indian Tribe
Neil Pyron, Chairperson
P.O. Box 589
Porterville, CA 93240

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). A Formal Notification of a Decision to Undertake a Project and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

SB 18 Tribal Consultation Government Code §65352.3

Dear Tribal Chairperson:

The City of Tulare has begun to process the following applications: General Plan Amendment No. 2019-01 and Zone Amendment No. 733. The proposed project would change the existing General Plan designation from Office Commercial to Community Commercial and the existing zoning from C-2 (Office Commercial) to C-3 (Retail Commercial) on an approximately 3.83-acre parcel located on the south side of Prosperity Avenue between Laspina and Brentwood Streets in the City of Tulare (APN 171-300-016).

The Project site is within the Tulare USGS quadrangle. It is located in Section 1, Township 20S, Range 24E, Mount Diablo Base and Meridian (BDM&M). An aerial image of the project site has been included (attached).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the City.

In compliance with SB 18 pursuant to Government Code §65352.3, this Department is requesting your review and comments on the potential impacts on cultural places associated with your tribe by this proposal. Your participation is important at this early stage of processing to ensure that cultural places important to your tribe are identified, and the potential impacts associated with implementation of the project are mitigated.

If you have not responded by **May 21, 2019**, this Department will assume your tribe has declined consultation as per Government Code §65352.3. Notification of the availability of public hearing notices will continue to be provided, even if consultation is declined.

Should you have any comments or questions please contact me at (559) 684-4216 or at ssopp@tulare.ca.gov.

Respectfully,

Steven Sopp
Associate Planner

Enclosures: Aerial Image


GPA 2019-01, ZA 733
Change GP Designation from Office Comercial to Community Commercial
Change Zoning from C-2 (Office Commercial) to C-3 (Retail Commercial)
Legend
GPA 2019-01, ZA 733
Google Earth
300 ft
N

COMMUNITY & ECONOMIC DEVELOPMENT

February 20, 2019

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Tribal Chairperson
P.O. Box 226
Lake Isabella, CA 93240

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). A Formal Notification of a Decision to Undertake a Project and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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Associate Planner

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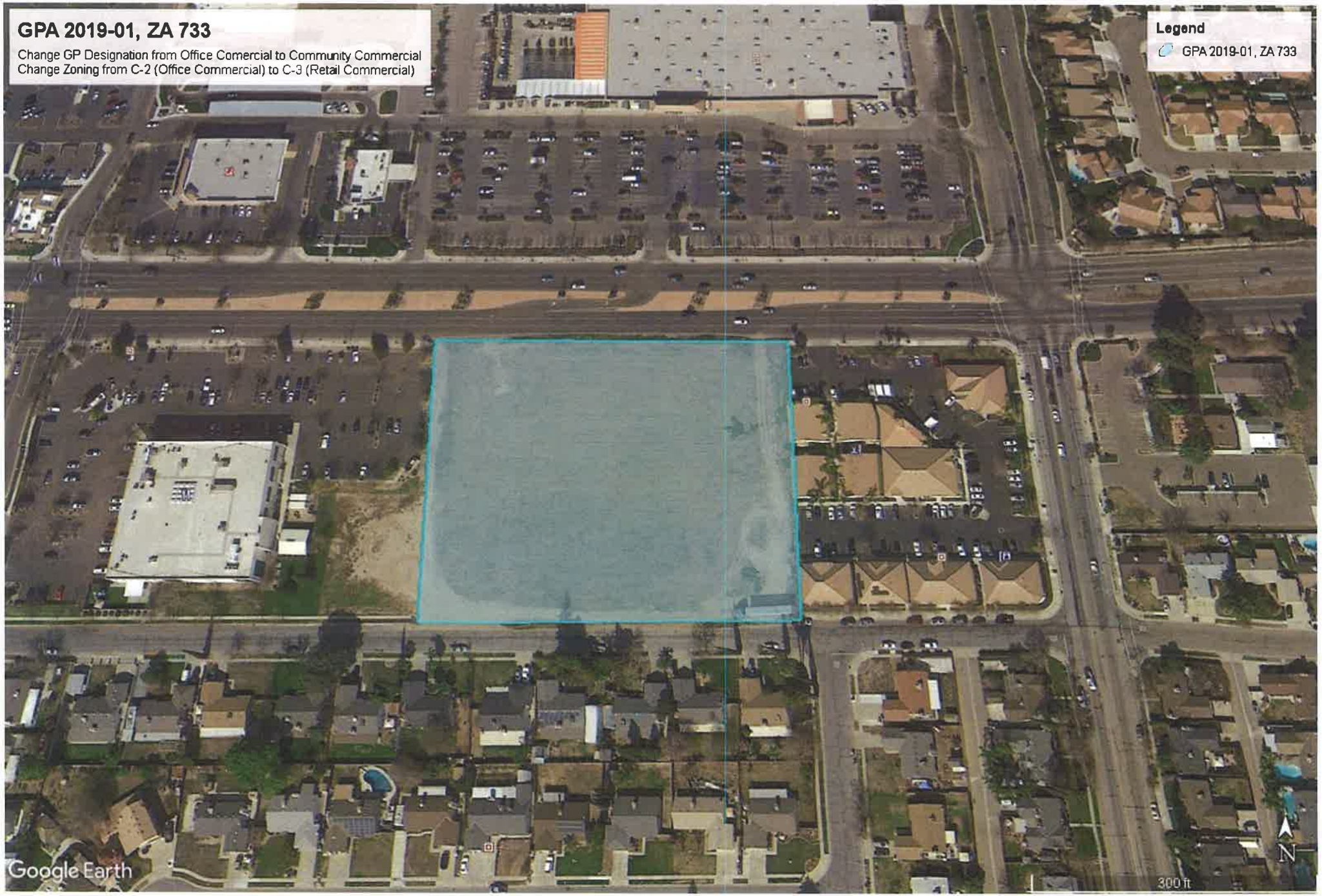
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Legend
GPA 2019-01, ZA 733
Google Earth
300 ft
N

COMMUNITY & ECONOMIC DEVELOPMENT

February 20, 2019

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella, CA 93240

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). A Formal Notification of a Decision to Undertake a Project and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

SB 18 Tribal Consultation Government Code §65352.3

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Steven Sopp
Associate Planner

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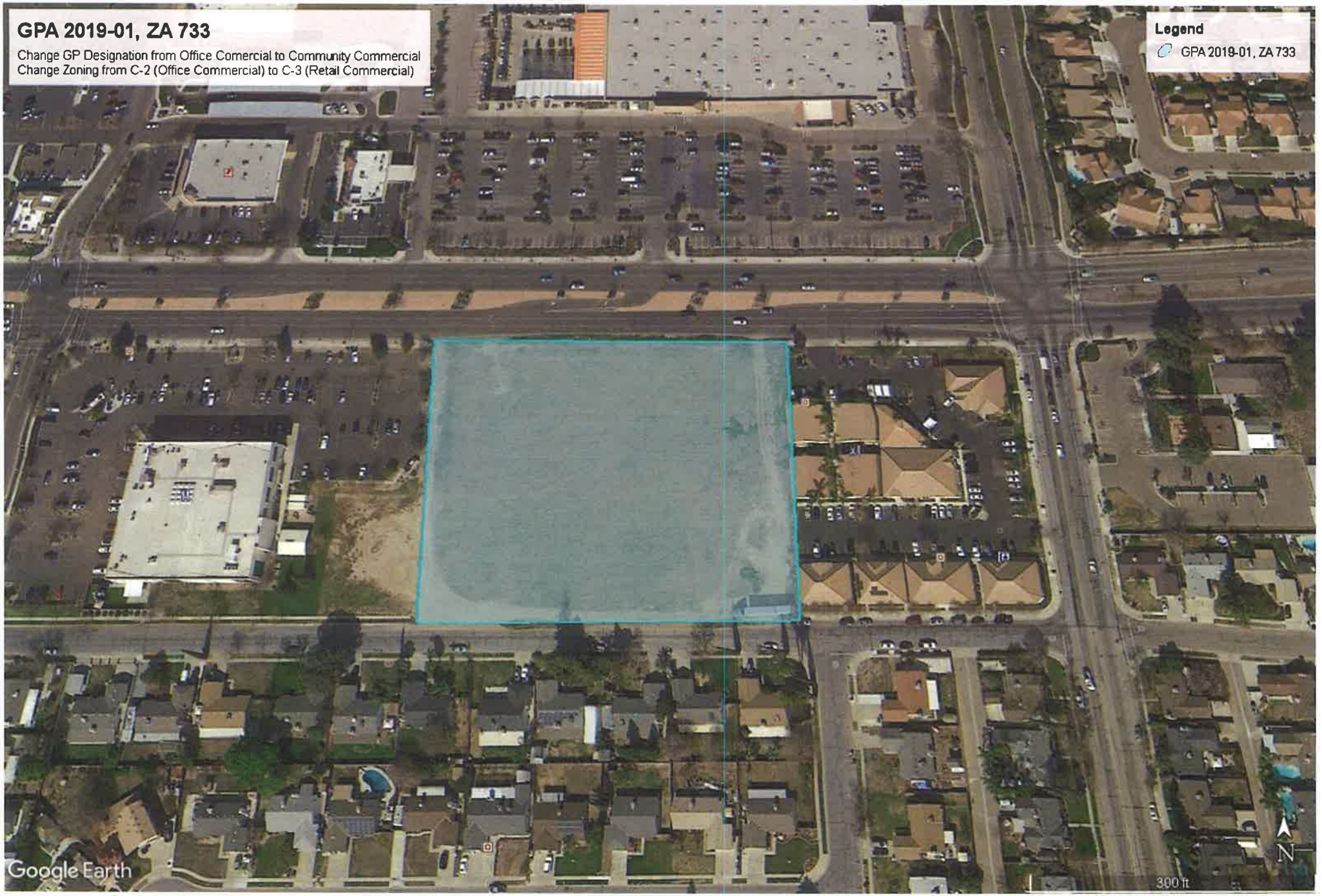
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300 ft
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COMMUNITY & ECONOMIC DEVELOPMENT

February 20, 2019

Kern Valley Indian Community
Robert Robinson
P.O. Box 1010
Lake Isabella, CA 93240

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). A Formal Notification of a Decision to Undertake a Project and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

SB 18 Tribal Consultation Government Code §65352.3

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Respectfully,

Steven Sopp
Associate Planner

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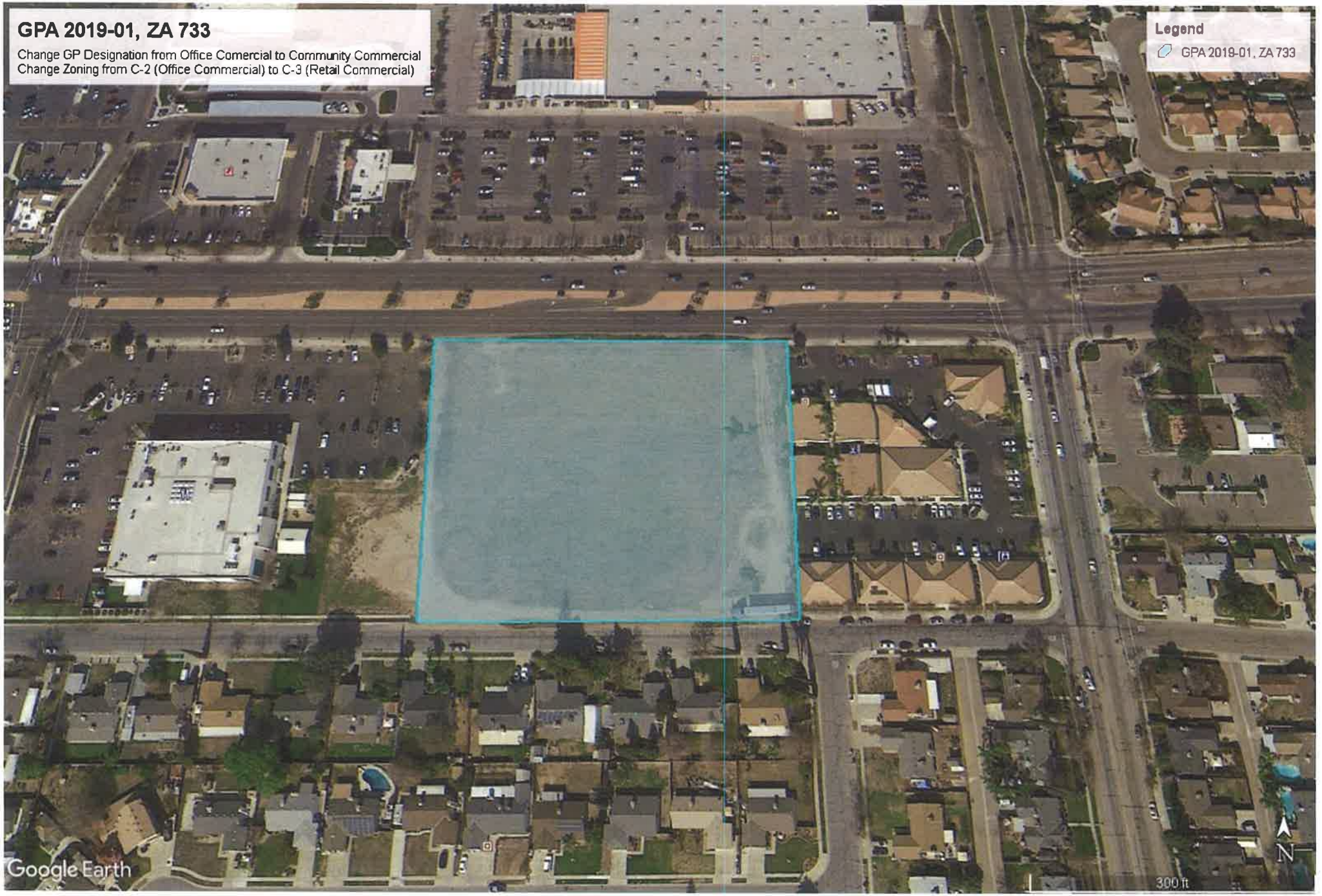
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Legend
GPA 2019-01, ZA 733
Google Earth
300 ft
N

COMMUNITY & ECONOMIC DEVELOPMENT

February 20, 2019

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

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). A Formal Notification of a Decision to Undertake a Project and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

SB 18 Tribal Consultation Government Code §65352.3

Dear Tribal Chairperson:

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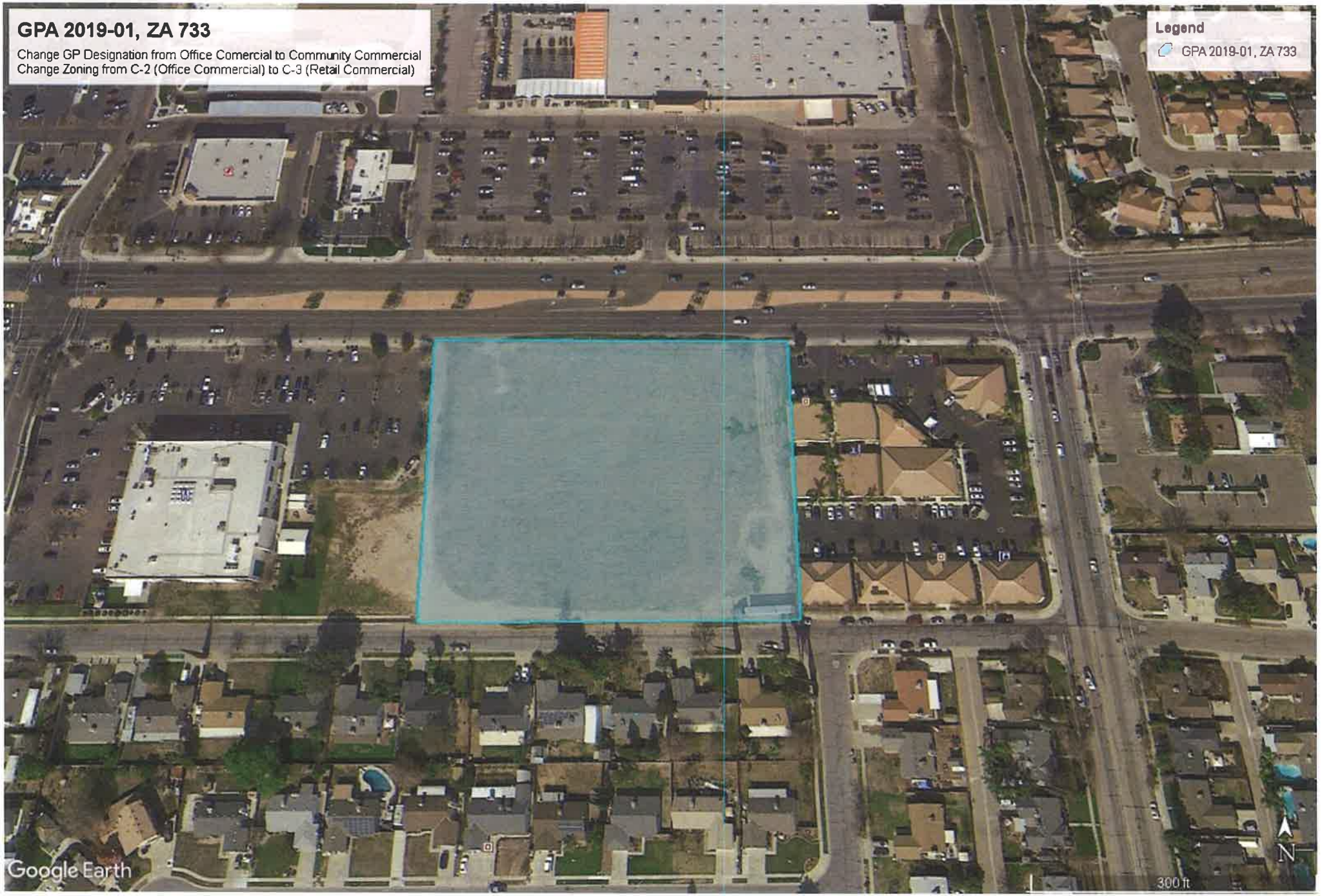
Should you have any comments or questions please contact me at (559) 684-4216 or at ssopp@tulare.ca.gov.

Respectfully,

Steven Sopp
Associate Planner

Enclosures: Aerial Image


GPA 2019-01, ZA 733
Change GP Designation from Office Comercial to Community Commercial
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Legend
GPA 2019-01, ZA 733
Google Earth
N
300 ft

COMMUNITY & ECONOMIC DEVELOPMENT

February 20, 2019

Santa Rosa Rancheria Tachi Yokut Tribe
Rueben Barrios Sr., Chairperson
P.O. Box 8
Lemoore, CA 93245

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). A Formal Notification of a Decision to Undertake a Project and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

SB 18 Tribal Consultation Government Code §65352.3

Dear Tribal Chairperson:

The City of Tulare has begun to process the following applications: General Plan Amendment No. 2019-01 and Zone Amendment No. 733. The proposed project would change the existing General Plan designation from Office Commercial to Community Commercial and the existing zoning from C-2 (Office Commercial) to C-3 (Retail Commercial) on an approximately 3.83-acre parcel located on the south side of Prosperity Avenue between Laspina and Brentwood Streets in the City of Tulare (APN 171-300-016).

The Project site is within the Tulare USGS quadrangle. It is located in Section 1, Township 20S, Range 24E, Mount Diablo Base and Meridian (BDM&M). An aerial image of the project site has been included (attached).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the City.

In compliance with SB 18 pursuant to Government Code §65352.3, this Department is requesting your review and comments on the potential impacts on cultural places associated with your tribe by this proposal. Your participation is important at this early stage of processing to ensure that cultural places important to your tribe are identified, and the potential impacts associated with implementation of the project are mitigated.

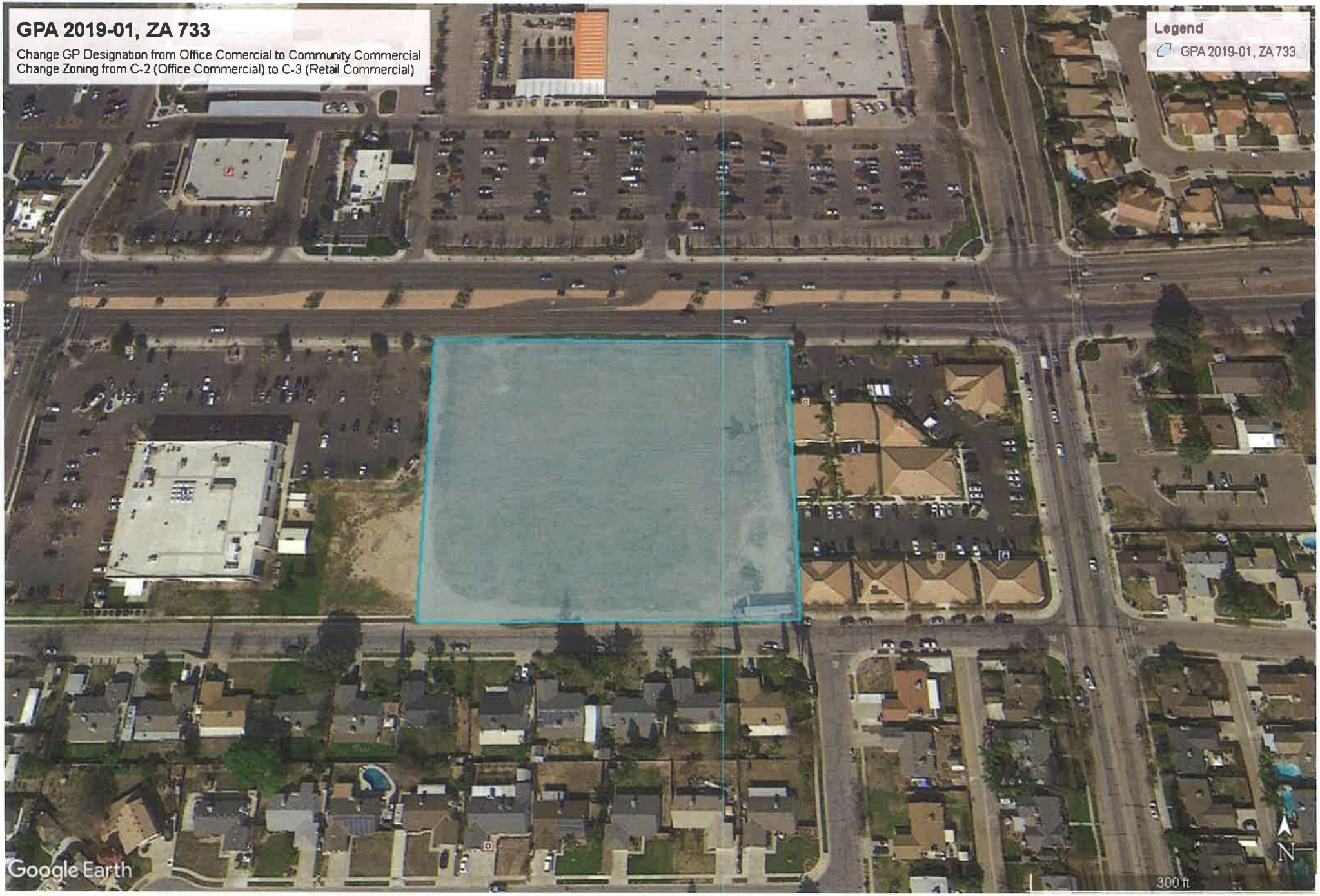
If you have not responded by **May 21, 2019**, this Department will assume your tribe has declined consultation as per Government Code §65352.3. Notification of the availability of public hearing notices will continue to be provided, even if consultation is declined.

Should you have any comments or questions please contact me at (559) 684-4216 or at ssopp@tulare.ca.gov.

Respectfully,

Steven Sopp
Associate Planner

Enclosures: Aerial Image


GPA 2019-01, ZA 733
Change GP Designation from Office Comercial to Community Commercial
Change Zoning from C-2 (Office Commercial) to C-3 (Retail Commercial)
Legend
GPA 2019-01, ZA 733
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