

AGENDA ITEM:

**CITY OF TULARE
AGENDA ITEM TRANSMITTAL SHEET**

Submitting Department: Community & Economic Development Department

For Council Meeting of: June 20, 2017

Documents Attached: Ordinance Resolution Staff Report Other None

AGENDA ITEM:

Public hearing to adopt Resolution 17-25 approving a Negative Declaration for General Plan Amendment 2017-01 and Resolution 17-26 to approve General Plan Amendment 2017-01 to amend the General Plan to change land use from Community Commercial to Low Density Residential (3.1-7 units/acre); and pass to print Ordinance 17-06 approving Zone Amendment 719 to change zoning from C-2 (office commercial) to R-1-12.5 (single family residential, 12,500 sq. ft. lot area minimum) on approximately 0.29 acres (12,743 sf) on the property located at the northwest corner of Merritt Avenue and Gem Street (APN 170-060-043). Applicant: Jonathan Van Ryn.

IS PUBLIC HEARING REQUIRED: Yes No

BACKGROUND/EXPLANATION:

Jonathan Van Ryn is the owner of the subject property located at 1028 North Manor Drive (northwest corner of North Gem Street and Merritt Avenue). The property was zoned C-2 when the Encino Park Subdivision was developed back in the 1970s, however was combined and developed along with the SFR house as an estate-sized use.

The subject property is currently developed as the backyard of the residence located at 1028 North Manor Drive. Applicant intends to develop an accessory dwelling unit (pool house with garage) on a 12,693 square foot portion of the subject property. (APN 170-060-043). This 12,693 sf portion is currently zoned C-2 (Office Commercial).

In order to simplify the building process, applicant is processing a lot merger and subsequent General Plan and Zoning Amendments in an effort to have consistent General Plan and Zoning designations on his property.

The single-family residential development requires the following entitlements to allow for this type of development. The following describes the applications and description of each entitlement:

General Plan Amendment: The proposed project requires a General Plan Amendment to change the current Community Commercial to Low Density Residential.

Zone Amendment: The proposed project requires a Zone Amendment to change the current C-2 (Office Commercial) to R-1-12.5 (SFR, 12,500 sf lot minimum).

The City of Tulare General Plan (2035) density standard for Low Density Residential ranges from 3.1 to 7.0 dwelling units per acre. The proposed project will have a density of 3.3 dwelling units per acre which is within the required density for Low Density Residential land use designation. The City of Tulare Zoning Ordinance for Single Family Residential R-1-12.5 requires, and the project exceeds, a minimum lot size of 12,500 square feet.

No comments have been received from any neighboring property owners during the public comment period.

ENVIRONMENTAL:

On April 4, 2017, the Environmental Impact Review Committee determined from the initial study completed by Planning Staff and the Environmental Information Form submitted by the applicant, that the project will not have a significant effect on the environment. A Negative Declaration was prepared and available for public review and pursuant to provisions of the Public Resources Code, State of California, Section 21000 to 21176, California Environmental Quality Act (CEQA).

No comments were received on the Mitigated Negative Declaration during the public review period.

On May 22, 2017 City Planning Commission voted 7-0 to recommend to City Council approval of General Plan Amendment No. 2017-01 and Zone Amendment 719.

STAFF RECOMMENDATION:

1. Adopt Resolution 17-25 approving a mitigated negative declaration for General Plan Amendment 2017-01 and Zone Amendment No. 719.
2. Adopt Resolution 17-26 approving General Plan Amendment 2017-01 providing for a change to land use from Community Commercial to Low Density Residential (3.1-7 units/acre).
3. Pass to print Ordinance 17-06 approving Zone Amendment 719 to change zoning from C-2 (office commercial) to R-1-12.5 (single family residential, 12,500 sq. ft. lot area minimum) on approximately 0.29 acres (12,743 sf) on the property located at the northwest corner of Merritt Avenue and Gem Street (APN 170-060-043).

CITY ATTORNEY REVIEW/COMMENTS: Yes N/A

IS ADDITIONAL (NON-BUDGETED) FUNDING REQUIRED: Yes No N/A

FUNDING SOURCE/ACCOUNT NUMBER:

Submitted by: Traci Myers **Title:** Community & Economic Development Deputy Director

Date: June 13, 2017 **City Manager Approval:** _____

**CITY OF TULARE PARCEL MAP COMMITTEE
STAFF REPORT**

Agenda Item No.

May 22, 2017

LOT MERGER 2017-02

PROJECT PLANNER: Aaron Carpenter, Assistant Contract Planner

APPLICANT: Jonathan Van Ryn

AGENT: Forester, Weber & Associates, LLC

LOCATION: 1028 N Manor Drive

APNs: 170-060-042 & -043

GENERAL PLAN DESIGNATION: Low Density Residential

ZONING CLASSIFICATION: R-1-12.5

REQUEST:

Applicant proposes to create one (1) parcel from two (2) existing parcels of record, in order to allow for the rehab of an existing single family residential unit to conform to current City Municipal Code standards. These parcels are currently within a single-family residential zoning district (R-1-12.5) and will create one (1) new parcel totaling approximately 25,568 square feet.

STAFF COMMENTS:

The Lot Merger will remove a lot line to accommodate an addition of a single-family residential unit (Accessory Dwelling Unit). Lot 23 currently contains the existing residential house, and Lot 24 is currently vacant.

Before Lot Merger:

Lot 23:	APN 170-060-042	12,875 sq. ft.
Lot 24:	APN 170-060-043	12,693 sq. ft.

After Lot Merger:

“Parcel 1”: 25,568 sq. ft.

There is no maximum lot area under R-1-12.5 (Single-Family Residential). Additionally, the new combined parcel with the proposed addition to the residential building would not exceed the 50% lot coverage maximum.

ENVIRONMENTAL FINDINGS:

This project is exempt pursuant to Section 15315 – Minor Land Divisions, of the California Environmental Quality Act of 1970, as amended.

FINDINGS:

Staff recommends that the Planning Commission make the following findings with regards to Lot Merger 2017-02:

- 1) That this request is in conformance with the goals and objectives of the General Plan.
- 2) That this request is in conformance with the goals and objectives of the Zoning Ordinance prescribed in Section 10.04.020 of the Tulare City code.
- 3) This project is exempt pursuant to Section 15315 – Minor Land Divisions, of the California Environmental Quality Act of 1970, as amended.

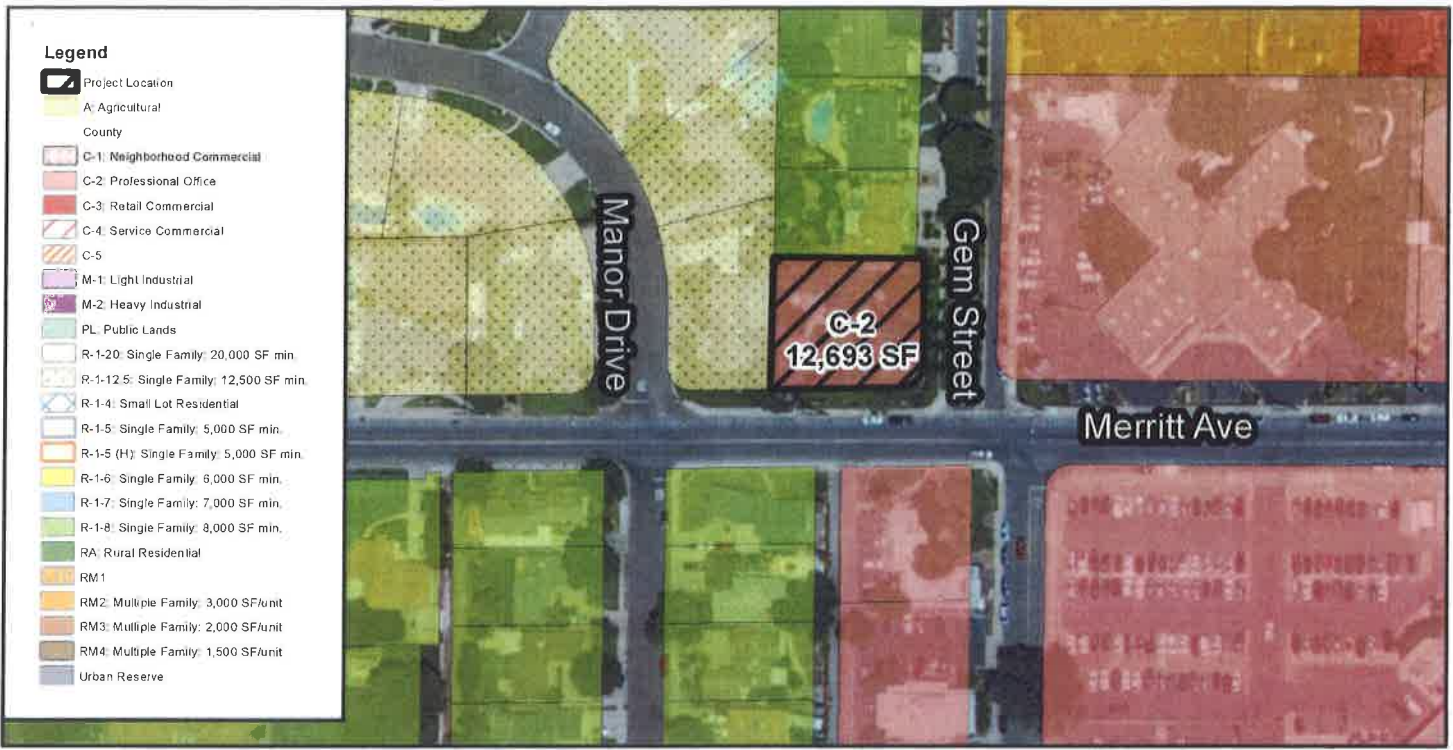
RECOMMENDATIONS:

Approve Lot Merger 2017-02 subject to the following conditions:

- 1) Applicant to record a certified copy of the resolution with new deeds as approved by the Parcel Map Committee and the City Engineer.

Attachments:

- I. Lot Line Adjustment Map



SITE SIZE: 12,693 SF

APN: 170-060-043

GENERAL PLAN AMENDMENT
FROM: COMMUNITY COMMERCIAL
TO: LOW DENSITY RESIDENTIAL

ZONE AMENDMENT
FROM: C-2 OFFICE COMMERCIAL
TO: R-1-12.5

1028 N MANOR DRIVE

GENERAL PLAN AMENDMENT 2017-01
ZONE AMENDMENT 719



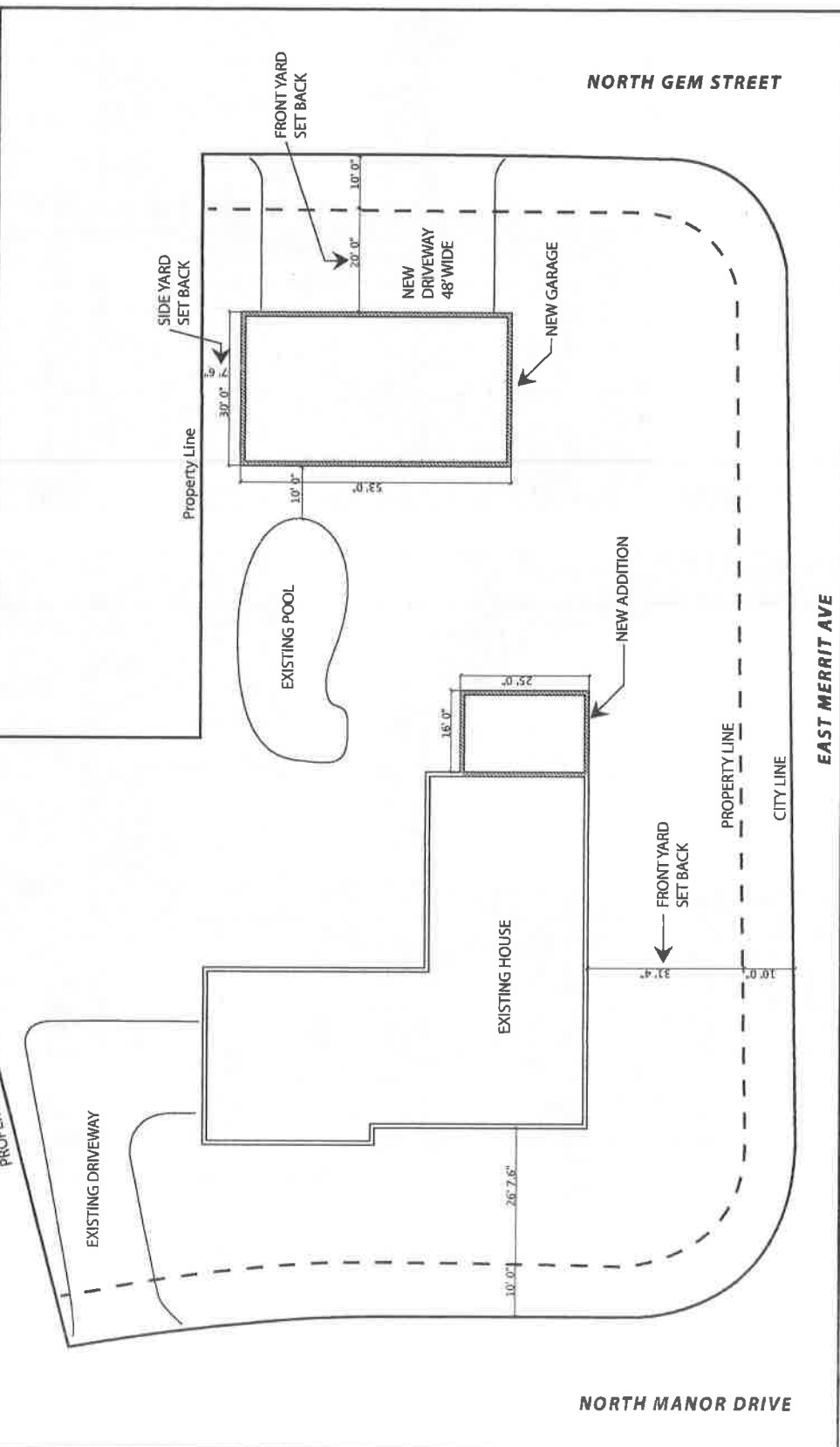
SITE PLAN

1028 N MANOR DR
TULARE CA 93274

FEB 2017

CONTRACTOR
JONATHAN VAN RYEN
559-287-9637

DESIGNER
DERRICK BRINKMAN
559-679-7586



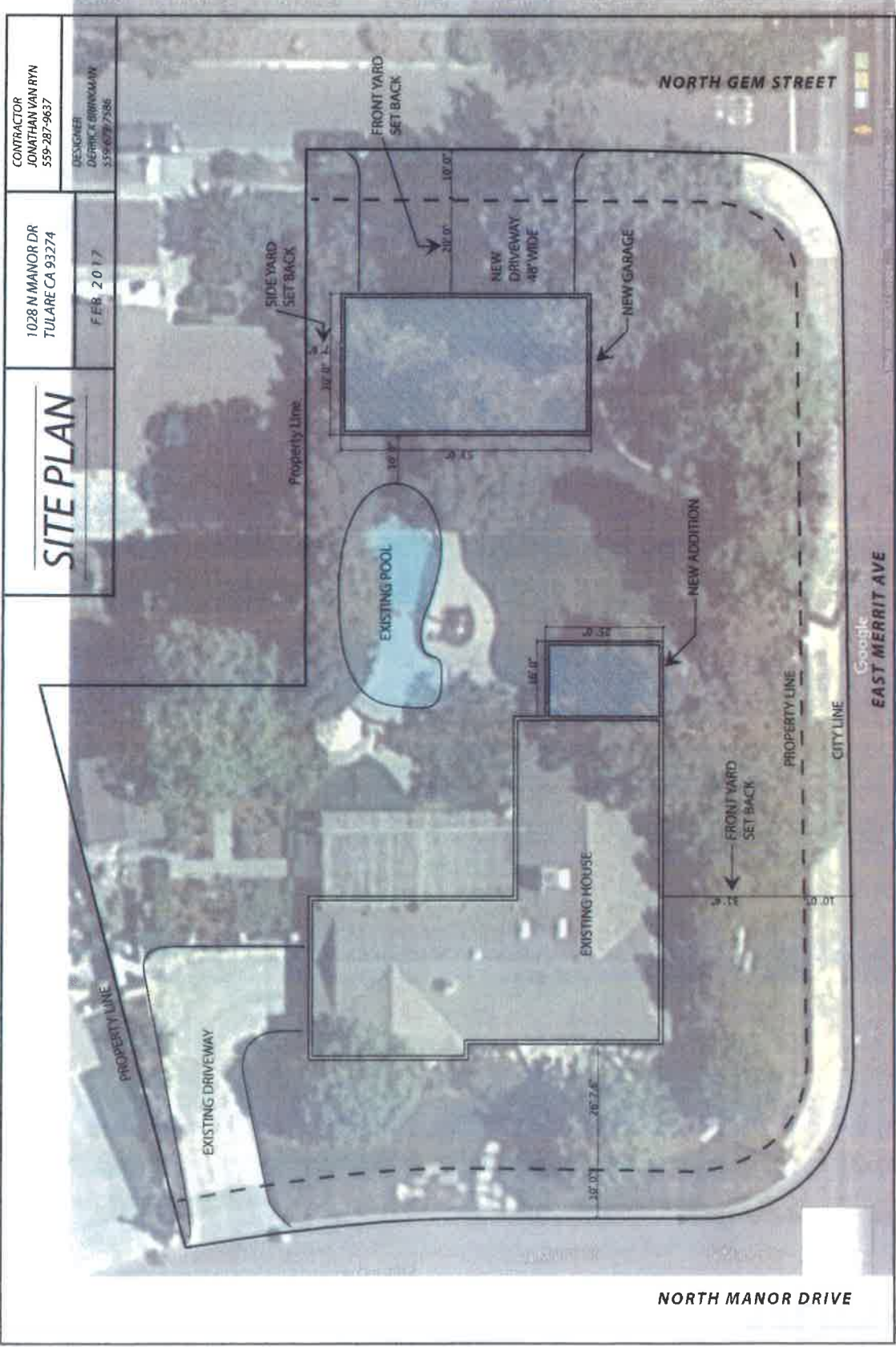
CONTRACTOR
JONATHAN VAN RYN
559-287-9637

DESIGNER
DERRICK BROWNWAY
559-639-7586

1028 N MANOR DR
TULARE CA 93274

FEB. 2017

SITE PLAN



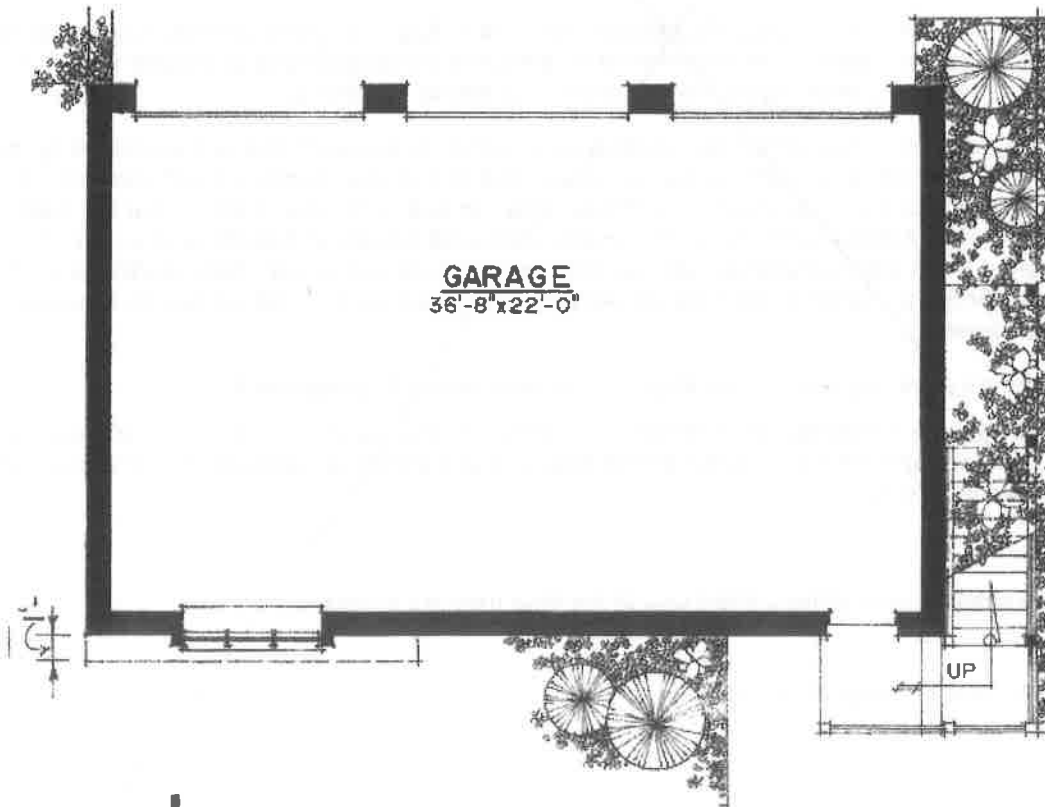
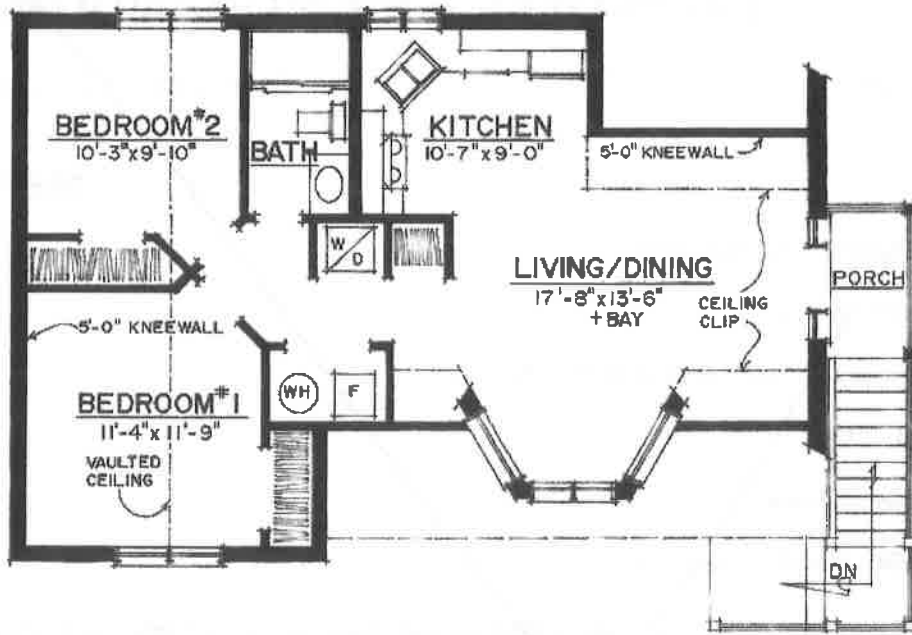
NORTH MANOR DRIVE



Design

1026 N Manor, Tulare CA 93274

01.02.17



Floor plan

1028 N Manor, Tulare CA 93274

SEE REVISED COMMENTS



INTEROFFICE MEMORANDUM

Engineering Department

Michael W. Miller, City Engineer

MISC COMMENTS:

TO: Planning and Building Division
FROM: Engineering Division
SUBJECT: Lot Merger 2017-02 / GPA 2017-01 / ZA 719
DATE: May 18, 2017
LOCATION: 1028 Manor Drive
OWNER/DEVELOPER: Jonathan Van Ryn

The Engineering Division has reviewed the subject development applications, and offers the following comments:

1. In accordance with City Council Resolution No. 2141, future building permits issued on the subject property that have a valuation as determined by the Chief Building Official of greater than 25% of existing building improvements shall trigger the following Engineering conditions:
 - a. Repair or replacement of any existing curb, gutter, or sidewalk that is determined by inspection of the Public Works Director to be damaged, deficient or non-compliant with current City standards. This includes the modification of the existing ramped curb returns located at the northeast corner of Merritt Avenue and Manor Drive and northwest corner of Merritt Avenue and Gem Street to bring them into compliance with current City and ADA standards. Said modifications may require the property owner to relocate an existing City street light at the corner as required by the City Engineer.
 - b. Future driveway approaches shall comply with current City standards.
 - c. The Owner/Developer shall be responsible for all costs associated with the removal, relocation and undergrounding of utilities as necessary to accommodate installation of the required public improvements.

All applicable fees shall be paid at the current rate at the time they are collected.

Prepared By: Michael W. Miller, City Engineer

**TULARE CITY FIRE DEPARTMENT
FIRE PREVENTION BUREAU**

SITE ADDRESS: 1028 Manor Dr.

DATE: April 18, 2017

OWNER: Jonathan Van Ryne

SITE PLAN REVIEW COMMENTS

The Fire Prevention Bureau has *no comments* regarding General Plan Amendment 2017-01.

Ryan Leonardo/Fire Inspector III

**Pursuant to Government Code Section 6103,
No Recording Fee Required.**

**Recording Requested By
City of Tulare
and When Recorded Mail To:**

**City of Tulare Planning and Building Department
411 East Kern Avenue
Tulare, Ca 93274**

RESOLUTION NO. 781

**A RESOLUTION OF THE PARCEL MAP COMMITTEE
OF THE CITY OF TULARE APPROVING
LOT MERGER APPLICATION NO. 2017-02**

WHEREAS, Parcel Map Committee of the City of Tulare duly convened on May 22, 2017 to consider a request by Jonathan VanRyne to create one parcel from two existing parcels of record (APNs 170-060-042 & 043) on property located at 1028 N. Manor Drive; and,

WHEREAS, the Parcel Map Committee determined that the request is in conformance with the goals and objectives of the General Plan; and,

WHEREAS, the Parcel Map Committee determined that the request is in conformance with the goals and objectives of the Zoning Ordinance in Section 10.04.020 of the Tulare City code; and,

WHEREAS, the Parcel Map Committee determined that this project is exempt pursuant to Section 15315 – Minor Land Divisions, of the California Environmental Quality Act of 1970, as amended; and,

NOW, THEREFORE, BE IT RESOLVED by the City of Tulare Parcel Map Committee that Lot Merger Application No. 2017-02 was approved and attachments “A” and “B” are approved subject to the following conditions:

1. Applicant to record a certified copy of the resolution with new deeds and a map as approved by the Parcel Map Committee and the City Engineer.

Page 2
Resolution 781
Lot Merger 2017-02

PASSED, APPROVED and ADOPTED this **twenty-second** day of **May, 2017** by the following recorded vote:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

JEFF KILLION, CHAIRMAN
City of Tulare Parcel Map Committee

ATTEST:

MICHAEL MILLER, VICE CHAIRMAN
City of Tulare Parcel Map Committee



INTEROFFICE MEMORANDUM

Engineering Department

Michael W. Miller, City Engineer

MISC COMMENTS:

TO: Planning and Building Division
FROM: Engineering Division
SUBJECT: Lot Merger 2017-02 / GPA 2017-01 / ZA 719
DATE: May 22, 2017
LOCATION: 1028 Manor Drive
OWNER/DEVELOPER: Jonathan Van Ryn

The Engineering Division has reviewed the subject development applications, and offers the following comments:

1. In accordance with City Council Resolution No. 2141, future building permits issued on the subject property that have a valuation as determined by the Chief Building Official of greater than 25% of existing building improvements shall trigger the following conditions:
 - a. Repair or replacement of any existing curb, gutter, or sidewalk that is determined by inspection of the Public Works Director to be damaged, deficient or non-compliant with current City standards. This includes the modification of the existing ramped curb returns located at the northeast corner of Merritt Avenue and Manor Drive and northwest corner of Merritt Avenue and Gem Street to bring them into compliance with current City and ADA standards. Said modifications may require the property owner to relocate an existing City street light at the corner as required by the City Engineer.
 - b. Installation of new 5-foot wide City standard sidewalk along subject property's Manor Drive frontage.
 - c. Replacement of the existing driveway approach on Manor Drive with a new City standard driveway approach.
 - d. Proposed new driveway approaches shall comply with current City standards.
 - e. The Owner/Developer shall be responsible for all costs associated with the removal, relocation and undergrounding of utilities as necessary to accommodate installation of the required public improvements.

All applicable fees shall be paid at the current rate at the time they are collected.

Prepared By: Michael W. Miller, City Engineer

RESOLUTION 17-25

**A RESOLUTION OF THE COUNCIL OF THE CITY OF TULARE
ADOPTING A NEGATIVE DECLARATION FOR
GENERAL PLAN AMENDMENT NO. 2017-01
ZONING AMENDMENT 719**

WHEREAS, the Council of the City of Tulare held a regular meeting on June 20, 2017 to adopt a Negative Declaration for General Plan Amendment 2017-01 and Zoning Amendment 719; and

WHEREAS, the Council of the City of Tulare determined that a Negative Declaration has been prepared in accordance with the California Environmental Quality Act; and,

WHEREAS, the Council of the City of Tulare considered the proposed Negative Declaration and finds that there is no substantial evidence that the project will have a significant effect on the environment; and,

WHEREAS, the Council of the City of Tulare determined that the proposed Negative Declaration reflects the independent judgment of the lead agency.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Tulare adopts a Negative Declaration for General Plan Amendment 2017-01 and Zoning Amendment 719.

Negative Declaration is attached hereto and incorporated herein as fully set forth.

PASSED, APPROVED, AND ADOPTED this 20th day of June 2017.

President of the Council and Ex-Officio
Mayor of the City of Tulare

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF TULARE)

I, Joseph Carlini, Interim City Clerk of the City of Tulare, certify the foregoing is the full and true Resolution 17-25 passed and adopted by the Council of the City of Tulare at a regular meeting held on June 20, 2017, by the following vote:

Aye(s) _____

Noe(s) _____ Abstention(s) _____

Dated: JOSEPH CARLINI, INTERIM CITY CLERK

By Roxanne Yoder, Chief Deputy City Clerk

PROPOSED INITIAL STUDY /
NEGATIVE DECLARATION
FOR THE
1028 N MANOR DRIVE PROJECT

April 2017



PREPARED FOR:



CITY OF TULARE
411 EAST KERN AVENUE
TULARE, CA 93274

PREPARED BY:



324 S. SANTA FE, SUITE A
VISALIA, CA 93292

TRACI MYERS, DEPUTY COMMUNITY DEV. DIRECTOR

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California Environmental Quality Act Document
Initial Study/Mitigated Negative Declaration
for
1028 N Manor Drive
within
City of Tulare

INTRODUCTION

This Initial Study/Mitigated Negative Declaration has been prepared for the City of Tulare to address the environmental effects of the construction of approximately 0.29 acres of single-family residential within City of Tulare. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines. City of Tulare is the CEQA lead agency for this project.

The proposed project involves the construction of a detached garage / guest house on a 0.29 acre parcel. The property is located the north east corner of N Manor Drive and E Merrit Avenue in the City of Tulare. This project proposes a zone change from community commercial to single family residential.

The Environmental Assessment/Initial Study document for the **1028 N Manor Drive, City of Tulare**, is organized as follows:

Section 1: Environmental Review Process

The Environmental Assessment 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, 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 Initial Study/Negative Declaration, Draft Negative Declaration, Notice of Completion and Environmental Document Transmittal form, Draft Notice of Determination, and a Schedule of Compliance with CEQA for a Negative Declaration.

Section 4: References

References provides a list of reference material used during the preparation of the Environmental Assessment/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 Environmental Assessment/Initial Study.

Appendices

The Appendices contain the Project Map location, Air Quality and Greenhouse Gas analysis, and the Cultural Resources Study.

SECTION 1

INITIAL STUDY/NEGATIVE DECLARATION PROCESS

California Environmental Quality Act Document
Initial Study/Mitigated Negative Declaration
for
1028 N Manor Drive
within
The City of Tulare

SECTION 1
CEQA Environmental Review Process

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 the construction of a detached garage with driveway and guest house unit within the City of Tulare, California.

The City of Tulare will act as the Lead Agency for processing the Initial Study/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 Negative Declaration

The Lead Agency shall provide a Notice of Intent to Adopt a 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 Negative Declaration to allow the public and agencies the review period. The public review period (CEQA Guidelines, Section 15105) shall not be less than 45 days when the Initial Study/Negative Declaration is submitted to the State Clearinghouse unless a shorter period, not less than 30 days, is approved by the State Clearinghouse.

Prior to approving the project, the Lead Agency shall consider the proposed Negative Declaration together with any comments received during the public review process, and shall adopt the proposed 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 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 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 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 with mitigation measures have been identified.

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 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/Negative Declaration documents

The Initial Study/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.

City of Tulare, as Lead Agency, will make a determination, based on the environmental review for the Environmental Study, 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*

1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017

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.

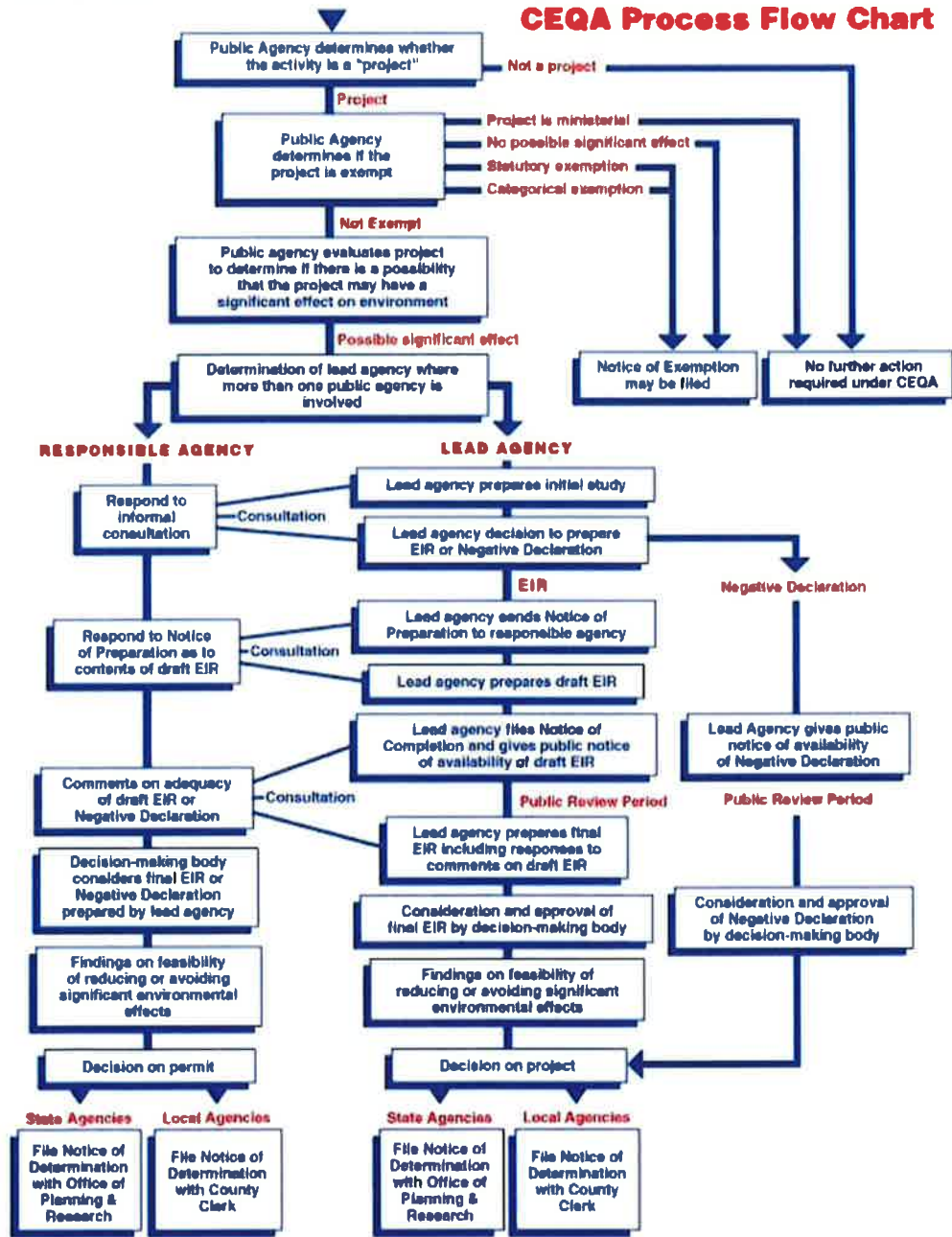
1.8 CEQA Process Flow Chart

CEQA

The California Environmental Quality Act

[Credits](#) | [Disclaimer](#)

CEQA Process Flow Chart



SECTION 2

PROJECT DESCRIPTION

California Environmental Quality Act Document
Initial Study/Mitigated Negative Declaration
for
1028 N Manor Drive
within
The City of Tulare

SECTION 2

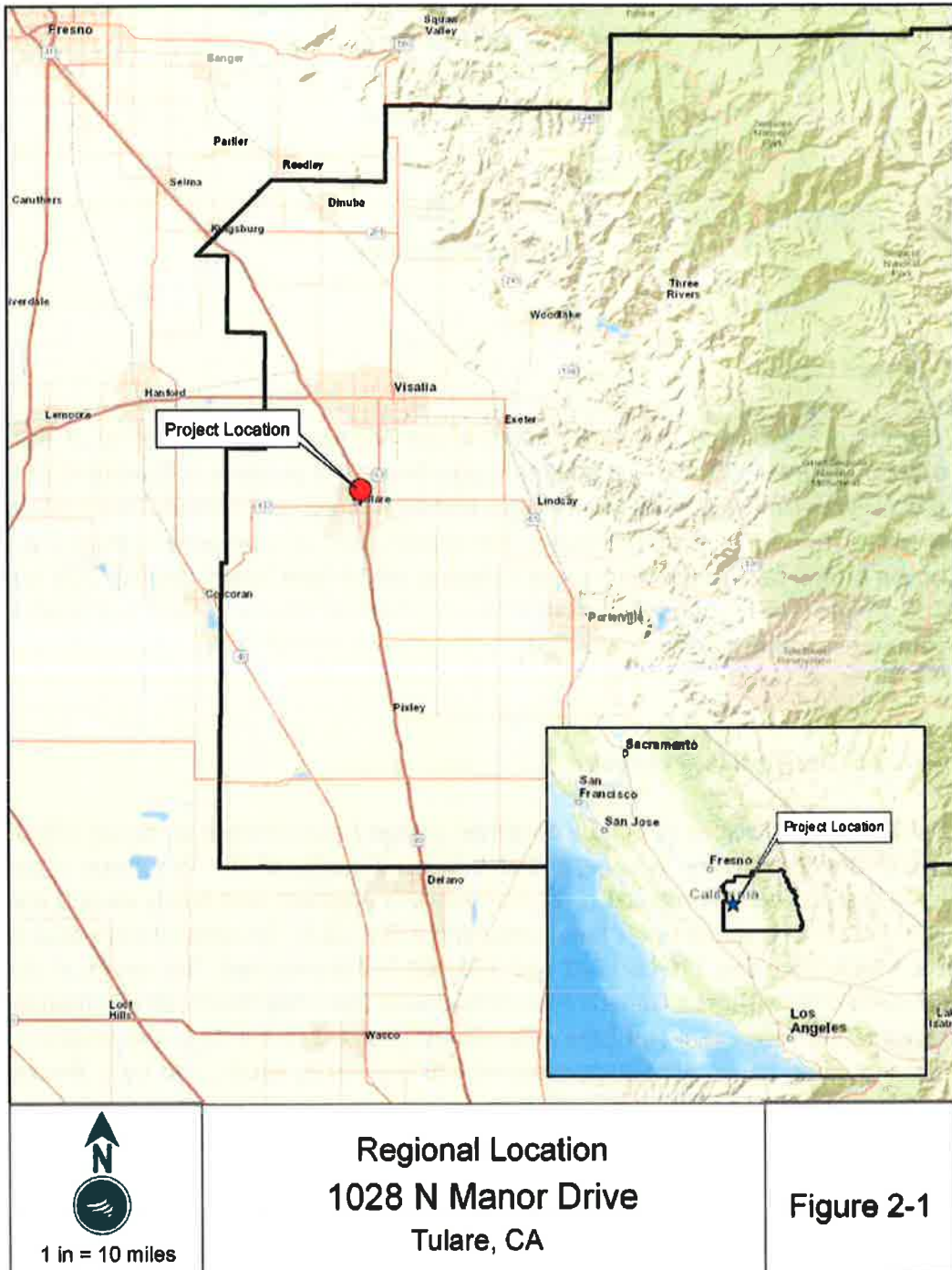
Project Description

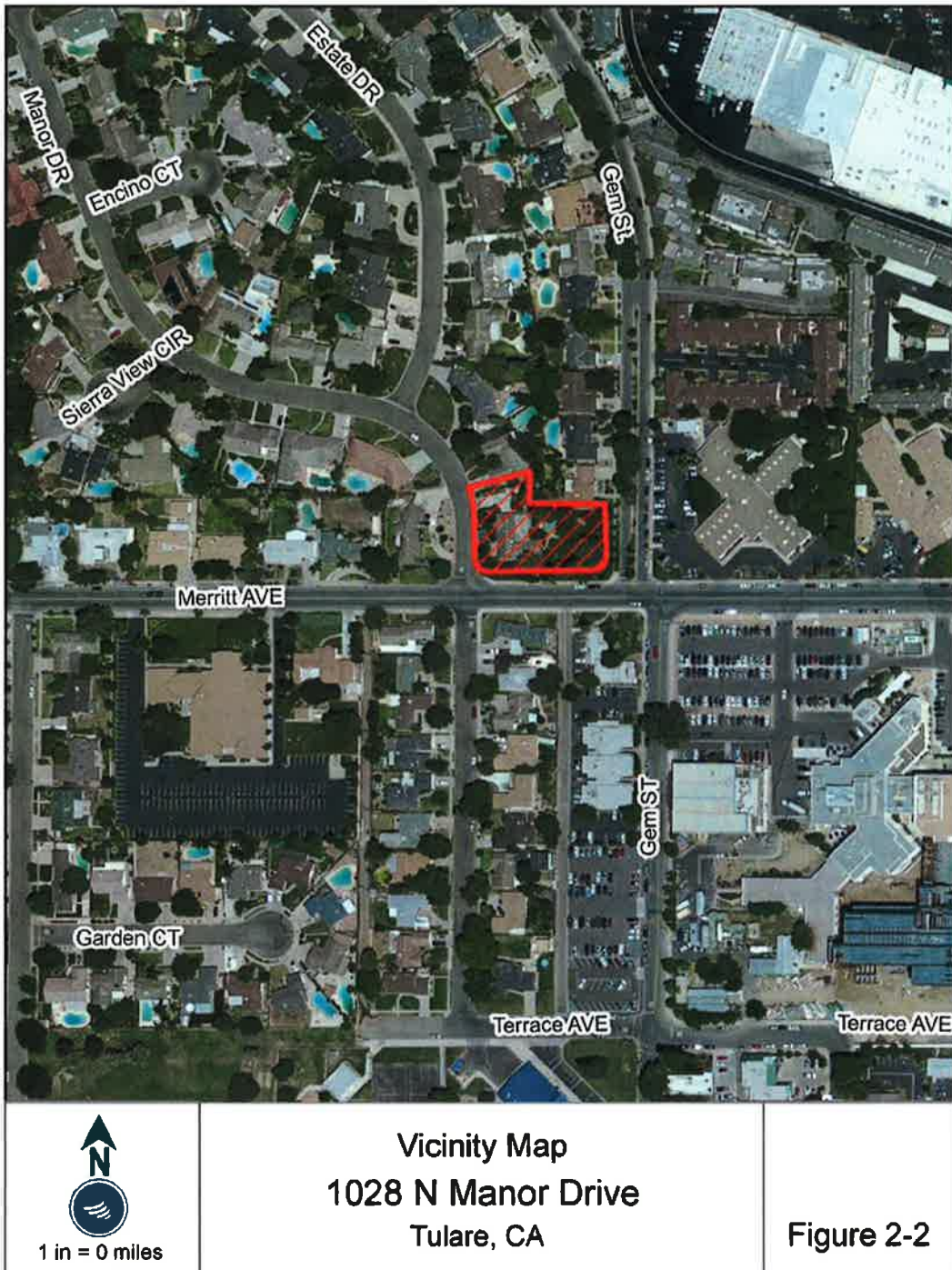
2.1 Project Location

The Project is located in Tulare County in the northern area of the City of Tulare, adjacent to E Merritt Ave and 1028 N Manor Drive. The property is composed of two parcels with frontages on N Manor Drive and Gem Street and primary access point on N Manor Drive. The project involves the construction of a detached garage / guest house on the back parcel and a new driveway off of Gem Street totaling 0.29 acres. The project area is bound by suburban development to the north, west and south and commercial development to the east.

2.2 Project Description & Purpose

The landowner wishes to build a detached garage / guest house on parcel 170-060-043 to provide parking, storage, and an increased quality of life. This parcel is zoned as neighborhood commercial (C-2), however it's adjacent and dually owned parcel (170-060-042) is zoned single family residential (R-1-12.5). To complete this project, a Lot Merge between 170-060-042 and 170-060-043 is required. The merge of these lots would necessitate a General Plan amendment from neighborhood commercial to single family residential and Zone amendment from C-2 to R-1-12.5. The project area is surrounded by residential development to the north, south, and east. Retaining residential zoning on this block will increase the cohesivity of the area.





1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017



*Photograph 1: Looking south from Merrit Avenue,
Source 4-Creeks 4/3/2017*



*Photograph 2: Looking east from Merrit Avenue,
Source 4-Creeks 4/3/2017*

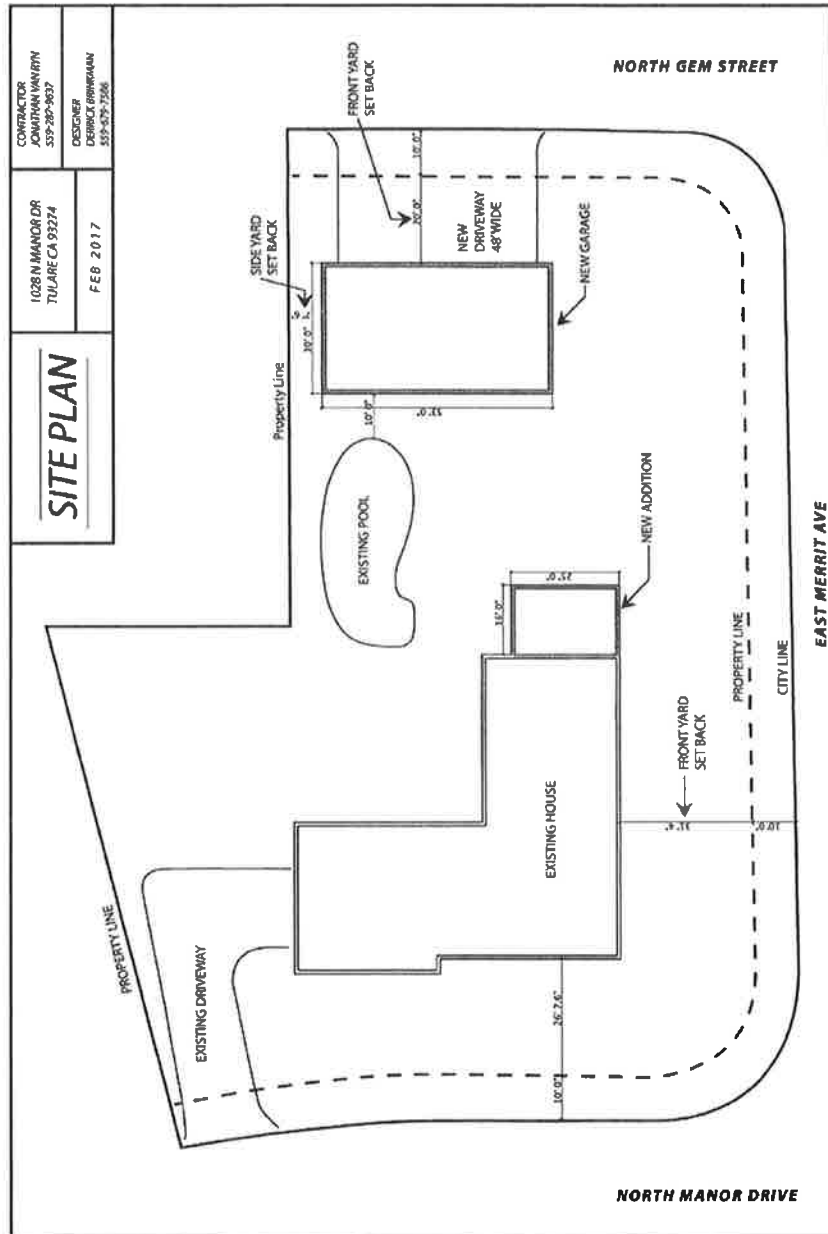


*Photograph 3: Looking North from Merrit Avenue,
Source 4-Creeks 4/3/2017*



*Photograph 4: Looking west from the corner of Merrit Avenue
and Manor Drive,
Source 4-Creeks 4/3/2017*

Figure 2-3: Site plan for proposed detached garage / guest house project



1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017

SECTION 3

EVALUATION OF
ENVIRONMENTAL IMPACTS

California Environmental Quality Act Document
Initial Study/Mitigated Negative Declaration
for
1028 N Manor Drive
within
The City of Tulare

SECTION 3

Evaluation of Environmental Impacts

This document is the Initial Study/Mitigated Negative Declaration on the proposed construction of a detached garage / guest house on 0.29 acres. 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 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(a), a Negative Declaration is appropriate if it is determined that:

- (1) 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:** 1028 N Manor Drive

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

3. **Applicant:** Van Ryn Family
1028 N Manor Drive
Tulare, Ca 93274

4. **Contact Person:** City of Tulare
411 E. Kern Avenue
Tulare, CA 93274
(559) 684-4273

5. **Project Location:**
The proposed project is located on 0.29 acres of a dual parcel property totaling 0.57 acres adjacent to E Merrit Ave and N Manor Drive (APN: 170-060-042, 043). See Figure 3-1.

6. **General Plan Designation:**
Tulare General Plan designates parcel 170-060-042 as Low Density Residential and parcel 170-060-043 as Community Commercial. Project proposes a General Plan Amendment for parcel 170-060-043 from Community Commercial to Single Family Residential.

7. **Zoning Designation:**
Tulare Zoning Map designates parcel 170-060-042 as R-1-12.5 Single Family and parcel 170-060-043 as C-2 Professional Office. Project proposes a Zone Change of parcel 170-060-043 from C-2 Professional Office to R-1-12.5 Single Family.

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

North	R-1-12.5, R-1-8	Residential
South	R-1-8, C-2	Residential/Commercial
East	R-1-6	Commercial
West	R-1-12.5	Residential

9. **Project Description**

1028 N Manor Drive

The proposed project will include the construction of a detached garage / guest house. Construction is proposed to begin June 2017 and continue through September 2017. See Figure 3-2 for site layout.

10. **Parking and access:** Private vehicular access to the project will be available on N Manor Drive and Gem Street. The applicant will be responsible for construction of internal drive aisles to meet City standards.
11. **Landscaping and Design:** The project will provide a landscaping buffer along all edges of the property to provide for a buffer and aesthetic appeal to the community. The landscape and irrigation plans will be required at time the project submits for building permit on the project and will be subject to WELO.
12. **Utilities and Electrical Services:** The City of Tulare provides water service within its corporate limits, including to the project site. The water distribution system within the project site would be provided and maintained by the City of Tulare. Sanitary sewer service, including wastewater treatments, will be provided to the project site by the City of Tulare. Existing water and sewer mains are located along N Manor Drive and will provide connections for this project. The storm water collection will be connected to an existing storm water line located south of the project development.

Electrical and gas service to the project site would be provided by the Southern California Edison and the Gas Company. AT&T would provide telephone service and cable television service would be provided by Comcast. The Applicant will be required to extend the services to the site.

13. **Project Components:** The discretionary approvals required from the City of Tulare for the proposed project include:
 - General Plan Amendment
 - Zone Change
 - Lot Merge

Acronyms

BMP	Best Management Practices
CAA	Clean Air Act
CCR	California Code of Regulation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CWA	California Water Act
DHS	Department of Health Services
FEIR	Final Environmental Impact Report
FPPA	Farmland Protection Policy Act
ISMND	Initial Study Mitigated Negative Declaration
MCL	Maximum Contaminant Level
ND	Negative Declaration
NAC	Noise Abatement Criteria
RCRA	Resource Conservation and Recovery Act of 1976
RWQCB	Regional Water Quality Control Board
SHPO	State Historic Preservation Office
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWPPP	Storm Water Pollution Prevention Plan

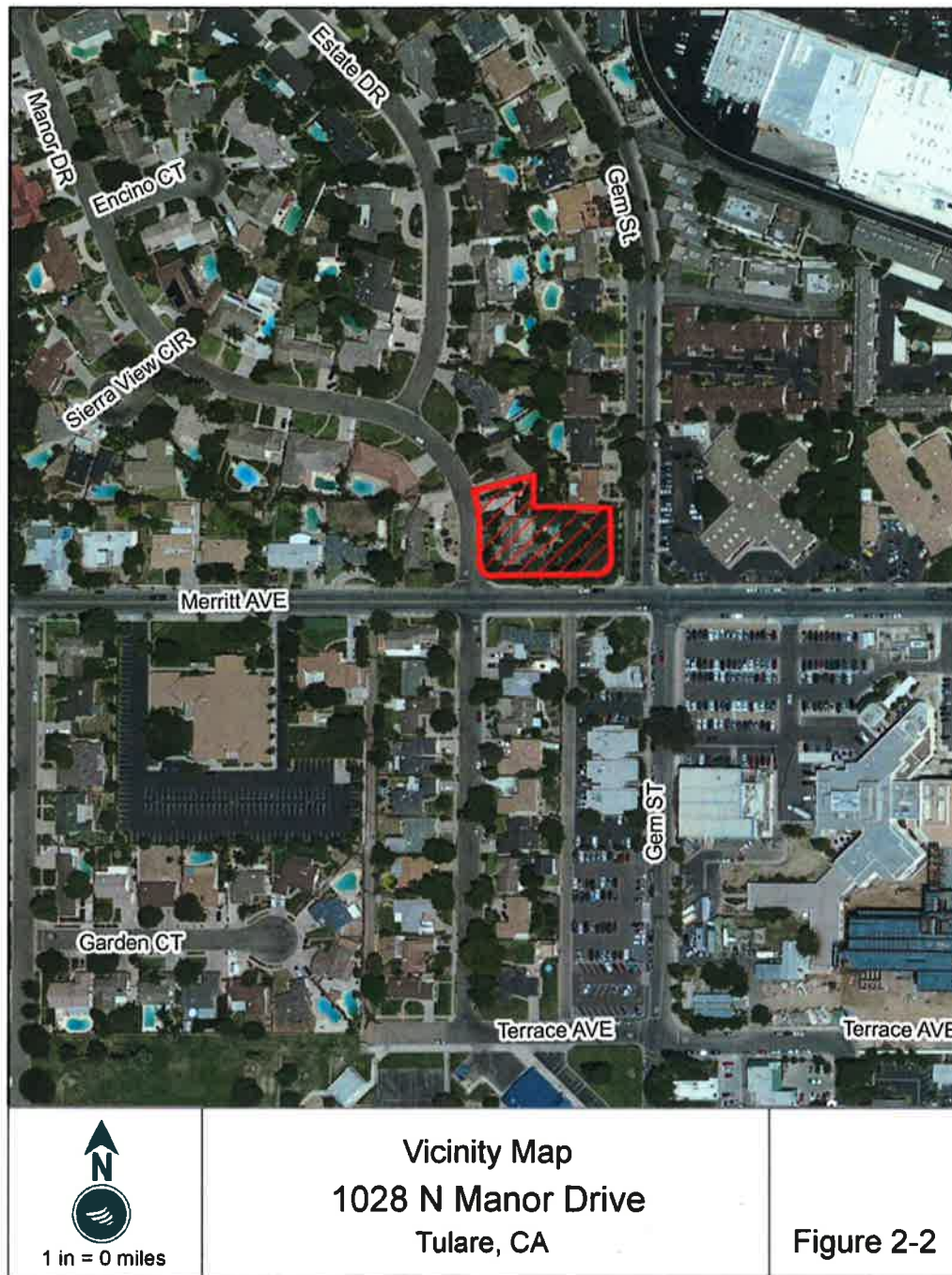


Figure 3-1, Vicinity Map of 1028 N Manor Drive

1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017

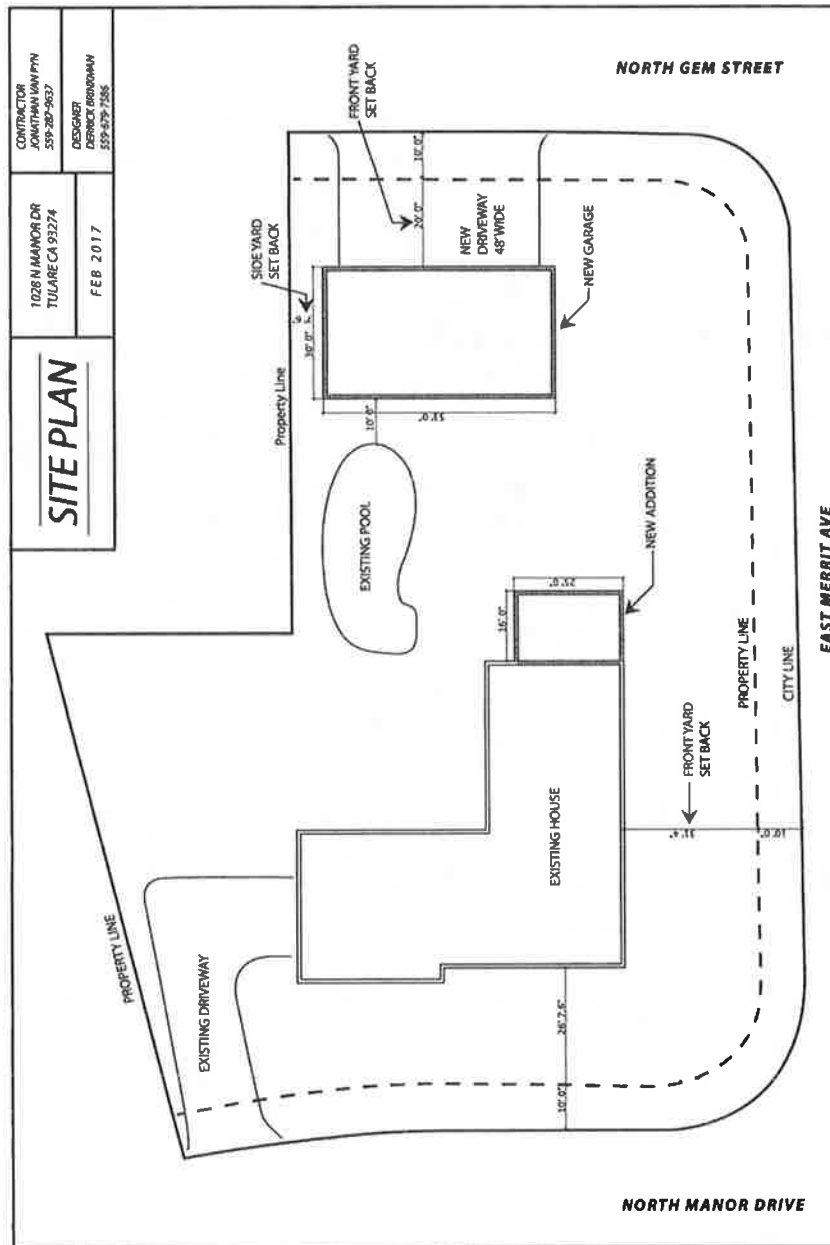


Figure 3-2: Site plan of 1028 N Manor Drive

1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017

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.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

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

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population |
| <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service System |
| <input type="checkbox"/> Geology and soils | <input type="checkbox"/> Noise | <input type="checkbox"/> 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

David Duda, Planning Consultant

PRINTED NAME

3.4 ENVIRONMENTAL ANALYSIS

DATE

City of Tulare

Agency

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

I. AESTHETICS

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

Environmental Setting

The proposed project is located on vacant land adjacent to an existing residential area in northeast Tulare.

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. Views of these distant mountains are afforded only during clear conditions. Due to poor air quality in the valley, this mountain range is not visible on the majority days. Distant views of the Sierra Nevada Mountains would largely be unaffected by the development of the project because of the distance and limited visibility of these features. An increase in landscaping around the site will enhance the existing conditions and provide aesthetic quality to the area. Based upon this, and the lack of view of the features on a majority of days in the year both on and off site, any obstruction that may occur that would be caused by the project would not cause an impact. There is *no impact*.
- b) **No Impact:** The site does not contain any rock outcropping or historic buildings. 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) **Less Than Significant Impact:**

The structures included in this project will be largely hidden from view on N Manor Drive behind the landowners home. The structures would be blocked from view on Merritt Ave by a fence, trees and other vegetation. Views from Gem Street will be enhanced with attractive landscaping and thoughtful architecture. The City does not anticipate that the development of the proposed project will create a visually degraded character or quality to the project site or to the properties near and around the project site. Additionally, all of the development will be required to comply with the design review and design limitations required by the General Plan and the City's adopted design guidelines and zoning regulations which require setbacks, landscaping and designs to limit impact to neighboring properties. Therefore, the proposed project would have *a less than significant impact* on the visual character of the area.

d) **Less-Than-Significant-Impact:** Although the proposed project will add new light sources for exterior and interior building lighting, the project's lighting will not be substantial. Consistency with the design guidelines will ensure that the project impacts related to light and glare are less than significant.

II. AGRICULTURE AND FOREST 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a) **No Impact:** The proposed project site is designated as Community Commercial/Low Density Residential and is located in an area of the City considered Urban and Build Up Land by the State Farmland Mapping and Monitoring Program (FMMP). No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or land under Williamson Act contracts occurs in the project area. 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 agriculture use and there is no 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 site is within an urban area and the City's General Plan for the area is low density residential and commercial. Therefore, the project has *no impacts*.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 functions include setting NAAQS; establishing minimum national emission limits for major sources of pollution; and promulgating regulations. Under CAA, the NCCAB is identified as an attainment area for all pollutants.

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 (see Table 1, page 14). 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 PM₁₀ standard on September 21, 2006, when a new PM_{2.5} 24-hour standard was established.

Table 1

Ambient Air Quality Standards				
Pollutant	Averaging Time	California Standards	National Standards	
			Primary	Secondary
Ozone (O ₃)	1-hour	0.09 ppm		Same as Primary Standard
		180 ug/m ³		
	8-hour			
Respirable Particulate Matter (PM ₁₀)	Annual Geometric Mean	20 ug/m ³	-	Same as Primary Standard
	24-Hour	50 ug/m ³	150 ug/m ³	
	Annual Arithmetic Mean	-	50 ug/m ³	
Fine Particulate Matter (PM _{2.5})	24-Hour	No Separate State Standard 12 ug/m ³	65 ug/m ³	
	Annual Arithmetic Mean		15 ug/m ³	
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	None
	1-Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m ³)	-	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm (57 ug/m ³)	0.053ppm ^f (100ug/m ³)	Same as Primary Standard
	1-hour	0.18 ppm (339 ug/m ³)	0.1 ppm ^f (188 ug/m ³)	-
Sulfur Dioxide (SO ₂)	24-Hour	0.04 ppm (105 ug/m ³)	0.14 ppm (365ug/m ³)	-
		-	-	0.5 ppm (1300 ug/m ³)
	3-Hour	-	-	-
		1-Hour	0.25 ppm (655 ug/m ³)	75 ppb ^e (196 ug/m ³)
Lead ^h	30-day Average	-	-	Same as Primary Standard
	Calendar Quarter	(1.5 ug/m ³)	(1.5ug/m ³)	
	Rolling 3-month Average ⁱ	-	(0.15ug/m ³)	
Sulfates	24-Hour	25 ug/m ³		No

Ambient Air Quality Standards				
Pollutant	Averaging Time	California Standards	National Standards	
			Primary	Secondary
Hydrogen Sulfide	1-Hour	0.03 ppm (42 ug/m ³)	National Standard	
Vinyl Chloride	24-Hour	0.01 ppm (26 ug/m ³)		
Visibility-Reducing Particle Matter	8-Hour	Extinction coefficient of 0.23 per kilometer –visibility of 10 miles or more because of particles when the relative humidity is less than 70%.		
<p>Notes:</p> <ol style="list-style-type: none"> 1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter –PM 10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled. 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 averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration 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 150ug/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, equal to or less than the standard. Contact U.S. EPA for further clarification and current federal 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 procedure 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 Primary Standards: The levels of air quality necessary to protect the public welfare from protect the public welfare from any known or anticipate adverse effects of a pollutant. 7. Reference method as described by the 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 EPA. 8. To attain the standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that the EPA 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 are in units of parts per million 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, the U. S. EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) have adequately permeated Stat-monitoring networks. The EPA also revoked both the existing 24-hour SO₂ standard of 0.030 ppm effective August 23, 2010. The secondary SO₂ standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA. Not that the new standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the new primary national standard to the California 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 thresholds 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. National lead standard, rolling 3-month average; final rule signed October 15, 2008. Source: ARB 2010; EPA 2010 				

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

In July of 1997, the EPA adopted a PM_{2.5} standard in recognition of increased concern over particulate matter 2.5 microns in diameter (PM_{2.5}). Ending several years of litigation, EPA’s PM_{2.5} regulations were upheld by the U.S. Supreme Court on February 27, 2001. According to information provided by the EPA, designations for the new PM_{2.5} standards began in the year 2002 with attainment plans submitted by 2005 for regions that violate the standard. PM_{2.5} measurements have not yet been conducted to determine if the City is in attainment under

the new federal PM_{2.5} standards. A PM_{2.5} monitoring network plan has been developed by the CARB and local air districts in California, and data is in the process of being collected.

The following rules and regulations have been adopted by the Air District to reduce 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. Emissions 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 NO_x emissions from growth on the SJVB. 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:

1. Rule 8011 – Fugitive Dust Administrative Requirements for Control of Fine Particulate Matter (PM₁₀)
2. Rule 8021 – Fugitive Dust Requirements for Control of fine Particulate Matter (PM₁₀) from Construction, Excavation, and Extraction Activities
3. Rule 8030 – Fugitive dust Requirements for Control of Fine Particulate Matter (PM₁₀) from Handling and Storage of Fine Bulk Materials.
4. Rule 8060 – Fugitive dust Requirements for Control of fine Particulate Matter (PM₁₀) from Paved and Unpaved Roads.
5. Rule 8070 - Fugitive Dust Requirements for Control of Fine Particulate Matter P₁₀) from Vehicle and/or Equipment Parking, Shipping, Receiving, Transfer, Fueling, and Service Areas.
6. Rule 8071 – Unpaved vehicle/equipment traffic areas. The purpose of this rule is to limit dust emissions from travel on unpaved parking areas. If the project exceeds the applicability threshold of 25 daily vehicle trips by vehicles and three or more axles, control requirements listed in the rule must be met.

Discussion:

- a) **Less-Than-Significant-Impact:** The proposed project is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for bringing air quality in the City into compliance with federal and state air quality standards. As discussed below, the project qualifies to be categorized at a *Small Project Analysis Level (SPAL)* by the SJVAPCD, which is a categorization that projects the identified project will not have a significant level of impact of air quality. Therefore, would not conflict with or obstruct implementation of any SJVAPCD plans or guidelines and impacts would be *less than significant*.
- b) **Less-than-significant-Impact:** Construction of the proposed project involves grading, excavation, and use of construction equipment. Project construction would result in short-term air pollutant emissions from use of construction equipment, earth-moving activities (grading), construction workers' commutes, materials deliveries and short-distance earth and debris hauling.

To aid in evaluating potentially significant construction and/or operational impacts of a project, SJVAPCD has prepared an advisory document, the Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI), which contains standard procedures for addressing air quality in CEQA documents (SJVAPCD, 2002) The guide was adopted in 1998 and revised in 2002)

GAMAQI presents a three-tiered approach to air quality analysis. The Small Project Analysis Level (SPAL) is first used to screen the project for potentially significant impacts. A project that meets the screening criteria at this level requires no further analysis and air quality impacts of the project may be deemed less than significant. If a project does not meet all the criteria at this screening level, additional screening is recommended at the Cursory Analysis Level and, if warranted, the Full Analysis Level.

Table 2 below (from GAMAQI 5-3(a), which SJVAPCD recommends using as part of the initial screening process, shows the maximum project size be considered a SPAL project. According to the SPAL categorization, the development of a detached garage / guest house would result in a project size lower than the screening level for SPAL categorization. Therefore, the project meets the SPAL criterion for project type and is excluded from quantifying criteria pollutant emissions for CEQA purposes.

Table 2
Small Project Analysis Level (SPAL) by Project Type

Land Use Category – Housing	Project Size
Single Family	152 Units
Apartments, Low Rise	220 Units
Apartments, High Rise	345 Units
Condominiums, General	270 Units
Condominiums, High Rise	330 Units
Mobile Homes	330 Units
Retirement Community	460 Units

Source: SJAPCD-Small Project Analysis Level, pg 2, June 2012

SJVAPCD Regulation VIII mandates requirements, as seen in Table 3, for any type of ground moving activity and would be adhered to during the construction; however, during construction, air quality impacts would be less than SJVAPCD thresholds for non-attainment pollutants and operation of the project would not result in impacts to air quality standards for criteria pollutants. As such, any impacts would be *less than significant*.

Table 3
Regulation VIII Control Measures for Construction Emissions of PM-10

<p>The following controls are required to be implemented at all construction sites in the San Joaquin Valley Air Basin</p> <ul style="list-style-type: none"> • All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. • All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. • All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. • With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition. • When materials are transported off-site, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. • All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions). (Use of blower devices is expressly forbidden). • Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. • Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. • Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

- c) **Less-Than-Significant-Impact:** The SJVAPCD accounts for cumulative impacts to air quality in its “Guide for Assessing and Mitigating Air Quality Impacts” Technical Document Information for Preparing Air Quality Sections in EIRs” and its “Guide for Assessing and Mitigating Air Quality Impacts”. The SJVAPCD considered basin-wide cumulative impacts to air quality when developing its significance thresholds (SJVAPCD, 2002b). The number of vehicle trips per year required to operate the proposed project would be substantially less than expected from a project requiring a quantitative analysis by the SJVAPCD. The operation of the proposed project would result in impacts to air quality far below those considered to be significant. As a result, the cumulative impacts to air quality from construction/operation of the proposed project are considered to be *less than significant*.

- d) **Less-Than-Significant-Impact:** Sensitive receptors (a residential neighborhood) to the project area are located directly north, south and west of the project site. The project does not include any project components identified by the California Air Resources Board that could potentially impact any sensitive receptors. These include heavily traveled roads, distribution centers, fueling stations and dry cleaning operations. The proposed project would not expose sensitive receptors to substantial pollutant concentrations and therefore there will be *less than significant impacts*.
- e) **Less-Than-Significant-Impact:** The project will create temporary typical construction odors as the project develops. The proposed project will not introduce a conflicting land use (surrounding land includes residential neighborhoods) to the area and will not have any component that would typically emit odors. The project would not create objectionable odors affecting a substantial number of people and therefore there will be *less than significant impacts*.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wet-lands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through director removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Federal, State, and local laws, regulations and policies.

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.”

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 CDFG.

Discussion:

- a) **Less Than Significant Impact**
The project site currently has one home on the site and surrounded by urban development on all sides. There are no linkage corridors. As such, no habitat for sensitive species exists on the site and therefor impacts would be less than significant.
- b) **No Impact:** As identified in the Windmill 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 Windmill 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 Windmill EIR, there are no identified migratory corridors on or near the site. Therefore, the proposed project would have *no impacts*.
- e) **Less Than Significant Impact:** The City of Tulare has an oak tree preservation policy according to Tulare Municipal Code 8.52.100 (Preservation of Heritage Trees). It is not anticipated that the project will require removal of oak trees. However, if oak trees are removed, replacement and/or replanting shall be done in accordance with the City's municipal code. Any impacts would be *less than significant*.
- 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 as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-d) **Less Than Significant Impact** There are no known historical, archaeological, or paleontological sites identified on the subject site. There could be previously undiscovered subsurface resources present. Should potential subsurface resources be found upon excavation, all work will be required to be halted whereby the City will be immediately notified. Necessary measures, such as consulting with an archaeologist, would take place prior to construction resuming. The project will be conditioned to define the process for the protection of resources, if found, and to protect any significant resources, if warranted." Thus, the impact is *less than significant*.

VI. GEOLOGY AND SOILS

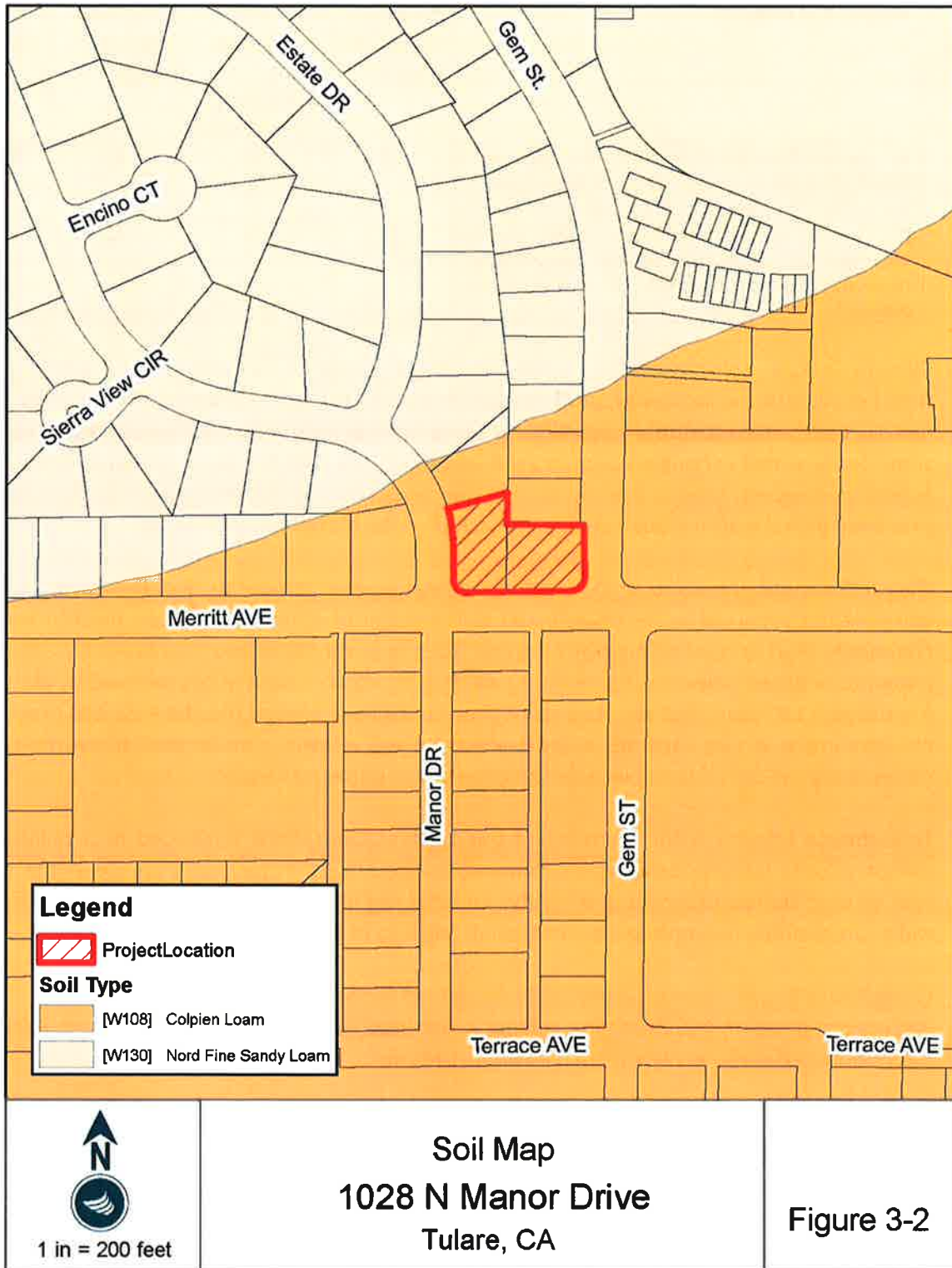
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a know fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-i and ii) **Less Than Significant Impact:** According to the City of Tulare General Plan EIR, no active faults underlay the project site. Although the project is located in an area of low seismic activity, the project could be affected by ground shaking from nearby faults. 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 suitable for liquefaction. Furthermore, soil conditions on the site are not prone to soil instability due to their moderate shrink-swell behavior. 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:** Construction activities may result in a temporary loss of topsoil, however, there is a requirement for a grading plan and a Storm Water Pollution Prevention Plan to mitigate soil erosion impacts. Implementation of adopted management practices and compliance with the SJVAPCD standard measures will ensure that these impacts remain *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 impact would be *less than significant*.
- d) **No Impact:** No subsidence-prone soils, oil or gas production exists at the project site. The soils within the area are described as sandy loam and colpien loam soils which are not prone to soil instability due to their moderate shrink-swell. There would be *no impact*.
- e) **Less-Than-Significant-Impact:** The project would connect to the City's existing wastewater conveyance and treatment system. No septic system or alternative wastewater treatment is proposed. The project would not generate a significant increase in wastewater discharge. Therefore, the project would not require alternative wastewater treatment facilities and would result in a *less than significant impact*.



1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017

VII. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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° 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 (CO₂) 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, CO₂, methane, nitrous oxide (N₂O), halogenated fluorocarbons, ozone, per fluorinated carbons PFCs), and hydrofluorocarbons.

Discussion:

a) Less-Than-Significant-Impact:

Construction: Greenhouse gas emissions, generated during construction, would include activities such as site preparation, grading, the construction of the building, paving, etc. The District does not have a recommendation for assessing the significance to

construction-related emissions. Construction activities occurring before 2020, the year when the State is required to reduce its GHG emissions to 1990 levels, are therefore considered *less than significant*.

Operation: The project will include minimal long-term emissions over the lifetime of the project relating to increased energy consumption.

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 metric tons or more of carbon dioxide equivalent (CO₂e) per year. Project GHG emissions were calculated using CalEEMod based on 0.29 acres of low density residential development. This project is estimated to produce 17.29 metric tons per year CO₂e, which is well below the 25,000 metric tons action threshold for greenhouse gas emissions. Additionally, the City of Tulare has prepared a Climate Action Plan outlining greenhouse gas emission reduction measures that will be complied with. As such, operational GHG emissions are considered *less than significant*.

- b) **No Impact:** California State Legislature, in 2006 enacted AB32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas emissions in California. See VII.a) above. Projects implementing of Best Performance Standards and SJVAPCD Regulation VIII would be determined to have a less than significant individual and cumulative impact on global climate change. The project does not conflict with any applicable plan, policy, or regulation of an agency adopted for reducing GHG emissions. There would be *no impact*.

VIII. HAZARDS AND HAZARDOUS

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a) **Less-Than-Significant-Impact:** Project construction activities may involve the use and transport of hazardous materials. The use of such materials would be considered minimal and would not require these materials to be stored in bulk form. The project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers, and cleaning agents required for normal maintenance of structures and landscaping. The project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances. 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* to hazardous materials.
- b) **No Impact:** There is no reasonably foreseeable condition or incident involving the project that could result in release of hazardous materials into the environment. There are *no impacts*.
- c) **Less-Than-Significant-Impact:** The project is located within ¼ mile of a school, however there is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites or areas within ¼ mile of school sites. The project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers, and cleaning agents required for normal maintenance of structures and landscaping. There are *less than significant impacts*.
- 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 Department of Toxic Substances Control. There would be *no impact*.
- e) **No Impact:** The proposed project is not located within two miles of a public airport or private airstrip. There would be *no impact*.
- f) **No Impact:** There are no private airstrips in the vicinity of the proposed project. Based on the absence of any private airstrips, there would be *no impact* from private airstrips.
- g) **No Impact:** The City's design 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.
- h) **No Impact:** The land surrounding the project site is developed with urban and suburban uses. The site is currently disturbed and vegetation is absent. Therefore, the proposed project would have *no impact* to wildland fires.

IX. HYDROLOGY AND WATER QUALITY

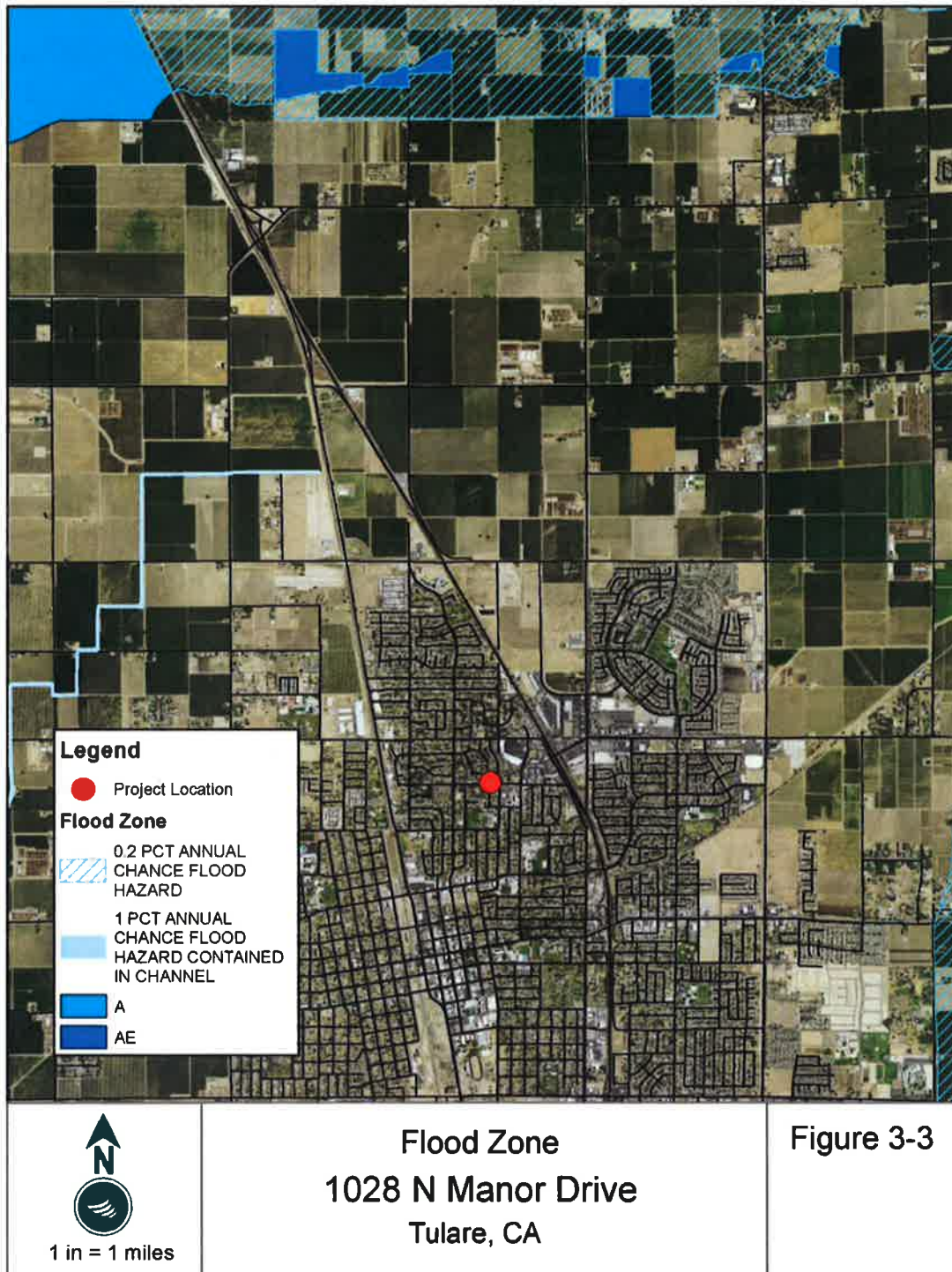
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input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

Discussion:

- a) **Less-Than-Significant-Impact:** The project itself will not violate any water quality standards of waste discharge requirements. The project will tie into an existing sewer line within N Manor Drive or E Merritt Avenue and discharge to the City's wastewater treatment plant. The Public Works department will regularly monitor the waste water discharge to meet City requirements. This project will have minimal impacts on the water quality and waste discharge requirements and therefore there will be a *less than significant impact*.
- b) **Less-Than-Significant-Impact:** The proposed project would connect to the City's water system. Development of detached garage / guest house on the project site will result in a minimal increase in water use from its previous residential use. In addition, the City's Urban Water Management plan includes the project site and is therefore accounted for in future water use estimates. Therefore, the proposed project would not substantially deplete ground water supplies or interfere substantially with groundwater recharge. The project will result in *Less than significant impacts*.
- c) **No Impact:** The proposed project will maintain the existing drainage pattern and there are no rivers, streams, or other water courses that will be impacted with the development of this project, and therefore there will be *no impact*.
- d) **Less-Than-Significant-Impact:**
The proposed project will maintain the existing drainage pattern and there are no rivers, streams, or other water courses that will be impacted with the development of this project. The on-site storm water collection shall meet City standards for capacity. As such, the potential for flooding on or off-site as a result of the project is considered *less than significant*.
- e) **Less-Than-Significant-Impact:** The proposed project would drain into the existing storm water collection system. Construction and grading activities would create a potential for surface water to carry sediment from onsite erosion into the storm water system and downstream waterways. However, implementation of adopted management practices and compliance with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit will ensure that these impacts remain *less than significant*.
- f) **Less-Than-Significant-Impact:** The project is not a source which would otherwise create substantial degradation of water quality and would be considered a *less than significant impact*.
- g,h) **No Impact:** The site is not within a 100-year flood hazard zone (FEMA Flood Insurance Rate Map, Panel 0650660650B). There is *no impact*.

- i) **No Impact:** The proposed project is located in a relatively flat area and is not located near any levees or dams. The two closest dams that could cause flooding are Terminus Dam and Success Dam, both of which are located more than 20 miles away. Although there are numerous Tulare Irrigation District Canals located throughout the City of Tulare, the canals do not include storage of large amounts of aboveground water that could be released suddenly due to a structural failure. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. *No impact* would occur.

- j) **No Impact:** The proposed project is located inland and not near an ocean or large body of water, 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* to seiche, tsunami, or mudflow.



X. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a) **No Impact:** The proposed project will not physically divide an established community and there will be *no impacts*.

- b) **Less Than Significant Impact:** A portion of the project site is located within a commercially zoned area and is proposing a tentative parcel map with zone change and general plan amendment (from C-2 to R-1-12.5). While the project would conflict with the current City of Tulare General Plan 2030, the proposed land use amendments for are compatible with the surrounding land uses (multi-family and single-family residential), and therefore would create *less than significant impacts*.

- c) **No Impact:** A review of the City’s General Plan indicates the project site is not within an adopted or proposed conservation plan area. There would be *no impact* to an adopted or proposed conservation plan area.



1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017



1028 N Manor Drive

Initial Study/Mitigated Negative Declaration

April 2017

XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally - important mineral resource recovery site delineated on a local general plan, specific plan or other lands use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 and less than significant impact would result. There is *no impact*.

XII. NOISE

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

The County of Tulare's Noise Element was adopted in 1988 to protect the citizens of the City of Tulare from harmful effects of exposure to excessive noise 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 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 will result in an increase in noise levels due to construction, however long term noise level increases are not expected.

Therefore, exposure of persons to or generation of noise levels in excess of standards established in the General Plan would be *less-than-significant*.

- b) **Less-Than-Significant-Impact:** Operation of the proposed detached garage / guest house will not result in excessive ground-borne vibration. Therefore, there would be a *less-than-significant* impact.
- c) **Less-Than-Significant-Impact:** Because the project will not increase the number of residents on the project site or generate significant activity, the proposed project will not result in an increase in ambient noise levels. Therefore, the increase in ambient noise would be *less than significant*.
- d) **Less-Than-Significant-Impact:** Construction activities associated with implementation of the proposed project could temporarily increase ambient noise levels. Typical construction equipment would include scrapers, backhoes, drilling rigs and miscellaneous equipment (i.e. pneumatic tools, generators and portable air compressors). Typical noise levels generated by this type of construction equipment at various distances from the noise source are scraper, dump truck, water, truck, backhoe, and generator. High noise levels resulting from construction activities generally would be limited to daytime hours. The City's Ordinance requires 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 *less than significant*.
- e) **No Impact:** There are no private or public airstrips in the vicinity of the proposed project. Based on the absence of any airstrips, there would be *no impact*.
- f) **No Impact:** There are no private or public airstrips in the vicinity of the proposed project. Based on the absence of any airstrips, there would be *no impact*.

XIII. POPULATION AND HOUSING

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

Discussion:

a,b,c) **No Impact:** The addition of the project will not result in an increase of persons to the City of Tulare. The garage / guest house is not intended to serve as a permanent residence. There are no existing structures that will be removed and no individuals will be displaced because of the project. Therefore, the impact is *no impact*.

XIV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. **Less-Than Significant-Impact:** The City of Tulare will provide fire protection services to the project site. To offset the impact to the City's Fire Department, the project Applicant will be required to pay impact/development fees. The impact is therefore *less than significant*.
- b. **Less-Than- Significant-Impact:** The City of Tulare will provide police protection services to the project site. To offset the impact to the City's Police Department, the project Applicant will be required to pay impact/development fees. The impact is therefore *less than significant*.
- c. **No Impact:** Because 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. Because the project will not result in additional residents, the project will not create need for additional parkland. Therefore, there is *no impact*.
- e. **Less-Thank Significant-Impact:** The proposed project would connect to the City's water and sewer systems. The project will also collect and discharge stormwater to an existing basin that can accommodate a small increase. The impact is therefore *less than significant*.

XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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) **Less Than Significant 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*.

XVI. TRANSPORTATION/TRAFFIC

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

Because the project will not result in additional residents, the project will not create need for additional parkland. Therefore, there is no *impact*.

Discussion:

- a) **No Impact:** Because the project will not result in additional residents, the construction of a detached garage / guest house would not result in additional vehicle miles traveled. There will be *no impact* to existing or future traffic operations in the project vicinity.

- b) **No Impact:** The project will not conflict with an applicable congestion management program. As stated in (a) the project will have *no impact* on vehicle miles traveled or Level of Service.
- c) **No Impact:** The project will have *no impact* on air traffic patterns.
- d) **Less -Than-Significant-Impact:** The proposed project includes the addition of a driveway from East Merrit Ave. This driveway will be constructed in compliance with Resolution No. 16-58 of the City Improvement Standards for parking and driveways and the impacts will be *less than significant*.
- e) **No Impact:** Emergency access to the site would be via N Manor Drive. Access along this road is not expected to be impacted by the proposed project. The project would not result in inadequate emergency access and there would be *no impacts*.
- f) **No Impact:** The project would not conflict with any other travel policies plans or programs regarding public transit, bicycle, or pedestrian facilities. There would be *no impact*.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or waste-water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be serve by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a,b) **Less Than Significant Impact:** During construction, the project will utilize portable restroom facilities that will be provided by the construction contractor for the construction workers. The wastewater would be contained within the portable unit and disposed of at an approved site according to regulations. The project itself will not violate any water quality standards of waste discharge requirements. The project will tie into an existing sewer line within Gem St. and discharge to the City's wastewater treatment plant. The Public Works department will regularly monitor the waste water discharge to meet City requirements. This project will have minimal impacts on the water quality and waste discharge requirements and therefore there will be a *less than significant impact*.

- c) **Less Than Significant Impact:** The proposed project will alter the existing drainage pattern with the development of the detached garage / guest house and secondary driveway. However, the storm water will be collected and discharged into the existing storm water system off Merrit Ave. There are no rivers, streams, or other water courses that will be impacted with the development of this project, and therefore impacts will be *less than significant*.
- d) **Less-Than-Significant-Impact:** The proposed project would connect to the City's water system. The City's Urban Water Management plan includes the project site at full build out and is therefore accounted for in future water use estimates. Therefore, the proposed project would not substantially deplete ground water supplies or interfere substantially with groundwater recharge. *Less than significant impacts*.
- e) **Less-Than-Significant-Impact:** The proposed project will connect to the City's sewer connection along N Manor Drive which will provide adequate capacity for the proposed project and will have impacts *less than significant*.
- f) **Less-Than-Significant-Impact:** The City of Tulare disposes of its solid waste at the Woodville Disposal Site, 10 miles southeast of the City. The landfill has sufficient permitted capacity to accommodate the project's solid waste disposal needs. Any impacts would be *less than significant*.
- g) **Less-Than-Significant-Impact:** The proposed project would be serviced by an existing waste handling service, provided by the City of Tulare. The Woodville Landfill that would serve the proposed project also conforms to all applicable statutes and regulations. The proposed project would comply with the adopted policies related to solid waste, and would comply with all applicable federal, state, and local statutes and regulations pertaining to disposal of solid waste, including recycling. Therefore, the proposed project would result in *less than significant impact* to solid waste regulations.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion:

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

population could lead to an increase need for housing, increase in traffic, air pollutants, etc). 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 substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the project design to reduce all potentially significant impacts to less than significant, which results in a *less than significant* impact to this checklist item.

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 (December 2003)*
- 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*
- 15) *Tulare Heritage Tree Ordinance*
- 16) *Tulare County Environmental Resources Management Element*
- 17) *Source Reduction and Recycling Element*
- 18) *City of Tulare Urban Water Management Plan (December 2007)*
- 19) *City of Tulare Water System Master Plan (2008)*
- 20) *CalTrans, encroachment permit*
- 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 2008 (California Environmental Quality Act CEQA Guidelines*
- 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)*

SECTION 4

REFERENCES

California Environmental Quality Act Document
Initial Study/Mitigated Negative Declaration
for
Tulare Apartments
within
City of Tulare

SECTION 4

References

California Geological Survey, Special Publications 42 – Fault Rupture Hazard Zones in California, <http://www.consrv.ca.gov/cgs/rghm/ap/Pages/affected.aspx> , May 1, 1999

California San Joaquin Air Pollution Control District, Current Regulations <http://www.valleyair.org/rules/1ruleslist.htm>

California Department of Transportation, Scenic Highway Routes, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

Federal Emergency Management Agency, Flood Insurance Rate Maps <http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>

U.S. Department of Agriculture, Natural Resources Conversation Service <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

Construction General Permit Fact Sheet, pg 11. California Environmental Protection Agency, State Water Resources Control Board, Division of Water Quality; 2009. http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf

Fire Hazard Severity Zones in State Responsibility Area. California Department of Forestry and Fire Protection, Fire and Resource Assessment Program; 7 November 2007. http://frap.fire.ca.gov/webdata/maps/tulare/fhszs_map.54.pdf

Tulare City 2035 General Plan Land Use Element <http://www.tulare.ca.gov/departments/community-development/development-services/planning/2035-tulare-general-plan>

Tulare City Zoning Ordinance Chapter 17 Zoning http://www.amlegal.com/codes/client/tulare_ca/

Tulare County General Plan, Chapter 8: Environmental Resources Management, Section 8.2: Mineral Resources, pg 8-2, Figure 8.2; August 2012.

<http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf>

SECTION 5

LIST OF REPORT PREPARERS

California Environmental Quality Act Document
Initial Study/Mitigated Negative Declaration
for
1028 N Manor Drive
within
City of Tulare

SECTION 5

List of Report Preparers and Persons/Agencies Consulted

List of Preparers

4-Creeks Inc.

- David Duda, AICP, GISP, Contract City Planner
- Aaron Carpenter, Associate Planner
- Molly McDonnel, Assistant Planner

Persons and Agencies Consulted

The following individuals and agencies contributed to this Initial Study/Mitigated Negative Declaration:

City of Tulare

- Rob Hunt, Community Development Director
- Traci Myers, Deputy Community Development Director
- Michael Miller, PE, City Engineer

California Historic Resources Information System

- Celeste Thomson, Coordinator

4-Creeks Inc.

- Wally Hutchenson, TE, Traffic Engineer

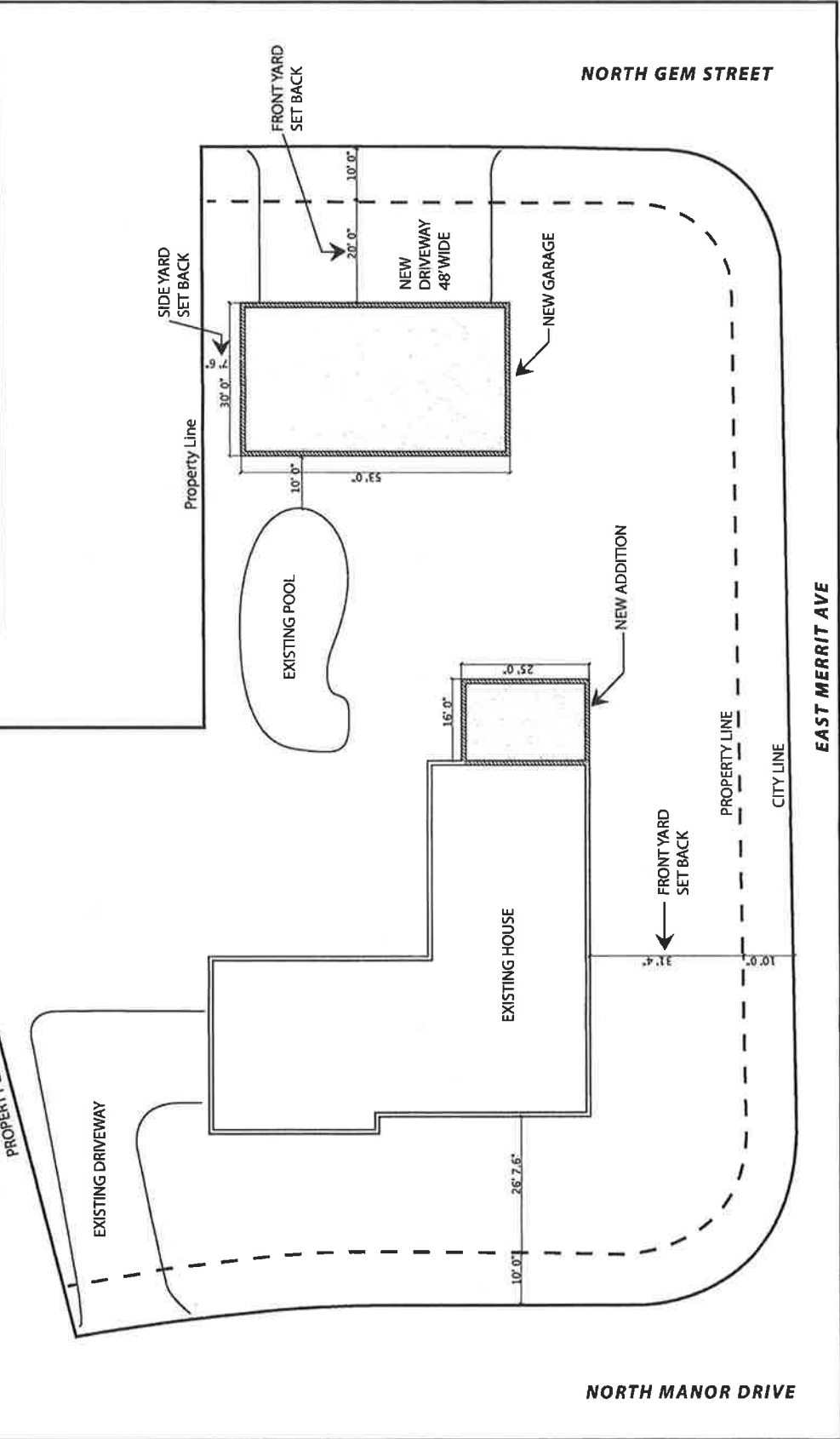
WJV Acoustics, Inc.

- Walter J. Van Groningen

APPENDIX A

SITE PLAN

SITE PLAN		CONTRACTOR JONATHAN VAN RYN 559-287-9637
		DESIGNER DERRICK BRINKMAN 559-679-7586
1028 N MANOR DR TULARE CA 93274		FEB 2017



SITE PLAN
1028 N MANOR DR
TULARE CA 93274
FEB 2017
CONTRACTOR
JONATHAN VAN RYN
559-287-9637
DESIGNER
DERRICK BRINKMAN
559-679-7586



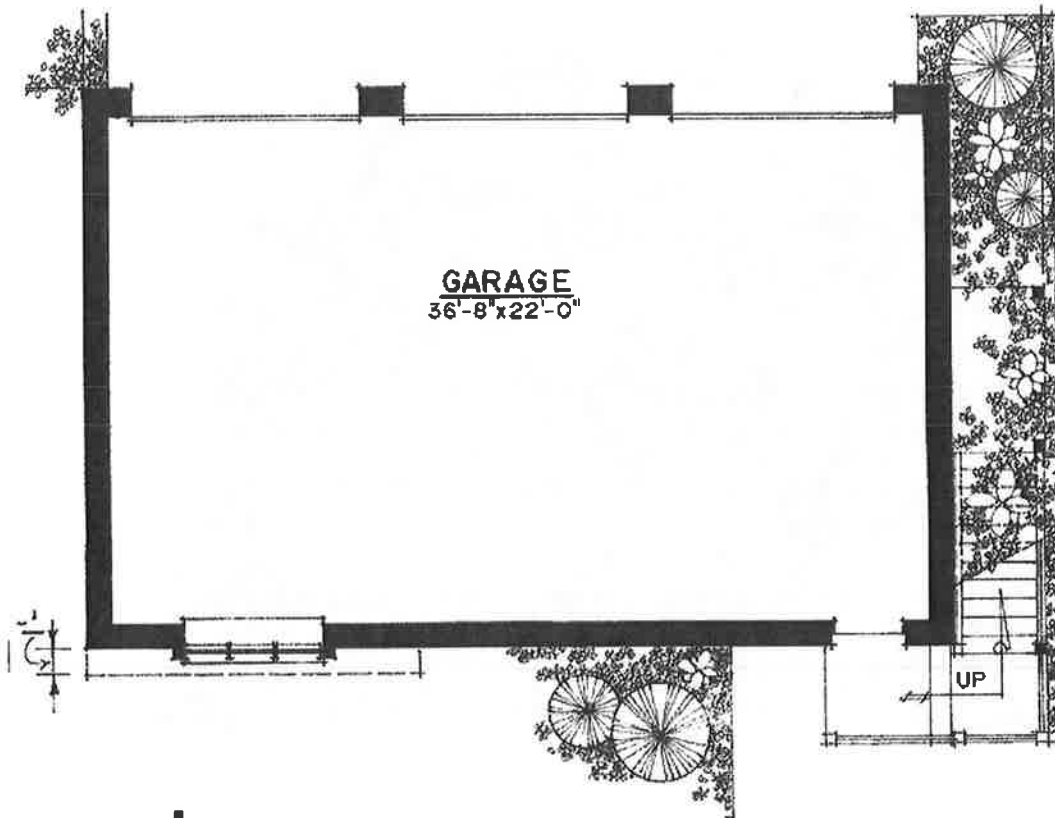
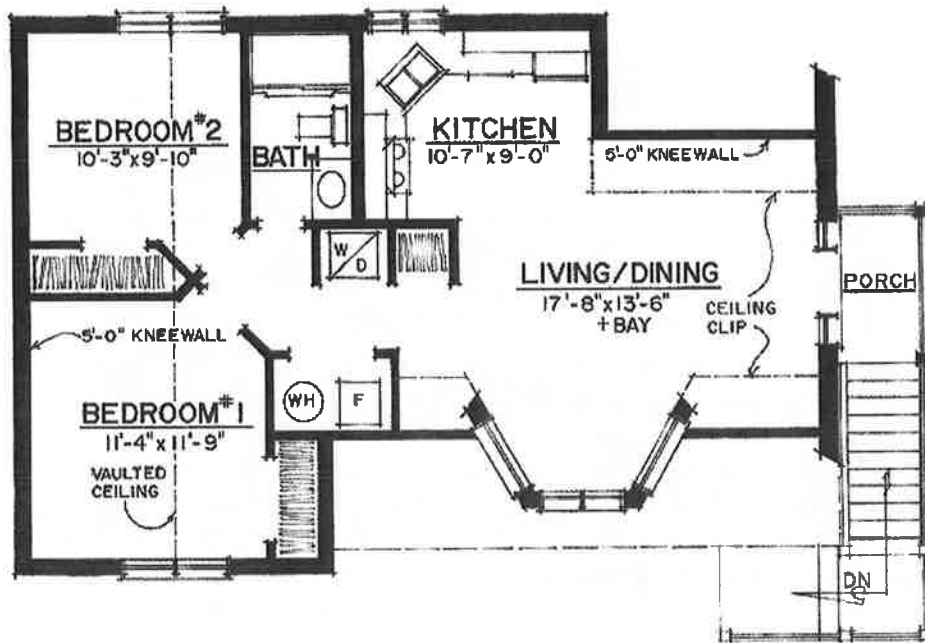
NORTH MANOR DRIVE



Design

1026 N Manor, Tulare CA 93274

01.02.17



Floor plan

1028 N Manor, Tulare CA 93274

APPENDIX B

AIR QUALITY / CALEEMOD OUTPUT DATA

1028 N Manor - Tulare County, Annual

1028 N Manor
Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.29	1,800.00	3

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	3	Operational Year	2019		

Utility Company

CO2 Intensity (lb/MW/hr)	0	CH4 Intensity (lb/MW/hr)	0	N2O Intensity (lb/MW/hr)	0
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot used for Detached garage / guest house

Construction Phase -

Vehicle Trips - Dwelling used as a guest house. There will be no regular additional occupancy as a result of this project

1028 N Manor - Tulare County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	6/30/2017	11/17/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	7/14/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	1/1/2018
tblConstructionPhase	PhaseEndDate	6/30/2017	7/7/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	7/3/2017
tblLandUse	LotAcreage	0.32	0.29
tblProjectCharacteristics	OperationalYear	2018	2019
tblWoodstoves	NumberCatalytic	0.29	0.00
tblWoodstoves	NumberNoncatalytic	0.29	0.00

2.0 Emissions Summary

1028 N Manor - Tulare County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2017	9-30-2017	0.9495	0.9495
2	10-1-2017	12-31-2017	0.6294	0.6294
3	1-1-2018	3-31-2018	0.0038	0.0038
		Highest	0.9495	0.9495

**2.2 Overall Operational
Unmitigated Operational**

Category	tons/yr										MT/yr					
	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
Area	8.9900e-003	4.6000e-004	7.6200e-003	0.0000	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	0.0000	0.4453	0.4453	2.0000e-005	1.0000e-005	0.4482
Energy	1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235
Mobile	4.2700e-003	0.0346	0.0470	1.6000e-004	0.0101	2.2000e-004	2.7100e-003	2.1000e-004	2.9200e-003	2.9200e-003	0.0000	14.4720	14.4720	7.2000e-004	0.0000	14.4899
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	0.2192	0.0000	0.2192	0.0130	0.0000	0.5431
Water						0.0000	0.0000	0.0000	0.0000	0.0000	0.0207	0.0000	0.0207	2.1200e-003	5.0000e-005	0.0887
Total	0.0134	0.0365	0.0552	1.7000e-004	0.0101	4.1000e-004	0.0105	2.7100e-003	4.0000e-004	3.1100e-003	0.2399	16.6306	16.8705	0.0159	9.0000e-005	17.2934

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**2.2 Overall Operational
Mitigated Operational**

Category	tons/yr										MT/yr					CO2e
	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	
Area	8.9900e-003	4.6000e-004	7.6200e-003	0.0000	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	0.0000	0.4453	0.4453	2.0000e-005	1.0000e-005	0.4482
Energy	1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235
Mobile	4.2700e-003	0.0346	0.0470	1.6000e-004	0.0101	2.2000e-004	0.0103	2.7100e-003	2.1000e-004	2.9200e-003	0.0000	14.4720	14.4720	7.2000e-004	0.0000	14.4899
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	0.2192	0.0000	0.2192	0.0130	0.0000	0.5431
Water						0.0000	0.0000	0.0000	0.0000	0.0000	0.0207	0.0000	0.0207	2.1200e-003	5.0000e-005	0.0887
Total	0.0134	0.0365	0.0552	1.7000e-004	0.0101	4.1000e-004	0.0105	2.7100e-003	4.0000e-004	3.1100e-003	0.2399	16.6306	16.8705	0.0159	9.0000e-005	17.2934

Percent Reduction	Construction Phase										Construction Detail					CO2e
	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	
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2017	7/14/2017	5	10	
2	Site Preparation	Site Preparation	7/1/2017	7/3/2017	5	1	
3	Grading	Grading	7/1/2017	1/1/2018	5	2	
4	Building Construction	Building Construction	7/1/2017	11/17/2017	5	100	
5	Paving	Paving	7/1/2017	7/7/2017	5	5	
6	Architectural Coating	Architectural Coating	7/1/2017	6/30/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 3,645; Residential Outdoor: 1,215; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Demolition	4	10.00	0.00	0.00	10.80	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	10.80	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

Category	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
	tons/yr															
O-F-Road	6.0500e-003	0.0525	0.0396	6.0000e-005	3.6600e-003	3.6600e-003	3.6600e-003	3.4900e-003	3.4900e-003	3.4900e-003	0.0000	5.3493	5.3493	1.0500e-003	0.0000	5.3755
Total	6.0500e-003	0.0525	0.0396	6.0000e-005	3.6600e-003	3.6600e-003	3.6600e-003	3.4900e-003	3.4900e-003	3.4900e-003	0.0000	5.3493	5.3493	1.0500e-003	0.0000	5.3755
	MT/yr															

Unmitigated Construction Off-Site

Category	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
	tons/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	3.3000e-004	2.4000e-004	2.4400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763
Total	3.3000e-004	2.4000e-004	2.4400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763
	MT/yr															

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3.2 Demolition - 2017

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Off-Road	6.0500e-003	0.0525	0.0396	6.0000e-005	3.6600e-003	3.6600e-003	3.6600e-003	3.4900e-003	3.4900e-003	3.4900e-003	0.0000	5.3492	5.3492	1.0500e-003	0.0000	5.3755
Total	6.0500e-003	0.0525	0.0396	6.0000e-005	3.6600e-003	3.6600e-003	3.6600e-003	3.4900e-003	3.4900e-003	3.4900e-003	0.0000	5.3492	5.3492	1.0500e-003	0.0000	5.3755

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	3.3000e-004	2.4000e-004	2.4400e-003	0.0000	4.0000e-004	4.0000e-004	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763
Total	3.3000e-004	2.4000e-004	2.4400e-003	0.0000	4.0000e-004	4.0000e-004	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763

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3.3 Site Preparation - 2017
Unmitigated Construction On-Site

Category	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
tons/yr																
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	5.2600e-003	2.1800e-003	0.0000	2.4000e-004	2.4000e-004	2.4000e-004	2.2000e-004	2.2000e-004	2.2000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569
Total	4.3000e-004	5.2600e-003	2.1800e-003	0.0000	2.7000e-004	2.4000e-004	5.1000e-004	3.0000e-005	2.2000e-004	2.5000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569
MT/yr																

Unmitigated Construction Off-Site

Category	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
tons/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	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
MT/yr																

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3.3 Site Preparation - 2017

Mitigated Construction On-Site

Category	tons/yr										MT/yr					CO2e
	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	
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	5.2600e-003	2.1800e-003	0.0000	2.4000e-004	2.4000e-004	2.4000e-004	2.2000e-004	2.2000e-004	2.2000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569
Total	4.3000e-004	5.2600e-003	2.1800e-003	0.0000	2.7000e-004	2.4000e-004	5.1000e-004	3.0000e-005	2.2000e-004	2.5000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					CO2e
	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	
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	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188

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3.4 Grading - 2017

Unmitigated Construction On-Site

Category	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
tons/yr																
Fugitive Dust					0.0493	0.0000	0.0493	0.0271	0.0000	0.0271	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0787	0.6824	0.5147	7.8000e-004		0.0476	0.0476	0.0454	0.0000	0.0454	0.0000	69.5402	69.5402	0.0137	0.0000	69.8821
Total	0.0787	0.6824	0.5147	7.8000e-004	0.0493	0.0476	0.0969	0.0271	0.0454	0.0725	0.0000	69.5402	69.5402	0.0137	0.0000	69.8821
MT/yr																

Unmitigated Construction Off-Site

Category	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
tons/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	4.3400e-003	3.1700e-003	0.0317	5.0000e-005	5.1800e-003	4.0000e-005	5.2200e-003	1.3800e-003	4.0000e-005	1.4200e-003	0.0000	4.8860	4.8860	2.2000e-004	0.0000	4.8915
Total	4.3400e-003	3.1700e-003	0.0317	5.0000e-005	5.1800e-003	4.0000e-005	5.2200e-003	1.3800e-003	4.0000e-005	1.4200e-003	0.0000	4.8860	4.8860	2.2000e-004	0.0000	4.8915
MT/yr																

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3.4 Grading - 2017

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Fugitive Dust					0.0493	0.0000	0.0493	0.0271	0.0000	0.0271	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0787	0.6824	0.5147	7.8000e-004	0.0476	0.0476	0.0476	0.0454	0.0454	0.0454	0.0000	69.5402	69.5402	0.0137	0.0000	69.8820
Total	0.0787	0.6824	0.5147	7.8000e-004	0.0493	0.0476	0.0969	0.0271	0.0454	0.0725	0.0000	69.5402	69.5402	0.0137	0.0000	69.8820

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	4.3400e-003	3.1700e-003	0.0317	5.0000e-005	5.1800e-003	4.0000e-005	5.2200e-003	1.3800e-003	4.0000e-005	1.4200e-003	0.0000	4.8860	4.8860	2.2000e-004	0.0000	4.8915
Total	4.3400e-003	3.1700e-003	0.0317	5.0000e-005	5.1800e-003	4.0000e-005	5.2200e-003	1.3800e-003	4.0000e-005	1.4200e-003	0.0000	4.8860	4.8860	2.2000e-004	0.0000	4.8915

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3.4 Grading - 2018

Unmitigated Construction On-Site

Category	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
tons/yr																
Fugitive Dust					3.0493	0.0000	0.0493	0.0271	0.0000	0.0271	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3000e-004	4.7100e-003	3.8900e-003	1.0000e-005	3.1000e-004	3.1000e-004	3.1000e-004	3.0000e-004	3.0000e-004	3.0000e-004	0.0000	0.5304	0.5304	1.0000e-004	0.0000	0.5330
Total	5.3000e-004	4.7100e-003	3.8900e-003	1.0000e-005	0.0493	3.1000e-004	0.0496	0.0271	3.0000e-004	0.0274	0.0000	0.5304	0.5304	1.0000e-004	0.0000	0.5330
MT/yr																

Unmitigated Construction Off-Site

Category	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
tons/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	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0364	0.0364	0.0000	0.0000	0.0364
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0364	0.0364	0.0000	0.0000	0.0364
MT/yr																

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3.4 Grading - 2018

Mitigated Construction On-Site

Category	tons/yr											MT/yr					CO2e
	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		
Fugitive Dust					0.0493	0.0000	0.0493	0.0271	0.0000	0.0271	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	5.3000e-004	4.7100e-003	3.8900e-003	1.0000e-005	3.1000e-004	3.1000e-004	3.1000e-004	3.0000e-004	3.0000e-004	3.0000e-004	0.0000	0.5304	0.5304	1.0000e-004	0.0000	0.5330	
Total	5.3000e-004	4.7100e-003	3.8900e-003	1.0000e-005	0.0493	3.1000e-004	0.0496	0.0271	3.0000e-004	0.0274	0.0000	0.5304	0.5304	1.0000e-004	0.0000	0.5330	

Mitigated Construction Off-Site

Category	tons/yr											MT/yr					CO2e
	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		
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	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0364	0.0364	0.0000	0.0000	0.0364	
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0364	0.0364	0.0000	0.0000	0.0364	

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3.6 Paving - 2017

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	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
Off-Road	2.6300e-003	0.0249	0.0184	3.0000e-005	1.5200e-003	1.5200e-003	1.5200e-003	1.4100e-003	1.4100e-003	1.4100e-003	0.0000	2.4610	2.4610	6.8000e-004	0.0000	2.4781
Paving	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	2.6300e-003	0.0249	0.0184	3.0000e-005	1.5200e-003	1.5200e-003	1.5200e-003	1.4100e-003	1.4100e-003	1.4100e-003	0.0000	2.4610	2.4610	6.8000e-004	0.0000	2.4781

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	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
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-004	2.2000e-004	2.2000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3383	0.3383	2.0000e-005	0.0000	0.3386
Total	3.0000e-004	2.2000e-004	2.2000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3383	0.3383	2.0000e-005	0.0000	0.3386

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3.6 Paving - 2017

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Off-Road	2.6300e-003	0.0249	0.0184	3.0000e-005	1.5200e-003	1.5200e-003	1.5200e-003	1.4100e-003	1.4100e-003	1.4100e-003	0.0000	2.4610	2.4610	6.8000e-004	0.0000	2.4781
Paving	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	2.6300e-003	0.0249	0.0184	3.0000e-005	1.5200e-003	1.5200e-003	1.5200e-003	1.4100e-003	1.4100e-003	1.4100e-003	0.0000	2.4610	2.4610	6.8000e-004	0.0000	2.4781

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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-004	2.2000e-004	2.2000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3383	0.3383	2.0000e-005	0.0000	0.3386
Total	3.0000e-004	2.2000e-004	2.2000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3383	0.3383	2.0000e-005	0.0000	0.3386

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3.7 Architectural Coating - 2017

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Archit. Coating	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
Off-Road	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
Total	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

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	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
Total	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

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	F-ugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	4.2700e-003	0.0346	0.0470	1.6000e-004	0.0101	2.2000e-004	0.0103	2.7100e-003	2.1000e-004	2.9200e-003	0.0000	14.4720	14.4720	7.2000e-004	0.3000	14.4899
Unmitigated	4.2700e-003	0.0346	0.0470	1.6000e-004	0.0101	2.2000e-004	0.0103	2.7100e-003	2.1000e-004	2.9200e-003	0.0000	14.4720	14.4720	7.2000e-004	0.3000	14.4899

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Single Family Housing	9.52	9.91	8.62	26,629	26,629	26,629	26,629
Total	9.52	9.91	8.62	26,629	26,629	26,629	26,629

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	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	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.496227	0.035864	0.170091	0.158035	0.026569	0.006201	0.020975	0.076251	0.001816	0.001427	0.004483	0.001181	0.000880

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	tons/yr										MT/yr					
	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
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Natural Gas Mitigated	1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235
Natural Gas Unmitigated	1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235

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5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr											MT/yr				
		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
Single Family Housing	32105.6	1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235
Total		1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235

Mitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr											MT/yr				
		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
Single Family Housing	32105.6	1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235
Total		1.7000e-004	1.4800e-003	6.3000e-004	1.0000e-005	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	1.7133	1.7133	3.0000e-005	3.0000e-005	1.7235

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5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Single Family Housing	9417.15	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Single Family Housing	9417.15	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

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Category	tons/yr											MT/yr				
	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
Mitigated	8.9900e-003	4.6000e-004	7.6200e-003	0.0000	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	0.0000	0.4453	0.4453	2.0000e-005	1.0000e-005	0.4482
Unmitigated	8.9900e-003	4.6000e-004	7.6200e-003	0.0000	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	0.0000	0.4453	0.4453	2.0000e-005	1.0000e-005	0.4482

6.2 Area by SubCategory

Unmitigated

SubCategory	tons/yr											MT/yr				
	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
Architectural Coating	1.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.0300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.0000e-005	3.7000e-004	1.6000e-004	0.0000	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	0.0000	0.4332	0.4332	1.0000e-005	1.0000e-005	0.4358
Landscaping	2.3000e-004	9.0000e-005	7.4600e-003	0.0000	4.0000e-005	4.0000e-005	4.0000e-005	4.0000e-005	4.0000e-005	4.0000e-005	0.0000	0.0121	0.0121	1.0000e-005	0.0000	0.0124
Total	8.9900e-003	4.6000e-004	7.6200e-003	0.0000	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	0.0000	0.4453	0.4453	2.0000e-005	1.0000e-005	0.4482

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6.2 Area by SubCategory

Mitigated

SubCategory	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
tons/yr											MT/yr					
Architectural Coating	1.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.0300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.0000e-005	3.7000e-004	1.6000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4332	0.4332	1.0000e-005	1.0000e-005	0.4358
Landscaping	2.3000e-004	9.0000e-005	7.4600e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0121	0.0121	1.0000e-005	0.0000	0.0124
Total	8.9900e-003	4.6000e-004	7.6200e-003	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.4453	0.4453	2.0000e-005	1.0000e-005	0.4482

7.0 Water Detail

7.1 Mitigation Measures Water

Category	MT/yr			
	SBHO	CH ₄	N ₂ O	CO ₂ e
Mitigated	0.0207	2.1200e-003	5.0000e-005	0.0887
Unmitigated	0.0207	2.1200e-003	5.0000e-005	0.0887

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use Mgal	MT/yr				CO ₂ e
		Total CO ₂	CH ₄	N ₂ O	CO ₂ e	
Single Family Housing	0.065154 / 0.0410754	0.0207	2.1200e-003	5.0000e-005	0.0887	
Total		0.0207	2.1200e-003	5.0000e-005	0.0887	

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7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Single Family Housing	Mgal 0.065154 / 0.0410754	0.0207	2.1200e-003	5.0000e-005	0.0887
Total		0.0207	2.1200e-003	5.0000e-005	0.0887

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
Mitigated	0.2192	0.0130	0.0000	0.5431
Unmitigated	0.2192	0.0130	0.0000	0.5431

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8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Single Family Housing	1.08	0.2192	0.0130	0.0000	0.5431
Total		0.2192	0.0130	0.0000	0.5431

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Single Family Housing	1.08	0.2192	0.0130	0.0000	0.5431
Total		0.2192	0.0130	0.0000	0.5431

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

RESOLUTION 17-26

A RESOLUTION OF THE TULARE CITY COUNCIL RECOMMENDING ADOPTION OF GENERAL PLAN AMENDMENT NO. 2017-01

WHEREAS, the Tulare City Council at a regular meeting held on June 20, 2017 considered the request by Jonathan Van Ryn to amend the General Plan to change land use from Community Commercial to Low Density Residential (3.1-7 units/acre); and

WHEREAS, the Tulare City Council determined that the proposed amendment is in the public interest; and,

WHEREAS, the Tulare City Council determined that the proposed amendment is consistent and compatible with the General Plan and implementation programs which may be affected; and,

WHEREAS, the Tulare City Council determined that the proposed amendment impacts have been adequately assessed and been determined not to be detrimental to public, health, safety or welfare; and,

WHEREAS, the Tulare City Council determined that the proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and California Environmental Quality Act of 1970, as amended (CEQA); and

NOW, THEREFORE, BE IT RESOLVED by the Tulare City Council that General Plan Amendment No. 2017-01 be adopted and will be reflected on the General Plan Land Use Map.

PASSED, APPROVED, AND ADOPTED this 20th day of June 2017.

President of the Council and Ex-Officio
Mayor of the City of Tulare

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF TULARE)

I, Joseph Carlini, Interim City Clerk of the City of Tulare, certify the foregoing is the full and true Resolution 17-26 passed and adopted by the Council of the City of Tulare at a regular meeting held on June 20, 2017, by the following vote:

Aye(s) _____

Noe(s) _____ Abstention(s) _____

Dated: JOSEPH CARLINI, INTERIM CITY CLERK

By Roxanne Yoder, Chief Deputy City Clerk

ORDINANCE 17-06

**AN ORDINANCE OF THE CITY OF TULARE AMENDING
THE ZONING MAP OF THE CITY BEING A PART OF THE
SECTION 10.04.04 OF SAID CODE
ZONE AMENDMENT 719**

WHEREAS, the Council of the City of Tulare finds that this application is necessary to achieve the objectives of the Zoning Title prescribed in Section 10.04.02 of the Tulare City Code; and

WHEREAS, the Council of the City of Tulare finds that this zone change is in conformance with the adopted General Plan for the City of Tulare; and

WHEREAS, the Council of the City of Tulare finds that the request will not be detrimental to the public interest, health, safety, convenience or welfare of the City; and,

WHEREAS, the Council of the City of Tulare finds that a Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act; and,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TULARE AS FOLLOWS, to wit:

SECTION 1: The Zoning Map of the City of Tulare as referred to in Section 10.24.05 of the City Code of the City of Tulare, and as enacted, being made a part of the Zoning title of said Code in Section 10.04.04; thereof, a property portion of said map, being attached hereto, is hereby amended as follows:

REZONING property to change the current C-2 (Office Commercial) to R-1-12.5 (SFR, 12,500 sf lot minimum) on the property located at the northwest corner of Merritt Avenue and Gem Street (APN 170-060-043).

SECTION 2: All ordinances and parts of ordinances in conflict herewith are hereby repealed.

SECTION 3: This Ordinance shall be in full force and effect thirty (30) days from and after its passage, adoption and approval.

PASSED, APPROVED AND ADOPTED this ____th day of July, 2017.

President of the council and Ex-Officio
Mayor of the City of Tulare

ATTEST:

Chief Deputy City Clerk and Clerk of
The Council of the City of Tulare