

**RESOLUTION 19- 37**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TULARE  
APPROVING AN ADDENDUM TO THE MITIGATED NEGATIVE  
DECLARATION PREVIOUSLY APPROVED AND CERTIFIED BY CITY  
COUNCIL AS PART OF RESOLUTION 18-09 ON APRIL 3, 2018**

**WHEREAS**, the Council of the City of Tulare at a regular meeting held on April 3, 2018 considered a request to adopt a Mitigated Negative Declaration on the proposed construction and operation of the Cartmill – Hillman Improvements Project; and,

**WHEREAS**, the Council of the City of Tulare voted unanimously to adopt the Mitigated Negative Declaration for the Cartmill – Hillman Improvements Project; and,

**WHEREAS**, funding has recently been made available to extend the originally approved project one-half mile east to Mooney Boulevard; and,

**WHEREAS**, efficiencies would be achieved in having the contractor continue to work on the extension portion as they are completing the original portion of the project, while avoiding having a separate, additional closure of the road affecting nearby residents and other drivers; and,

**WHEREAS**, an Addendum to review the potential effects related to the extension of the project limits, in light of the MND for the previously approved project, has been prepared in accordance with the California Environmental Quality Act (CEQA), pursuant to Section 15164 of the CEQA Guidelines; and,

**WHEREAS**, the original MND for the proposed project has been considered with the Addendum, pursuant to Section 15164(d) of the CEQA Guidelines; and,

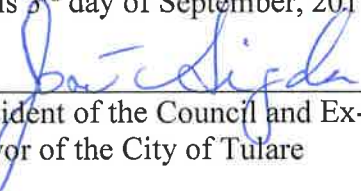
**WHEREAS**, based on the environmental analysis in the Addendum document and the independent judgement of the City Council, the changes resulting from extending the project limits an additional one-half mile to the east, to Mooney Boulevard, will not result in new significant impacts or substantially increase the severity of impacts previously identified in the MND, and there are no previously infeasible alternatives that are now feasible; and,

**WHEREAS**, none of the other factors set forth in Section 15162 or Section 15163 of the CEQA Guidelines are present.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of Tulare that by this Resolution, the conclusions of the analysis in the Addendum remain consistent with those made in the previously adopted MND for the Cartmill – Hillman Improvements Project, and that no new significant impacts will result, and no substantial increase in the severity of impacts is expected from those previously identified in the MND; and

**BE IT FURTHER RESOLVED** that the Council of the City of Tulare hereby approves Resolution 19-37.

PASSED, APPROVED, AND ADOPTED this 3<sup>rd</sup> day of September, 2019.

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

ATTEST:

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

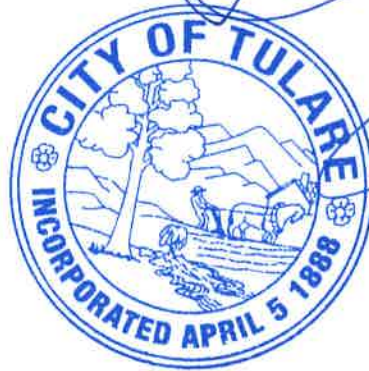
I, Rob Hunt, City Clerk of the City of Tulare, certify the foregoing is the full and true Resolution 19-37 passed and adopted by the Council of the City of Tulare at a regular meeting held on September 3, 2019, by the following vote:

Aye(s) Greg Nalley, Carlton Jones, Terry Sawyer, Dennis Mederos, Jose Sirena  
Noe(s) NA Absent/Abstention(s) NA

Dated: 9/4/19

Rob Hunt, CITY CLERK

By Roxanne Yoder, Chief Deputy City Clerk





# Addendum to the Mitigated Negative Declaration

CITY OF TULARE CARTMILL-HILLMAN IMPROVEMENTS PROJECT

AUGUST 2019

# TABLE OF CONTENTS

## MND ADDENDUM

<b>Sections</b>	<b>Page Number</b>
-----------------	--------------------

1.0 Introduction .....	1
1.1 Background .....	1
1.2 Basis for Decision to Prepare an Addendum.....	2
1.3 Conclusions of Appropriate CEQA Document .....	3
2.0 Project Description .....	3
2.1 Project Location and Setting .....	3
2.2 Project Modifications since MND Adoption.....	4
3.0 Environmental Analysis.....	4

### **Appendix**

Appendix A: Original Initial Study/Mitigated Negative Declaration for the Cartmill – Hillman Improvements Project

Appendix B: Conceptual Plan for Cartmill Improvements Project Extension

## 1.0 INTRODUCTION

This environmental document is an Addendum to the City of Tulare Cartmill-Hillman Improvements Project Initial Study/Mitigated Declaration (IS/MND), adopted on April 3, 2018 by the City of Tulare. Since adoption of the mitigated negative declaration (MND), funding has become available to extend the project's eastern terminus from De La Vina Street, as analyzed in the original MND, to now extend to Mooney Boulevard, thus requiring further environmental analysis. The proposed changes to the project's eastern limits are addressed in this Addendum.

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document has been prepared to serve as an Addendum to the previously adopted MND for the Cartmill-Hillman Project (Original Project). The City of Tulare is the lead agency for the environmental review of the proposed project modifications.

This Addendum addresses the proposed modifications in relation to the previous environmental review prepared for the Project. CEQA Guidelines Section 15164(b) states:

*An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

*...The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

Information and technical analyses from the Cartmill-Hillman MND are utilized throughout this Addendum. Relevant passages from this document (consisting of the Cartmill-Hillman MND) are cited and available for review at:

City of Tulare  
Community Development Department  
411 East Kern Ave.  
Tulare, CA 93274

### 1.1 BACKGROUND

The adopted MND evaluated potential environmental effects on aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, utilities and service systems, and mandatory findings of significance.

At the time of the original MND's preparation, only the portion of Cartmill extending eastward to De La Vina Street was funded. However, since adoption of the MND, funding has become

available to extend the project's eastern terminus from De La Vina Street to Mooney Boulevard, an additional distance of approximately a ½ mile. While it was not known at the time of the original MND that additional funding would be available in the new fiscal year, the City of Tulare sees the benefit in adding this ½ mile segment to the original project prior to finalization of construction of the original project. This would allow efficiencies in that the contractor can continue to work on the extension portion as they are completing the original portion, and it would also avoid having a separate, additional closure of the road affecting nearby residents and other drivers. Therefore, this Addendum was prepared to address the construction-level and operational impacts of the extension of the project limits by a ½ mile east, that was not considered or analyzed in the original MND document.

#### 1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

When a negative declaration has been adopted for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining whether a subsequent EIR, subsequent negative declaration, addendum, or no further documentation be prepared in support of further agency action on the project. Under these Guidelines, a subsequent negative declaration shall be prepared if any of the following criteria are met:

- (a) *When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
  - (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
  - (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
  - (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
    - (A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.*

### 1.3 CONCLUSIONS OF APPROPRIATE CEQA DOCUMENT

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), the proposed changes do not meet the criteria for preparing a subsequent EIR or negative declaration. An addendum is appropriate here because, as explained in Section 3.0, none of the conditions calling for preparation of a subsequent EIR or negative declaration have occurred.

Based upon the information provided in Section 3.0 of this document, the changes to the Original Project due to the addition of a ½ mile to the project limits, will not result in new significant impacts or substantially increase the severity of impacts previously identified in the MND, and there are no previously infeasible alternatives that are now feasible. None of the other factors set forth in Section 15162(a)(3), or Section 15163 of the CEQA Guidelines are present.

This Addendum addresses the environmental effects associated only with changes to the Original Project that have occurred since adoption of the MND. The conclusions of the analysis in this Addendum remain consistent with those made in the MND. No new significant impacts will result, and no substantial increase in severity of impacts will result from those previously identified in the MND.

## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION AND SETTING

The Original Project consists of the widening of Cartmill Avenue from Akers Street, just east of State Route 99 (SR-99), to De La Vina Street, as shown on Figure 1 of the adopted MND. In

addition to widening and buildout of Cartmill Avenue, the Original Project also consists of intersection and signal improvements at Hillman Street and Retherford Street, as well as water, sewer, and surface water facility improvements along the Cartmill Avenue corridor.

## *2.2 PROJECT MODIFICATIONS SINCE MND ADOPTION*

Since adoption of the MND, funding has become available to extend the project's eastern terminus from De La Vina Street to Mooney Boulevard, an additional distance of approximately a ½ mile, as shown in Figure 1 on the following page. While it was not known at the time of the original MND that additional funding would be available in the new fiscal year, the City of Tulare sees the benefit in adding this ½ mile segment to the original project prior to finalization of construction of the original project. This would allow efficiencies in that the contractor can continue to work on the extension portion as they are completing the original portion, and it would also avoid having a separate, additional closure of the road affecting nearby residents and other drivers. Therefore, this Addendum was prepared to address the construction-level and operational impacts of the extension of the project limits by an additional ½ mile east, that was not considered or analyzed in the original MND document.

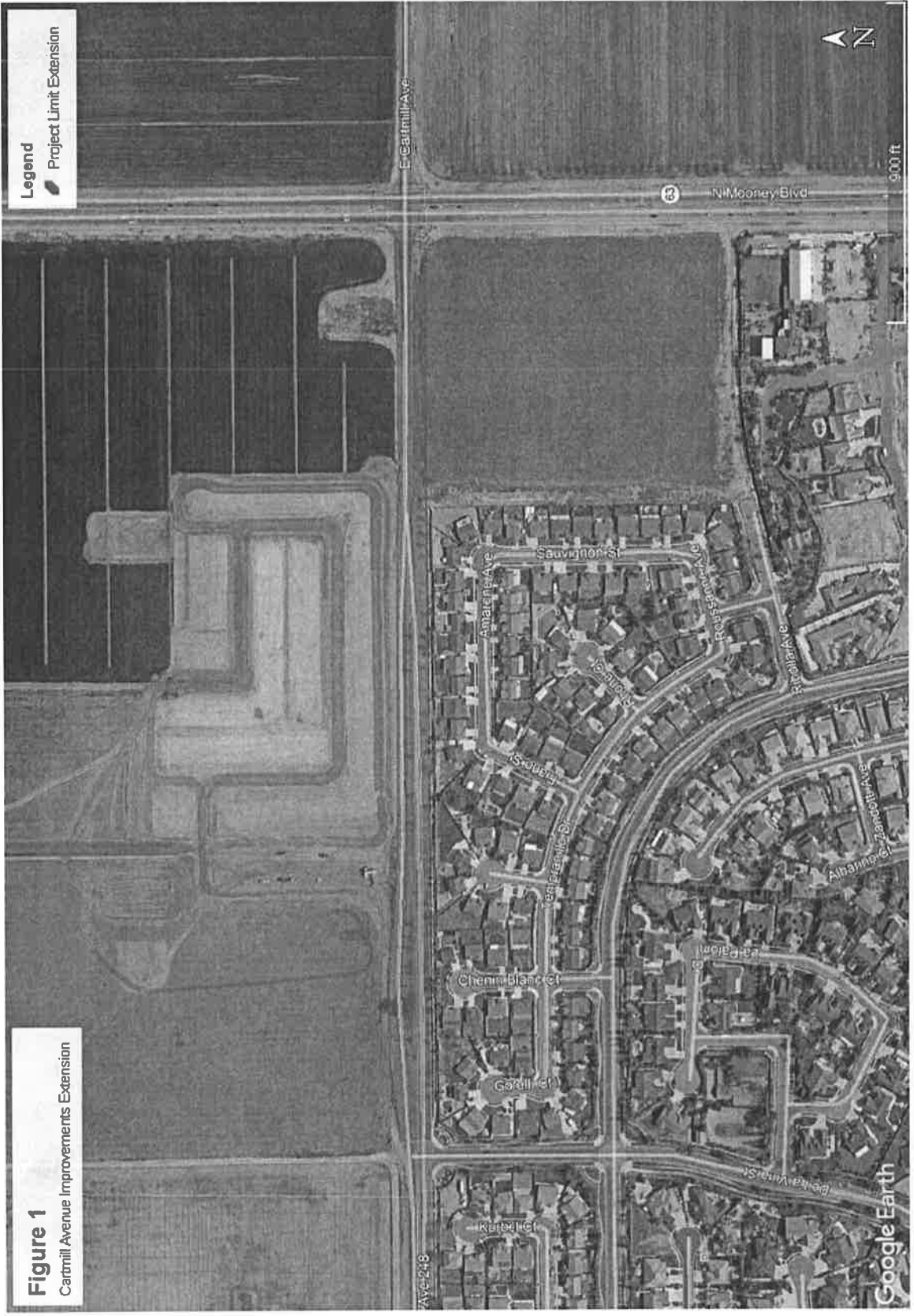
## **3.0 ENVIRONMENTAL ANALYSIS**

As explained in Section 1.0, this comparative analysis has been undertaken pursuant to the provisions of CEQA Sections 15162 and 15164 to provide the City with the factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since the MND was adopted require additional environmental review to the MND previously prepared.

As described in Section 2.0, Project Description, since adoption of the MND, funding has become available to extend the project's eastern terminus from De La Vina Street, as analyzed in the original MND, to now extend to Mooney Boulevard. Because of this, new analysis for impacts within the extended project limits are now provided in this Addendum. The environmental analysis provided in the MND remains current and applicable to the proposed project in areas unaffected by the design refinements for all environmental topics, as listed below:

**Aesthetics:** The Proposed Project changes would not result in additional impacts to aesthetic resources, and findings would be consistent with the findings in the adopted MND. The proposed modifications to the project are not substantial changes to the originally anticipated project relating to Aesthetics. The Modified Project extends the Cartmill Avenue roadway an additional ½ mile than proposed in the adopted MND. The Modified Project would build out Cartmill Avenue adjacent to two agricultural fields, and would not have an impact on aesthetic





**Figure 1**  
Carthmill Avenue Improvements Extension

**Legend**  
Project Limit Extension

resources. There would be no new impacts to aesthetics and no new mitigation measures are required for the proposed changes to the Original Project.

**Agriculture and Forest Resources:** The Proposed Project changes would not result in additional impacts to agricultural resources, and findings would be consistent with the findings in the adopted MND. The proposed modifications to the project are not substantial changes to the originally anticipated project relating to Agriculture. The Modified Project extends the Cartmill Avenue roadway an additional ½ mile than proposed in the adopted MND. The Modified Project would build out Cartmill Avenue adjacent to two agricultural fields, however it would not affect the use of the fields next to the roadway for agriculture. Cartmill Avenue is already adjacent to these fields, it would just be widened. There are no forest resources in the project vicinity so the project changes would not affect forest resources. There would be no new impacts to agriculture and forest resources and no new mitigation measures are required for the proposed changes to the Original Project.

**Air Quality:** The Proposed Project changes would not result in additional impacts to air quality and findings would be consistent with the findings in the adopted MND. The type of construction activities and type of equipment used in construction would not change. The project limits are being extended by a ½ mile to the east and by taking advantage of the construction underway on the Original Project, the proposed changes would not add additional staff, trips, because existing construction personnel and resources can continue working on the extended portion of the project. Since this is a linear project, the extension would not substantially increase construction-related emissions, since construction activities would be wrapping up on previous portions of the alignment, while the new extended portion would begin. There could be some overlap, but it would not create substantially more significant impacts due to the linear nature of the project. The findings of less than significant impacts would still be appropriate, even with the extended project limits. Therefore, no new mitigation measures are required for the proposed changes to the Original Project.

**Biological Resources:** The Modified Project may slightly alter the construction schedule, and extend the limits of construction a ½ mile, but would not increase impacts to biological resources, either directly or indirectly. This is because the area proposed for construction is devoid of any habitat for sensitive species. There would be no tree removal or disturbance in potential habitat as part of the project's extension. Therefore, the original findings for biological resources impacts in the adopted MND remains applicable to the Modified Project. No new impacts would occur and no new mitigation measures are required for the proposed changes to the Original Project.

**Cultural Resources:** The Modified Project would not result in changes to the project's operational characteristics once constructed, and the overall physical impacts to cultural resources during construction would not be materially different than under the Original Project.

Although the project limits are being extended another ½ mile to the east along Cartmill Avenue, the extent and intensity of construction activities would not vary substantially relative to that evaluated in the Original Project, and mitigation measures prescribed in the adopted MND would still be applicable and necessary to reduce the significance of impacts under the Modified Project. Therefore, no new impacts would occur and no new mitigation measure are required for the proposed changes to the Original Project.

**Geology and Soils:** The proposed changes would not result in substantially different geophysical impacts beyond those identified in the MND. While the Modified Project would extend the project limits an additional ½ mile to the east, these changes do not represent a substantial deviation from the project analyzed in the adopted MND, and the conclusions of the MND remain valid. Compliance with applicable code standards and seismic requirements identified in the adopted MND would reduce geotechnical concerns to below the level of significance, and would be applicable to the activities proposed in the Modified Project. Therefore, the findings in the adopted MND with regard to Geology and soils remain valid under the Modified Project.

**Greenhouse Gas Emissions:** The Modified Project would result in a similar duration and intensity of construction activities relative to the Original Project, and both the Original Project and Modified Project would be operationally identical. Therefore, the proposed changes to the Original Project would not result in any significant increase in greenhouse gas emissions or related impacts to global climate or conflict with any applicable climate change plans, policies, or regulations.

**Hazards and Hazardous Materials:** The Modified Project would not increase risks related to hazards and hazardous materials relative to the Original Project. The proposed construction phasing would not require significant additional construction equipment or substantially increased use of such equipment, and the Modified Project would still be required to comply with mandated regulations applicable to the Original Project for hazards and hazardous materials. Given the similarity in overall construction activities and identical operational characteristics, the Modified Project would not result in new or greater impacts in this regard.

**Hydrology and Water Quality:** The Modified Project would be required, as under the Original Project, to comply with all applicable water quality regulations during and following construction and operational activities. No new mitigation measures are required for the proposed changes to the Original Project for hydrology and water quality.

**Land Use and Planning:** The Modified Project would not result in notably increased adverse impacts on adjacent land uses, as the overall proximity and intensity of construction activities would not be substantially different than under the Original Project. No new mitigation measures are required for the proposed changes to the Original Project related to land use.

**Mineral Resources:** 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. This is true even for the extended project limits. The changes to the Original Project would not change this conclusion, which was made in the MND for the Original Project. Therefore, no new mitigation measures are required for the proposed changes to the Original Project related to mineral resources.

**Noise:** The Modified Project would not result in any notable additional impacts to noise beyond those identified in the MND. The proposed construction timing/activities would not notably change, and there would not be any change to the operation of the Proposed Project beyond what was analyzed in the MND. Despite the changes to the Original Project, noise would not be notably different than analyzed in the MND for the Original Project and the findings remain valid. No new mitigation measures are required for the changes to the Original Project.

**Population and Housing:** The Modified Project, just like the Original Project would not result in an increased demand for housing or generate population growth. The widening of the existing Cartmill Avenue is to serve the existing population as well as that planned for in the City's General Plan. The findings in the MND for the Original Project remain valid.

**Public Services:** The proposed changes to the Original Project would not result in any additional impact to public services beyond those identified in the MND because they would not result in operational changes to the project beyond those evaluated in the MND for the Original Project. The MND did not identify any potentially significant impacts to public services; therefore, mitigation was not required. No new mitigation measures are required for the Modified Project.

**Recreation:** The Modified Project, just like the Original Project would not result in an increased demand for parkland or recreational facilities nor would the project generate population growth. The widening of the existing Cartmill Avenue is to serve the existing population as well as that planned for in the City's General Plan. The findings in the MND for the Original Project remain valid.

**Transportation/Traffic:** The Modified Project would not result in additional substantial impacts to transportation/traffic beyond those identified in the MND. The MND for the Original Project found impacts to transportation and traffic would be less than significant because the project would not induce additional traffic, but rather build out of Cartmill Avenue would be a necessary component of the City's circulation system as analyzed in the City's General Plan. The ½ mile extension proposed under the Modified Project would still be consistent with those findings for the Original Project, and therefore would not result in new or more significant impacts, nor require additional mitigation measures.

**Utilities and Service Systems:** The Modified Projects utility and service requirements would be operationally similar to the Original Project. In addition, full buildout of Cartmill Avenue, including the extension of utility lines, has been planned for in the City's Master Plan and utility master plans. Therefore, no new mitigation measures would be required for these changes to the Original Project.

**Mandatory Findings of Significance:** The potential impacts of the Modified Project with regard to biological resources, cultural resources, and direct and indirect effects on human beings would be comparable to the Original Project as described throughout Section 3.0. As impacts under the Modified Project would be similar to or reduced relative to the Original Project, impacts would be less than significant and no mitigation measures are required.

### *3.1 CONCLUSION*

Based on the information provided above, the proposed modifications to the Original Project would not result in a measurable increase in environmental impacts over what was previously analyzed in the MND. No new significant impacts have been identified, nor is the severity of potential new impacts greater than the impact conclusions identified in the MND. Additionally the Modified Project would be operationally identical. Therefore, the Modified Project's contribution to these site-specific topics would also be less than cumulatively considerable.

Mitigation Measures identified for the Original Project would be sufficient in addressing the requirements for the Modified Project. There are no new impacts beyond what was addressed in the MND. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

*This page left intentionally blank*

---

**APPENDIX A: ORIGINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE CARTMILL-HILLMAN IMPROVEMENTS PROJECT**



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

## **Proposed Initial Study/Mitigated Negative Declaration**

***Project Title: Cartmill – Hillman Improvements Project***

---

This document is the Initial Study/Mitigated Negative Declaration on the proposed pavement management system, traffic safety, utility project in northern Tulare along Cartmill Avenue between the SH 99 Interchange and De La Vina Street (Cartmill – Hillman Improvements Project). 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.

### **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:** Cartmill – Hillman Improvements
  
2. **Lead Agency:** City of Tulare  
411 E. Kern Avenue  
Tulare, Ca 93274  
(559) 684-4217 FAX 685-2339
  
3. **Applicant:** City of Tulare  
411 E. Kern Avenue  
Tulare, Ca 93274  
(559) 684-4217 FAX 685-2339
  
4. **Contact Person:** Nick Bartsch  
City of Tulare  
411 E. Kern Avenue  
Tulare, CA 93274  
(559) 684-4209
  
5. **Project Location:**  
The proposed project is on Cartmill Avenue between the State Highway 99 Interchange and De La Vina Street.
  
6. **General Plan Designation:**  
N/A – public road/right-of-way
  
7. **Zoning Designation:**  
N/A – public road/right-of-way
  
8. **Surrounding Land Uses and Settings:**  
This section of Cartmill Avenue is adjacent to agricultural fields on the north, and a combination of agricultural fields, rural residential and a residential subdivision on the south.
  
9. **Project Description**  
The proposed project will include the following improvements:
  - Buildout of Cartmill Avenue between the SH 99 Interchange and Hillman Street;
  - Intersection and signal improvements at Hillman Street to allow for dedicated left-turn lanes, additional queuing and enhanced traffic safety;
  - New traffic signal at Retherford Street; and

- Water, Sewer, and Surface Water facility improvements along the Cartmill Avenue corridor.
10. **Parking and access:** Road access will continue throughout construction of the project (with appropriate construction signage) with the exception of a short timespan during the overlay curing process, that vehicles cannot drive on the street. Traffic will be managed throughout construction to allow for thru-traffic and other access along the corridor. The construction contractor will work with the City and/or Caltrans as necessary to create a vehicle diversion/access plan.
  11. **Landscaping and Design:** The project does not include any landscaping components except where to replace any landscape is removed as a result of the project.
  12. **Utilities and Electrical Services:** The project includes improvements to water, sewer, and surface water facilities within Cartmill Avenue. No additional utilities are associated with the project.

## Acronyms

ADA	American Disabilities Act
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
FDR	Full Depth Reclamation
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 1: Vicinity Map



## **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 if 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**

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

2-28-18  
 \_\_\_\_\_  
 DATE

Nick Bartsch, Project Manager  
 \_\_\_\_\_  
 PRINTED NAME

City of Tulare  
 \_\_\_\_\_  
 Agency

**ENVIRONMENTAL ANALYSIS**

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

**I. AESTHETICS**

<b>Would the project:</b>	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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

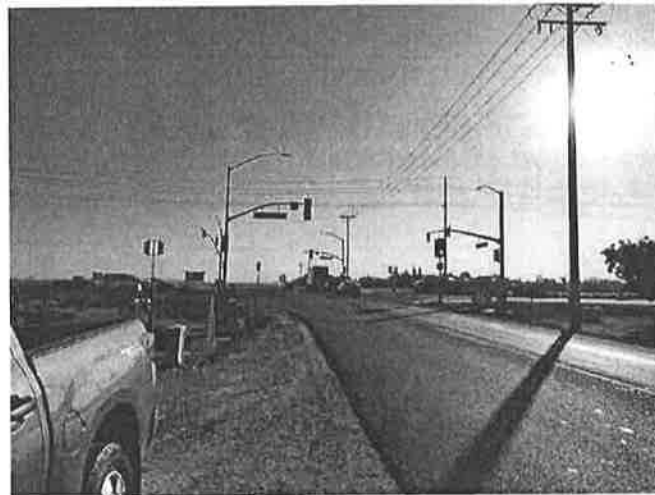
The proposed project is located in an established portion of northern Tulare. The project consists of installation of roadway and infrastructure improvements in an area that has been partially developed with a residential subdivision, but is currently bordered mostly by agricultural fields. The areas along the corridor closest to the SH 99 / Cartmill Interchange are planned for commercial uses. See the site photos below for typical views in the project area.



Cartmill Avenue looking west



Cartmill Avenue looking east



Intersection of Hillman and Cartmill



SH 99 / Cartmill Interchange

## Discussion:

- a) **Less Than Significant Impact:** A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. The 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. The City of Tulare does not identify views of these features as required to be "protected." The project consists of installation of roadway improvements, underground infrastructure and signal lights / signage. The only visible above-ground changes will be the signal lights and associated signage which will not substantially obstruct or alter any existing views. Signal lights are common in the area and would not be visually unexpected to motorists or residents in 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, there is ***a less than significant impact.***
- b) **Less Than Significant Impact:** The project site is located in a developed area of the City. The site does not contain any rock outcropping or historic buildings. Additionally, there are no highways within the planning area that are designated by State or local agencies as "Scenic highways." Therefore, the proposed project would have ***a less than significant impact*** to any scenic resources.
- c) **Less Than Significant Impact:** The project consists of installation of roadway improvements, underground infrastructure and signal lights / signage, which will not significantly obstruct or alter any existing views. Signal lights are common in the area and would not be visually unexpected to motorists or residents in the area. Therefore, the proposed project would have ***a less than significant impact*** on the visual character of the area.
- d) **Less Than Significant Impact:** Currently, light sources in the project area are from street lights, the vehicles traveling along the various roadways and the residences along Cartmill. The project would introduce a minor amount of lighting associated with the signal lights. These lights would be designed to not have "spill-over" lighting effects on adjacent properties. Accordingly, the project would not create substantial new sources of light or glare. There are ***less than significant impacts.***



**II. AGRICULTURE AND FOREST RESOURCES:**

<p>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:</p>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forestland or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a) **No Impact:** The project consists of installation of roadway improvements, underground infrastructure and signal lights / signage in an area of the City considered Vacant/Disturbed 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 according to the City's General Plan land use designation, there is no agricultural land use within the project vicinity. 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. <b>Would the project:</b>	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 function 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 PM<sub>10</sub> standard on September 21, 2006, when a new PM<sub>2.5</sub> 24-hour standard was established.

**Table 1**

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

Ambient Air Quality Standards				
Pollutant	Averaging Time	California Standards	National Standards	
			Primary	Secondary
Sulfates	24-Hour	25 ug/m <sup>3</sup>	No	
Hydrogen Sulfide	1-Hour	0.03 ppm (42 ug/m <sup>3</sup> )	National	
Vinyl Chloride	24-Hour	0.01 ppm (26 ug/m <sup>3</sup> )	Standard	
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%.		

**Notes:**

- 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,
- 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/m<sup>3</sup> 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.
- 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.
- 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.
- National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 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.
- 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.
- To attain the standard, the 3-year average of the 98<sup>th</sup> 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.
- On June 2, 2010, the U. S. EPA established a new 1-hour SO<sub>2</sub> standard, effective August 23, 2010, which is based on the 3-year average of the annual 99<sup>th</sup> 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 SO<sub>2</sub> standard of 0.030 ppm effective August 23, 2010. The secondary SO<sub>2</sub> standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA. Note 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.
- 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.
- 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 (lbs/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<sub>x</sub>) 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<sub>2.5</sub> standard in recognition of increased concern over particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>). Ending several years of litigation, EPA's PM<sub>2.5</sub> 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<sub>2.5</sub> standards began in the year 2002 with attainment plans submitted by 2005 for regions that violate the standard. PM<sub>2.5</sub> measurements have not yet been conducted to determine if the City is in attainment under

the new federal PM<sub>2.5</sub> standards. A PM<sub>2.5</sub> 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 PM<sub>10</sub> and NO<sub>x</sub> 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 PM<sub>10</sub> Prohibitions  
Rules 8011 – 8081 are designed to reduce PM<sub>10</sub> 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 (PM<sub>10</sub>)
2. Rule 8021 – Fugitive Dust Requirements for Control of fine Particulate Matter (PM<sub>10</sub>) from Construction, Excavation, and Extraction Activities
3. Rule 8030 – Fugitive dust Requirements for Control of Fine Particulate Matter (PM<sub>10</sub>) from Handling and Storage of Fine Bulk Materials.
4. Rule 8060 – Fugitive dust Requirements for Control of fine Particulate Matter (PM<sub>10</sub>) from Paved and Unpaved Roads.
5. Rule 8070 - Fugitive Dust Requirements for Control of Fine Particulate Matter P<sub>10</sub>) 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. The proposed project does not include land use changes that would conflict with the long-range air quality projects of the San Joaquin Valley Air Pollution Control District. The project is being constructed to support and account for existing and projected demand identified in the City's General Plan. The project does not have any component that would cause an increase in vehicle miles traveled unaccounted for in regional emissions inventories. Therefore, the project 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 a minor amount of demolition, 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.

GAMAQI 5-3(b) (Table 2), which SJVAPCD recommends using as part of the initial screening process, shows the maximum trips per day to be considered a SPAL project. The project would not generate any additional trips, therefore, the project meets the SPAL criterion for project type and is excluded from quantifying criteria pollutant emissions for CEQA purposes.

SJVAPCD Regulation VIII mandates requirements, as seen in Table 2, 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 2**  
**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"><li>• 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.</li><li>• All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</li><li>• All land clearing, grubbing, scraping, excavation, land leveling, grading, cut &amp; fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.</li><li>• With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.</li></ul>
---

- 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). Since the project does not produce any vehicle trips, 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:** The nearest sensitive receptors to the project site are the residential houses located on the south side of Cartmill Avenue. 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 does 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**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a) **Less Than Significant Impact:** The project consists of installation of roadway improvements, underground infrastructure and signal lights / signage. Some work will occur along the shoulders of Cartmill Avenue and all of the proposed improvements will be located on or within the existing roadway and right-of-way. There is no vegetation

being removed as a result of the project and the project area contains no suitable habitat for any protected state or federal species, as the entire project area is developed with roadways and associated improvements. Therefore, any impacts to protected species resulting from the project will be *less than significant*.

- b) **No Impact:** As identified in the City's General Plan EIR, the project site is not located within or adjacent to an identified sensitive riparian habitat or other natural community. Therefore, the proposed project would have *no impact* to riparian habitat.
- c) **No Impact:** As identified in the City's General Plan EIR, there are no known wetlands located in or around the project site as reviewed on the U.S. Fish and Wildlife Service National Wetlands Inventory map. Therefore, the project will have *no impact* on federally protected wetlands as defined in Section 404 of the Clean Water Act.
- d) **No Impact:** As identified in the City's General Plan EIR, there are no identified migratory corridors on or near the site. Therefore, the proposed project would have *no impacts*.
- e) **Less Than Significant Impact:** The City of Tulare has an oak tree preservation policy per the Tulare Municipal Code 8.52.100 (Preservation of Heritage Trees); however, no trees are proposed to be removed as a part of this project. There is *no impact*.
- f) **No Impact:** There are no local or regional habitat conservation plans for the area and *no impacts* would occur.

**V. CULTURAL RESOURCES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a) **Less Than Significant Impact With Mitigation:** A cultural records search was conducted for the project site in November 2017 (See Appendix A). According to the records search, there are no recorded cultural resources in the area. The project includes improvements to the existing roadway and infrastructure improvements. All construction will take place within the existing right-of-way and as such, no impact to cultural resources are anticipated.

While there are no known cultural resources within the project area, it is impossible to know if undiscovered underground historical resources are present. Implementation of Mitigation Measure CUL-1 will ensure that impacts to this checklist item will be ***less than significant with mitigation*** incorporation.

**Mitigation Measure CUL-1:** Pursuant to CEQA Guidelines 15064.5 (f), provisions for historical or unique archaeological resources accidentally discovered during construction should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist or paleontologist shall be contacted to assess the significance of the find. If any find is determined to be significant, project proponents and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified

archaeologist according to current professional standards. If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed.

- b) **Less Than Significant Impact With Mitigation:** There are no known archaeological resources located within the project area. Implementation of Mitigation Measure CUL-1 will ensure that potential impact will be ***less than significant with mitigation*** incorporation.
  
- c) **Less Than Significant Impact With Mitigation:** There are no known paleontological resources located within the project area. However, implementation of Mitigation Measure CUL-1 will ensure that any impacts resulting from project implementation remain ***less than significant with mitigation*** incorporation.
  
- d) **Less Than Significant Impact With Mitigation:** There are no known human remains buried in the project vicinity. If human remains are unearthed during development, there is a potential for a significant impact. As such, implementation of Mitigation Measure CUL-1 will ensure that impacts remain ***less than significant with mitigation*** incorporation.

**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 type="checkbox"/>	<input checked="" 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 groundshaking 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 low 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:** The project will not result in a significant loss of top soil as it includes installation of roadway improvements and underground infrastructure. 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 soils which are not prone to soil instability due to their moderate shrink-swell. There would be ***no impact***.
  
- e) **No Impact:** The project does not include installation of any septic components. There would be ***no impact***.



## 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 (CO<sub>2</sub>) or other gases; some scientists think that this build-up allows the sun's rays to heat the earth, while making the infrared radiation atmosphere opaque to Infrared radiation, thereby preventing a counterbalancing loss of heat.

**Greenhouse Gases** - are those that absorb infrared radiation in the atmosphere. GHG include water vapor, CO<sub>2</sub>, methane, nitrous oxide (N<sub>2</sub>O), 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, excavation, installation of sidewalk/ramps, 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 does not include any long-term emissions (usually associated with vehicle trips, etc.). 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 construction contractor will be responsible for proper storage and use of any hazardous substances. 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:** Mission Valley Elementary School is located approximately 1/3 mile south of Cartmill Avenue along De La Vina Street; however, there is no reasonably foreseeable condition or incident involving the project that could expose hazardous materials to either school site. Any impacts would be ***less than significant***.
- 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 heavily developed residential units. 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**

<b>Would the project:</b>	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:** During construction, the project will have minimal impacts on the water quality and waste discharge requirements and will be subject to City and State standards for water discharge. Once constructed, the project will not have an ongoing water discharge component. Therefore there will be a ***less than significant impact***.
- b) **Less Than Significant Impact:** Minimal amounts of water will be used during construction. Once constructed, the project will not require water. 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) **Less Than Significant Impact:** The proposed project will not significantly alter the existing drainage pattern of the street. Although the project will introduce a minor amount of impervious surfaces (for buildout of Cartmill Avenue and installation of signal lights), there are existing drainage mechanisms in place which will continue to be sufficient once the project is constructed. There are no rivers, streams, or other water courses that will be impacted with the development of this project, and therefore there will be ***less than significant impacts***.
- d) **Less Than Significant Impact:**  
(See discussion IX.c) above for discussion of project-related changes to site drainage and runoff. The project does not include significant alteration of the existing drainage pattern. 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 includes constructing improvements to the existing storm drainage system. Implementation of adopted management practices and compliance with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit will ensure that any potential 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 (City General Plan EIR). 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**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 type="checkbox"/>	<input checked="" 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) **No Impact:** There are no land use or zoning changes proposed with the project, as the project includes installing underground pipelines and sidewalk improvements to better serve the existing community. The project does not conflict with any applicable land use plan or General Plan policies and therefore would create *no 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.



**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**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 not result in an increase in vehicle or other operational noise sources. 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 project will not result in excessive ground-borne vibration. Therefore, there would be a ***less than significant impact***.
- c) **Less Than Significant Impact:** The proposed project will not result in an increase in vehicle or other operational noise sources. Therefore, the potential impacts from 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**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 proposed project is in response to existing and proposed growth as identified in the City’s General Plan. The project itself will not induce population growth and there are no new homes or businesses associated with the project. Therefore, there is ***no impact.***

**XIV. PUBLIC SERVICES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a. **No Impact:** The City of Tulare will continue to provide fire protection services to the project site. The project does not include any increase in population. Therefore, there is **no impact**.
- b. **No Impact:** The City of Tulare will continue to provide police protection services to the project site. The project does not include any increase in population. Therefore, there is **no impact**.
- c. **No Impact:** The potentially affected school districts are the Tulare Joint Union High School District and Tulare City Elementary School District. The project does not include any increase in population and/or students. Therefore, there is **no impact**.
- d. **No Impact:** There are no parkland or recreational facilities associated with the project. The project does not include any increase in population. Therefore, there is **no impact**.
- e. **No Impact:** The project does not include any increase in population. Therefore, there is **no impact**.

**XV. PARKS AND RECREATION**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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:** There are no parkland or recreational facilities associated with the project. Therefore, there is ***no impact.***
  
- b) **No Impact:** There are no parkland or recreational facilities associated with the project. Therefore, there is ***no impact.***

**XVI. TRANSPORTATION/TRAFFIC**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 checked="" type="checkbox"/>	<input 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"/>

**Discussion:**

- a) **Less Than Significant Impact:** The proposed project includes buildout of Cartmill Avenue to Hillman. This buildout was anticipated in the City’s General Plan Circulation Element and in the engineering/planning studies done for the Cartmill Interchange project. The project itself will not induce traffic, but is a necessary component of the circulation system identified in the City’s General Plan and other long range planning documents. The project is consistent with all applicable plans and policies and therefore, there is ***a less than significant impact.***

- b) **No Impact:** The project will not conflict with an applicable congestion management program. As stated in (a) the project will have ***no impact*** based on trips and current operation Level of Service.
- c) **No Impact:** The project will have ***no impact*** on air traffic patterns.
- d) **Less Than Significant Impact:** The proposed project would not include any sharp curves or hazardous roadway design elements. The impacts will be ***less than significant***.
- e) **No Impact:** Emergency access to the site will be maintained throughout construction. Long term 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 includes construction of infrastructure which will be subject to storm water pollution prevention plan (SWPPP) to reduce impacts to water quality. The project itself will not violate any water quality standards of waste discharge requirements. Once constructed, the project will not require any additional wastewater facilities. 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:** One component of the project is the construction of stormwater infrastructure which will assist the City in maintaining adequate stormwater facilities. The proposed project will not significantly alter the existing drainage pattern within the project area. There are no rivers, streams, or other water courses that will be impacted with the development of this project, and therefore there will be ***less than significant impacts.***
- d) **Less Than Significant Impact:** Minimal amounts of water will be used during construction. Once constructed, the project will not require water. 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.***
- e) **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 includes construction of sewer infrastructure. The project itself will not violate any water quality standards of waste discharge requirements as it does not influence the quality or quantity of effluent. Once constructed, the project will not require any additional wastewater facilities. This project will have minimal impacts on the water quality and waste discharge requirements and therefore there will be a ***less than significant impact.***
- 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 construction solid waste disposal needs. No additional solid waste will be generated during operation. Any impacts would be ***less than significant.***
- g) **Less Than Significant Impact:** Waste generated by the construction portion of 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**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 checked="" type="checkbox"/>	<input 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 with implementation of certain mitigation measures contained within this document. Impacts would be *less than significant with mitigation*.
- 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 proposed 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*
- 26) *2014 (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)*



**To:** Emily Bowen  
Crawford Bowen Planning, Inc.  
113 N. Church St., Suite 302  
Visalia, CA 93291

**Record Search 17-501**

**Date:** November 9, 2017

**Re:** City of Tulare Cartmill – Hillman Improvements Project

**County:** Tulare

**Map(s):** Tulare 7.5'

#### **CULTURAL RESOURCES RECORDS SEARCH**

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Directory (3/18/13), California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

#### **PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND WITHIN THE ONE-HALF MILE RADIUS**

According to the information in our files, there have been six previous cultural resource studies conducted within the project area. TU-00102, 00103, 01008, 01310, 01311, and 01677. There have been three additional studies conducted within the one-half mile radius, TU-01085, 01324, and 01646.

**KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND WITHIN THE ONE-HALF MILE RADIUS**

There are no recorded cultural resources within the project area. There are four recorded resources within the one-half mile radius, P-54-004626, 005210, 005211, and 005288. These resources consist of an historic era railroad, industrial building, canal, and ditch.

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

**COMMENTS AND RECOMMENDATIONS**

We understand this project consists of various improvements to Cartmill Ave. between the 99 Interchange and De La Vina St. in the City of Tulare. Further, we understand work to Cartmill Ave. will take place in the exiting Right-of-Way while the roadway buildout will take place on the adjacent agricultural land. Please note that agriculture does not constitute development, as it does not destroy cultural resources but merely moves them around within the plow zone. Prior to project activities, we recommend a qualified, professional archaeologist conduct a field survey of the vacant land to determine if cultural resources are present. No further cultural resource investigation is recommended at this time for project activities taking place in the existing Right-of-Way. However, if cultural resources are unearthed during ground disturbance activities, all work must halt in the area of the find and a qualified, professional archaeologist should be called out to assess the findings and make the appropriate mitigation recommendations. A list of qualified consultants can be found at [www.chrisinfo.org](http://www.chrisinfo.org).

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator

Date: November 9, 2017

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

*This page left intentionally blank*

**APPENDIX B: CONCEPTUAL PLAN FOR CARTMILL IMPROVEMENTS PROJECT EXTENSION**



*This page left intentionally blank*

