THE VILLAS AT SIERRA RANCH SUBDIVISION

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Introduction

This Initial Study has been prepared to address environmental effects of the proposed project, The Villas at Sierra Ranch Subdivision. (Tentative Subdivision Map 2021-20 and Conditional Use Permit No. 2021-21). This document has been prepared in accordance with the California Environmental Quality Act (CEQA) Public Resources Code 21000 et. Seq. The City of Tulare will act as the Lead Agency for processing the Initial Study/Mitigated Negative Declaration pursuant to the CEQA Guidelines.

Project Background & Purpose

The proposed project involves the development of 91 single family residential units in a gated private development. The proposed project would result in on-site infrastructure improvements, including extension of existing streets and private streets within the subdivision. The project site is zoned C-3 (Retail Commercial) and designated Community Commercial in the Tulare General Plan. The proposed residential use is a conditional use in the C-3 zone. Construction is proposed to begin in June 2022 and continue for 24 months. See Exhibit 2 for site layout.

Project Location

The project is located on the southwest corner of Retherford Street and Corvina Avenue alignment (APN 166-020-006). The site is approximately 12 acres and is adjacent to existing residential and agricultural use on the south, commercial and multi-family development to the north, residential to the east and undeveloped fallow land to the west zoned commercial.

Other Permits and Approvals

Other permits and approvals required for the The Villas at Sierra Ranch Subdivision are listed below. It should be noted that this list is not exhaustive and additional permits and approvals may also be required.

- City of Tulare Conditional Use Permit to allow residential use in the C-3 zone.
- City of Tulare Tentative Subdivision Map
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- Central Valley Regional Water Quality Control Board, SWPPP

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1. **Project Title:** The Villas at Sierra Ranch Tentative Subdivision Map 2021-20 and Conditional Use Permit No. 2021-21

2. **Lead Agency:** City of Tulare
411 East Kern
AvenueTulare, CA
93274
(559) 684-4217

3. **Applicant:** Quest Equity
1878 N. Mooney Blvd.
Tulare, CA 93274
(559) 799-6993

4. **Project Location:** The project is located on the southwest corner of Retherford Street and Corvina Avenue alignment (APN 166-020-006). The site is approximately 12 acres and is adjacent to existing residential and agricultural use on the south, commercial and multi-family development to the north, residential and future commercial to the east and undeveloped fallow land to the west zoned commercial. See Exhibit 1: Vicinity Map

5. **General Plan Designation** The site is designated in the Tulare General Plan as Community Commercial.

6. **Zoning Designation:** The site is zoned C-3 (Retail Commercial). Single Family Residential use is a conditional use in the C-3 zone.

7. **Project Description:** The proposed project site is within the City of Tulare. The proposed project is the development of 91 single family residential units in a private gated subdivision. The project has access from Corvina Avenue to the north and Retherford Street to the west. The proposed project includes on-site infrastructure, including an extension of Corvina Avenue and buildout of Retherford Street, interior private streets and new City and other utilities. Construction is proposed from June 2022 through June 2024. See Exhibit 2 for Project Layout.

8. **Surrounding Land Use Designations and Settings:**

   North: Community Commercial (City of Tulare 2035 General Plan), currently existing commercial
   South: Community Commercial (City of Tulare 2035 General Plan), currently agricultural
   East: Low Density Residential (City of Tulare 2035 General Plan), currently existing single family homes
   West: Community Commercial (City of Tulare 2035 General Plan), currently undeveloped and fallow

9. **Required Approvals:** The following discretionary approvals are required from The City of Tulare for the proposed project:

   - City of Tulare Tentative Subdivision Map
   - City of Tulare Conditional Use Permit

10. **Native American Consultation:** The Santa Rosa Rancheria Tachi Yokut Tribe has requested notification in accordance with AB52. The Santa Rosa Rancheria Tachi Yokut Tribe was notified on December 16, 2021, and responded on January 10, 2022. The tribe requested that a cultural presentation be conducted prior to construction and to be notified of discoveries if they occur. The City of Tulare has agreed to this request and a cultural presentation will be required as a CEQA mitigation measure and a condition of project approval.

11. **Parking and access:** Vehicular Access to the project will be from Corvina Avenue to the north and Retherford Street to the west. Each single family residence will provide a two car garage in order to meet parking standards in the City Zoning Ordinance.

12. **Landscaping and Design:** The landscape and design plans will be required at time the project submits for building permit on the project and will be subject to the City of Tulare's Water Efficient Landscape Ordinance (WELO).

13. **Utilities and Public Services:** City services (water, sewer, storm drain, law enforcement, fire protection etc.) will be extended to the proposed Project area upon development.

Exhibit 1
Vicinity Map

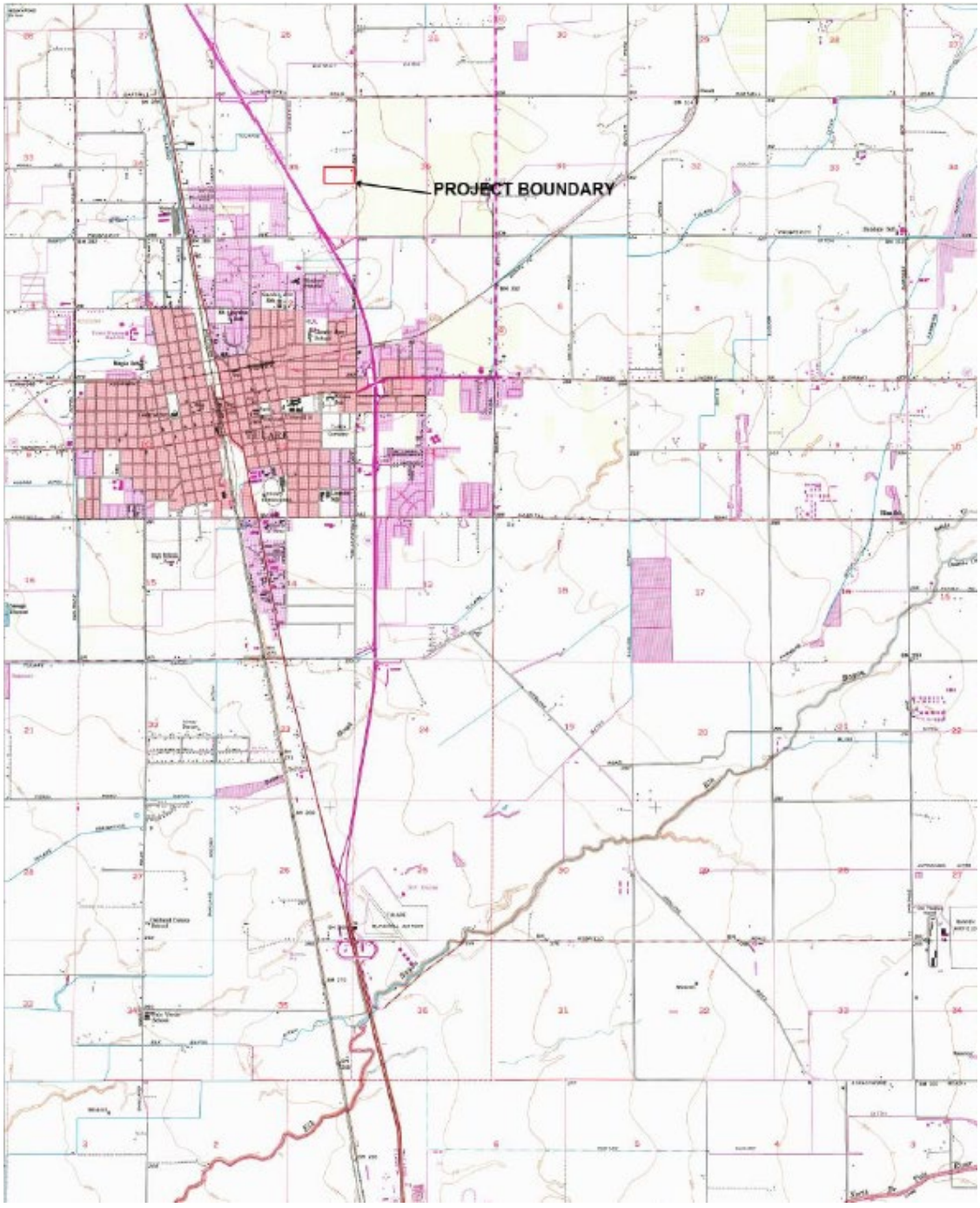
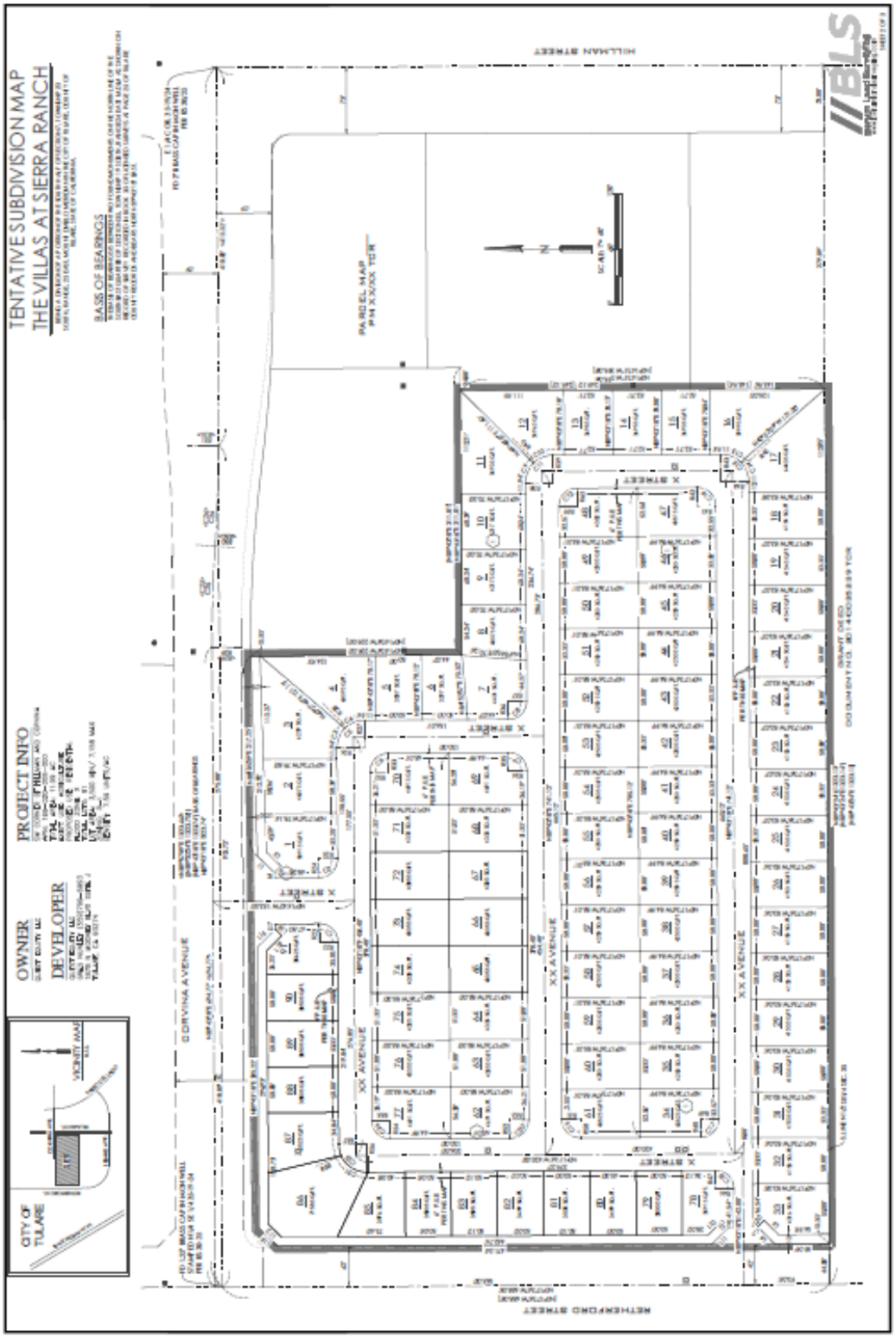


Exhibit 2
Tentative Subdivision Map



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forest Resources	☐ Hazards and Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology and Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use and Planning	☐ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology and soils	☐ Population	☐ 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 beaddressed.

☐ 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.

Mario Anaya, Principal Planner, City of Tulare

4-13-2022
Date

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 referenced 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 beexplained where it is based on project-specific factors, as well as general standards (e.g., the project would 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 wellas operational impacts.

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

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

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 Analyses 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 the mitigation measures which were incorporated or refined fromthe earlier document and the extent to which they address site-specific conditions for theproject.

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 apreviously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance

ENVIRONMENTAL ANALYSIS

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

I. AESTHETICS

Except as provided in Public Resource CodeSection 210999, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within state scenic highway?	☐	☐	☐	☑
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Environmental Setting

There are no aesthetic resources identified in the City of Tulare General Plan. As shown in the following photos, the proposed project will not impact any scenic vista from the project site.

Photo 1: Photo from west of subject property.

Photo 2: Photo from east of subject property.

Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

A scenic vista is defined as a viewpoint that provides expansive viewsof highly valued landscape for the benefit of the general public. The Sierra Nevada Mountains are the primary scenic vista within this region and the Land Use Element of the City's General Plan states that view corridors to the mountains should be preserved. The proposed project will not impede on adjacent

properties view of the Sierra Nevada Mountains, therefore there is no impact.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within state scenic highway?

There are no Officially Designated State Scenic Highways within the City of Tulare, therefore there is no impact.

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

The proposed project site is located within City limits and is considered to be within an urbanized area. The project does not conflict with applicable zoning or other regulations governing scenic quality; therefore there is no impact.

d) Would the project create a new source of substantial light or glare which would adversely affectday or nighttime views in the area?

The proposed project would result in new lighting sources on the project site consistent with adjacent residential development. New lighting sources would include interior lighting from residences and street lighting. All street and landscape lighting will be consistent with the City's lighting standards, which are developed to minimize impacts related to excessive light and glare. Although the project will introduce new light sources to the area, all lighting will be consistent with adjacent residential land uses and the City's lighting standards. Therefore, impacts are considered less than significant.

II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	☐	☐	☐	☑
d) Result in the loss of forestland or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☑	☐

Environmental Setting

The proposed project site is not under Williamson Act Contract but is designated as Farmland of Local

Importance underthe Important Farmland Mapping and Monitoring Program (FMMP). The project site is not currently farmed and regularly disced for weed control. The site is surrounded by urban development, with the exception of a small orchard of trees that appear to be farmed and a single family residence located south of the project.

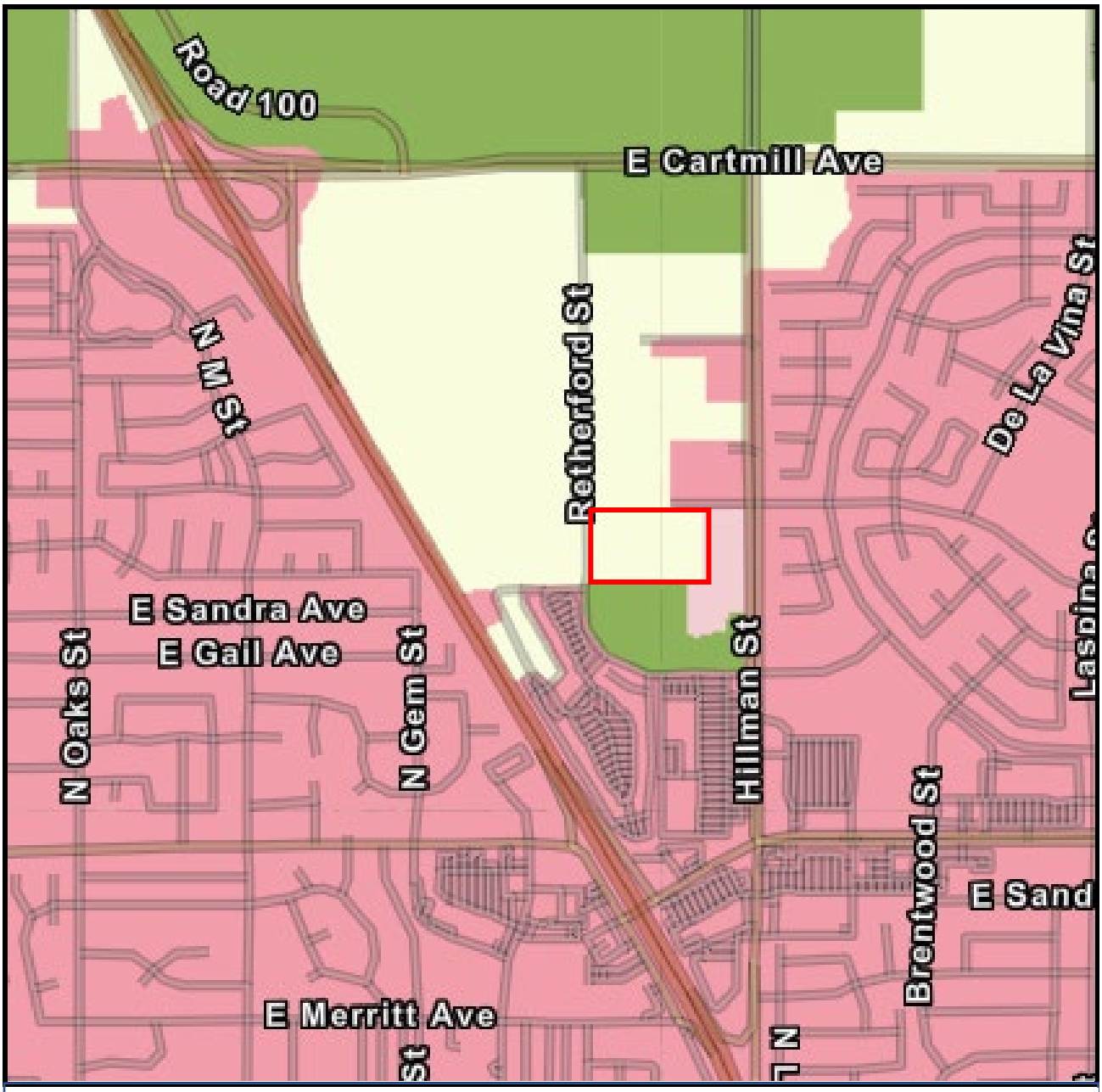
Regulatory Setting

California Farmland Mapping and Monitoring Program (FMMP): The FMMP is implemented by the California Department of Conservation (DOC) to conserve and protect agricultural lands within the State. Land is included in this program based on soil type, annual crop yields, and other factors that influence the quality of farmland. The FMMP mapping categories for the most important statewide farmland are as follows:

- ***Prime Farmland*** has the ideal physical and chemical composition for crop production. It has been used for irrigated production in the four years prior to classification and is capable of producing sustained yields.
- ***Farmland of Statewide Importance*** has also been used for irrigated production in the four years prior to classification and is only slightly poorer quality than Prime Farmland.
- ***Unique Farmland*** has been cropped in the four years prior to classification and does not meet the criteria for Prime Farmland or Farmland of Statewide Importance but has produced specific crops with high economic value.
- ***Farmland of Local Importance*** encompasses farmland that does not meet the criteria for the previous three categories. These may lack irrigation, produce major crops, be zoned as agricultural, and/or support dairy.

  City of Tulare General Plan: The Conservation and Open Space Element of the City's General Plan includesthe following agricultural resource goals and policies that are potentially applicable to the proposed project:

  - COS-P3.1 Protect Interim Agricultural Activity. The City shall protect the viability of existing interim agricultural activity in the UDB to the extent possible.
  - COS-P3.2 Agricultural Buffers. The City shall require that agricultural land uses designated for long-term protection (in a Williamson Act contract or under a conservation easement located outside the City's UDB) shall be buffered from urban land uses through the use of techniques including, but not limited to, spatial separations (e.g. greenbelts, open space setbacks, etc.), transitions in density, soundwalls, fencing, and/or berming.
  - COS-P3.3 Agricultural Disclosures. The City shall require that developers of residential projects, which are within general proximity of agricultural operations in the city, to provide notification tonew homeowners within their deeds of the City's right to farm ordinance.



Important Farmland Map

California Important Farmland

- Prime Farmland
- Farmland of Local Importance
- Vacant or Disturbed Land
- Rural Residential Land
- Urban and Built-Up Land
- Project Site

NORTH

Discussion

a) Would the project 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?

The proposed site is classified as Farmland of Local Importance by the California Department of Conservation farmland mapping and monitoring program, therefore there is not a conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The site is designated in the City's General Plan for urban use and is consistent with the policies in the Conservation Element of the General Plan, therefore there is no impact.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

The proposed project site is zoned for urban use and is surrounded by land also zoned for urban use. The site is not in a Williamson Act Contract and is not near any Williamson Act Contracted lands., therefore there is no impact.

c) Would the project 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)?

The project site is not zoned for forest or timberland production and is not adjacent to any forest land, therefore, there is no impact.

d) Would the project result in the loss of forestland or conversion of forest land to non-forest use?

The site does not contain forestland and is not adjacent or in proximity to any forestland or use, therefore there is no impact.

e) Would the project 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?

The project site is not currently farmed and is not designated as Prime Farmland. A small parcel containing orchard crop is located to the south of the project site. The site and all the surrounding area is designated for urban development in the City of Tulare General Plan and Zoning Map. The small adjacent orchard may convert to a non-agricultural use in the future, however the parcel is not designated for agricultural use and is anticipated to convert to a non-agricultural use in the General Plan, therefore the impact from the project is less than significant.

Mitigation Measures: None Required

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☑

Environmental Setting

This section describes existing air quality within the San Joaquin Valley Air Basin (SJVAB) and in Tulare County. The SJVAB is comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The air basin is bordered by the Sierra Nevada Mountains to the east, Coastal Range to the west and the Tehachapi Mountains to the south. These topographical features directly relate to air quality within the SJVAB. Air quality is described in relation to air quality standards for criteria pollutants such as, ozone, carbon monoxide, and particulate matter. Air quality can be directly affected by the type and density of land use change and population growth.

Tulare County is located in one of the most polluted air basins in the Country. Wind patterns contribute to air quality by restricting access from the west by the Coastal Range and the Sierra Nevada Mountain Range to the east. Southerly airflow is restricted by the Tehachapi's in the south. The result of restricted air flow is an accumulation of air pollutants as they are "trapped" in the basin.

The resulting accumulation of pollutants has resulted in the SJVAB being in in nonattainment for several pollutant standards, as described in Table 3-1.

Table 3-1 San Joaquin Valley Attainment Status		
Pollutant	**Designation/Classification**	
	Federal Standards	**State Standards**
Ozone – One hour	No Federal Standard[f]	Nonattainment/Severe
Ozone – Eight hour	Nonattainment/Extreme[e]	Nonattainment
PM 10	Attainment[c]	Nonattainment
PM 2.5	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD

Regulatory Setting

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

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

The state and federal standards for the criteria pollutants are presented in Section 8.4 of The San Joaquin Valley Unified Air Pollution Control District's 2015 "Guidance for Assessing and Mitigating Air Quality Impacts". 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.

San Joaquin Valley Air Pollution Control District (SJVAPCD) – The SJVAPCD is responsible for enforcing air quality standards in the project area. To meet state and federal air quality objectives, the SJVAPCD adopted the following thresholds of significance for projects:

Table 3-2 SJVAPCD Thresholds of Significance			
Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	Emissions (tpy)	Emissions (tpy)	Emissions (tpy)
CO	100	100	100
Nox	10	10	10
ROG	10	10	10
SOx	27	27	27
PM10	15	15	15
PM2.5	15	15	15

Source: SJVAPCD

The following SJVAPCD rules and regulations may apply to the proposed project:

- **Rule 3135:** Dust Control Plan Fee. All projects which include construction, demolition, excavation, extraction, and/or other earth moving activities as defined by Regulation VIII(Described below) are required to submit a Dust Control Plan and required fees to mitigate impacts related to dust.
- **Rule 4101:** Visible Emissions. District Rule 4101 prohibits visible emissions of air contaminants that are dark in color and/or have the potential to obstruct visibility.
- **Rule 9510:** Indirect Source Review (ISR). This rule reduces the impact PM10 and NOX 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.
- **Regulation VIII:** Fugitive PM10 Prohibitions. Regulation VIII is composed of eight rules which together aim to limit PM10 emissions by reducing fugitive dust. These rules contain required management practices to limit PM10 emissions during construction, demolition, excavation, extraction, and/or other earth moving activities.

Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Construction Phase. Project construction would generate pollutant emissions from the following construction activities: site preparation, grading, building construction, application of architectural coatings, and paving. The construction related emissions from these activities were calculated using CalEEMod. The full CalEEMod Report can be found in Appendix A. As shown in Table 3-3 below, project construction related emissions do not exceed the thresholds establishedby the SJVAPCD.

Table 3-3 Project Construction Emissions						
	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Emissions Generated from Project Construction	1.9581	1.7432	3.5100e-003	1.7632	0.3390	0.1879
SJVAPCD Air Quality Thresholds of Significance	100	10	27	10	15	15

**Threshold established by SJVAPCD for SOx, however emissions are reported as SO2 by CalEEMod.*

Operational Phase. Implementation of the proposed project would result in long-term emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile emissions. Operational emissions from these factors were calculated using CalEEMod. The Full CalEEMod Report can be found in Appendix A. As shown in Table 3-4 below, the project's operational emissions do not exceed the thresholds established by the SJVAPCD.

Table 3-4 Project Operations Emissions						
	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Emissions Generated from Project Operations	5.0587	1.3033	0.0104	0.9180	0.9265	0.2645
SJVAPCD Air Quality Thresholds of Significance	100	10	27	10	15	15

**Threshold established by SJVAPCD for SOx, however emissions are reported as SO2 by CalEEMod.*

Because the emissions from both construction and operation of the proposed project would be below the thresholds of significance established by the SJVAPCD, the project would not conflict with or obstruct implementation of an applicable air quality plan and there is no impact.

b) Would the project 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?

The SJVAPCD accounts for cumulative impacts to air quality in Section 1.8 "Thresholds of Significance – Cumulative Impacts" in its 2015 Guide for Assessing and Mitigating Air Quality Impacts. The SJVAPCD considered basin-wide cumulative impacts to air quality when developing its significance thresholds. Because construction and operational emissions are below the significance thresholds adopted by the air district, and compliance with SJVAPCD rules will address any cumulative impacts regarding operational emissions, impacts regarding cumulative emissions would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

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 project would not expose

sensitive receptors to substantial pollutant concentrations, therefore there would be no impact.

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

The project will create temporary localized odors during project construction. The proposed project will not introduce a conflicting land use (surrounding land includes residential and commercial) to the area and will not have any component that would typically emit odors. The project would not create objectionable odors affecting a substantial number of people. Therefore, there would be no impact.

Mitigation Measures: None Required

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish & Game or U.S. fish and Wildlife Service?	☐	☑	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

Environmental Setting

The Project Site has been disturbed through farming practices for many years. The site has been highly disturbed as a result of periodic grading and discing as part of normal agricultural practices and for weed control since agricultural practices have ceased.

The California Natural Diversity Data Base (CNDDB) Quick View tool was used to evaluate special status species that may occur in the Tulare Quadrant, species list attached as Appendix A. The Quick View tool indicated nine federally listed, state listed, or special-status wildlife and plant species and that their status as shown in Table 4.1 below.

TABLE 4.1 SPECIES LIST		
COMMON NAME	**SCIENTIFIC NAME**	**STATUS**
Swainsons Hawk	Buteo Swainson	CT
Loggerhead Shrike	Lanius Ludovicianus	SSC
Burrowing Owl	Athene Cunicularia	SSC
An Andrenid Bee	Andrena Macswaini	-
San Joaquin Kit Fox	Vulpes Macrotis Mutica	FE, CT
Tipton Kangaroo Rat	Dipodomys Nitratoides	FE, CE
Alkali-sink Goldfields	Lasthenia Chrysantha	1B
San Joaquin Adobe Sunburst	Pseudobahia Peirsonii	FT, CE, 1B
California Jewelflower	Caulanthus Californicus	FE, CE, 1B
Status Codes FE Federally Endangered FT Federally Threatened CE California Endangered CT California Threatened SSC – California Species of Special Concern 1B Plants rare, threatened or endangered in California or elsewhere		

Source: CNDDB

Regulatory Setting

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

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

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

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

Discussion

a) Would the project 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 & Wildlife or U.S. Fish and Wildlife Service?

The extensive development surrounding the subject project site have resulted in the removal of potentially suitable native habitat for sensitive species. A review of the California Natural Diversity Database (CNDDB) as well as the City of Tulare General Plan were completed for the proposed project.

The CNDDB Quick View tool search indicated that the State-listed and/or Federally-listed sensitive species most likely to occur within or near the Project site were Swainson's hawk, San Joaquin kit fox, Tipton kangaroo Rat, San Joaquin Adobe Sunburst , and California Jewelflower. The previous agricultural activities and recent discing for weed control have resulted in the removal of any natural landscape suitable for the above-mentioned species. A walking survey of the subject site on January 13, 2022, did not result in the identification of habitat or sensitive species on site. The subject property is substantially surrounded by development and major transportation corridors. Although not developed, the property to the west, was recently graded and disced to prepare for development as viewed on February 28, 2022. There are no trees onsite that could be nesting habitat for bird species. In accordance with the Tulare General Plan EIR, it is recommended that a pre-construction survey be completed by a qualified biologist to ensure the project will not impact any threatened or sensitive species on site, therefore impacts are therefore considered less than significant with mitigation.

b) Would the project 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 Wildlife or US Fish and Wildlife Service?

During the walking survey on January 13, 2022, no riparian habitat was observed on the site. Development of the proposed project would not impact any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW), therefore there is no impact.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No water or other hydrologic features occur within the project site. There are no jurisdictional water features, therefore, no impacts to state or federally protected wetlands would occur. There is no impact.

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?

The project does not contain streams or other waterways that could be used by migratory fish or as a

wildlife corridor for other wildlife species. To the south the project is bordered by agriculture use. To the west it is bordered by fallow land and State Highway 99, a major State Highway. To the north and east, the project is bordered by existing urban use of residential and commercial and a four-lane divided arterial roadway to the east. As such, the project would not interfere substantially with the movement of any resident or migratory fish, wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, therefore there is no impact.

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

The City of Tulare General Plan contains a requirement to preserve and maintain Oak (Quercus sp.) species and associated habitats. No protected oak trees or associated habitat are located on site therefore there is no impact.

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

The proposed project is not located within the boundaries of an adopted HabitatConservation Plan, Natural Communities Conservation Plan, or other approved local, regional or state habitat conservation plan. There is no impact.

Mitigation Measures:

BIO 1: That a pre-construction survey be conducted no more than 30 days prior to ground disturbance to ensure that there is no presence endangered or threatened species. If such species is identified, the distance parameters recommended by the USFWS shall be followed.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☑	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

Environmental Setting

Generally, the term cultural resources describes property types such as prehistoric and historical archaeological sites, building, bridges, roadways and tribal cultural resources. As defined by CEQA, historical resources includes sites, structures, objects or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. Such resources are eligible for listing in the California Register of Historic Resources by the State Historical Resources Commission. The City of Tulare has one site listed on the National Register of Historic Places: Tulare High School Auditorium and Administration Building.

The City of Tulare conducted a tribal consultation pursuant to AB 52. In response, the City received pre-consultation from the Santa Rosa Racheria Tachi Yokut Tribe. The tribe requested that a records search be completed with the California Historical Resources Information System (CHRIS). In addition, the tribe has requested to be retained for a cultural presentation prior to the start of construction and to be notified of any discoveries.

The Southern San Joaquin Information Center (SSJIC) conducted a California Historical Resources Information System (CHRIS) Record Search for the project site on February 21, 2022. The results of the records search, no evidence was found that the Project boundary has been previously surveyed for cultural resources. Two surveys were identified within one-half mile of the subject site; however, the survey areas do not overlap the subject project area. The proposed project will not impact the survey areas. See report from Taylored Archaeology, which includes the record search, Appendix B.

Regulatory Setting

National Historic Preservation Act: The National Historic Preservation Act was adopted in 1966 to preserve historic and archeological sites in the United States. The Act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation offices.

California Historic Register: The California Historic Register was developed as a program to identify, evaluate, register, and protect Historical Resources in California. California Historical Landmarks are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, experimental, or other value. In order for a resource to be designated as a historical landmark, it must meet the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California).
- Associated with an individual or group having a profound influence on the history of California.
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer or master builder.

City of Tulare General Plan: The City of Tulare General Plan includes the following goals and policies pertaining to cultural and historic resources:

Land Use Element

LU-P13.15 Architectural Heritage. The City shall encourage expressions of its cultural and historicheritage in key central area architectural and other physical design elements (such as murals and/or community art), as well as through encouragement of related cultural events and celebrations.

Conservation and Open Space Element

Goal COS-5 To manage and protect sites of cultural and archaeological importance for the benefitof present and future generations.

COS-P5.1 Archaeological Resources. The City shall support efforts to protect and/or recover archaeological resources.

COS-P5.2 Evaluation of Historic Resources. The City shall use appropriate State and Federal standards in evaluating the significance of historical resources that are identified in the city.

COS-P5.3 Historic Preservation. The City shall encourage the preservation of historic residences and neighborhoods wherever appropriate.

COS-P5.4 Historic Buildings. The City shall encourage the preservation and adaptive use of historicbuildings, particularly in the downtown.

COS-P5.5 Historic Structures and Sites. The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

COS-P5.6 Protection of Resources with Potential State or Federal Designations. The City shall encourage the protection of cultural and archaeological sites with potential for placement on theNational Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of statewide or local significance and have anthropological, cultural, military,political, architectural, economic, scientific, religious, or other values.

COS-P5.7 State Historic Building Code. The City shall utilize the State Historic Building Code for designated properties.

COS-P5.8 Design Compatibility with Historic Structures. The City shall ensure design compatibility of new development within close proximity to designated historic structures and neighborhoods.

COS-P5.9 Discovery of Archaeological Resources. In the event that archaeological/ paleontological resources are discovered during site excavation, grading, or construction, the City shall require that work on the site be suspended within 100 feet of the resource until the significance of the features can be determined by a qualified archaeologist/ paleontologist. If significant resources are determined to exist, an archaeologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where theyare feasible in light of project design as previously approved by the City.

COS-P5.10 Discovery of Human Remains. Consistent with Section 7050.5 of the California Health and Safety Code and CEQA Guidelines (Section 15064.5), if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent human remains until:

- The Tulare County Coroner/Sheriff has been informed and has determined that noinvestigation of the cause of death is required; and
- If the remains are of Native American origin, The descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98. The Native American Heritage Commission was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, or
- The landowner or his or her authorized representative rejects any timely recommendations of the descendent, and mediation conducted by the Native American Heritage Commission has failed to provide measures acceptable to the landowner.

COS-P5.11 Impact Mitigation. If preservation of cultural/historical resources is not feasible, the City shall make every effort to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.

COS-P5.12 Mitigation Monitoring for Historical Resources. The City shall develop standards for monitoring mitigation measures established for the protection of historical resources prior to development.

COS-P5.13 Alteration of Sites with Identified Cultural Resources. When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. The City shall permit development in these areas only after a site-specific investigation has been conducted pursuant to CEQA to define the extent andvalue of resource, and mitigation measures proposed for any impacts the development may haveon the resource.

COS-P5.14 Education Program Support. The City shall support local, state, and national educationprograms on cultural and archaeological resources.

COS-P5.15 Solicit Input from Local Native Americans. The City shall solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.

COS-P5.16 Confidentiality of Archaeological Sites. The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect resources that are determined to exist. An archaeologist/paleontologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.

COS-P5.17 Cooperation of Property Owners. The City shall encourage the cooperation of propertyowners to treat cultural resources as assets rather than liabilities and encourage public support for the preservation of these resources.

COS-P5.18 Archaeological Resource Surveys. Prior to project approval, the City shall require project applicant to have a qualified archaeologist conduct the following activities: (1) conduct a record search at the Regional Archaeological Information Center located at California State University Bakersfield and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports).

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

There are no known historical resources on or near the subject property that would be impacted by the proposed project, therefore there is no impact.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

There are no known archaeological resources located within the project area. Implementation of Mitigation Measures CUL-1 and CUL-2 will ensure that potential impact will be less than significant with mitigation incorporation.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

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-2 will ensure that impacts remain less than significant with mitigation incorporation.

Mitigation Measures:

Mitigation Measure CUL-1: If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983) should be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation and Native American consultation may be warranted to mitigate any adverse effects.

Mitigation Measure CUL-2: The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery

of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

VI. ENERGY

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

Environmental Setting

Energy conservation requires consideration of energy implications in project decisions, including a discussion of the potential energy impacts with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy resources. A project would be considered inefficient wasteful and unnecessary if it violated existing energy standards, had a negative effect on local and regional energy supplies and requirement for additional capacity, had a negative effect on peak and base period demands for electricity and other energy forms.

The California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in effort to reduce the state's energy consumption. The standards apply to new construction, and additions and alteration to residential and nonresidential buildings and related to various energy efficiencies including but not limited to ventilation, air conditioning, and lighting.

Southern California Edison provides electrical service to the City of Tulare and Southern California Gas (SoCalGas) Company provides natural gas services to the project area.

Regulatory Setting

California Code of Regulations, Title 20: Title 20 of the California Code of Regulations establishes standards and requirements for appliance energy efficiency. The standards apply to a broad range of appliances sold in California.

California Code of Regulations, Title 24: Title 24 of the California Code of Regulations is a broad set of standards designed to address the energy efficiency of new and altered homes and commercial buildings. These standards regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. Title 24 requirements are enforced locally by the City of Tulare Building Department.

California Green Building Standards Code (CALGreen): CalGreen is a mandatory green building code that sets minimum environmental standards for new buildings. It includes standards for volatile organic compound (VOC) emitting materials, water conservation, and construction waste recycling

City of Tulare Climate Action Plan (2011): The City of Tulare Climate Action Plan establishes the following Goals and Policies related to energy efficiency and conservation:

Goal 1: Increase energy efficiency and conservation.

- **1.1** Increase energy efficiency in existing City buildings and facilities through Facility Improvement Measures and by retrofitting Edison-owned streetlights. (City measure)
- **1.2** Design new City buildings and facilities to exceed California Energy Code requirements by 15%. (City measure)
- **1.3** Increase energy efficiency in new commercial and residential development and require new residential and commercial development to achieve enhanced energy efficiency and exceed California Energy Code requirements by 15%.
- **1.4** Reduce the urban heat island effect to cool the local climate and reduce energy consumption by maintaining current rates of public tree planting and increased shading on private property, high albedo surfaces, and cool surfaces.
- **1.5** Achieve a 20% reduction in water use by 2020 (20X2020) to reduce energy consumed for groundwater pumping.
- **1.6** Facilitate energy efficiency improvements within the residential building stock.
- **1.7** Support commercial and industrial profitability and energy efficiency through programs and partnerships.
- **1.8** Promote voluntary energy efficiency retrofits in the commercial and industrial sectors through financing and incentive programs.
- **1.9** Require stationary equipment in new industrial development to comply with best practice energy efficiency standards.
- **1.10** Continue to partner in regional initiatives that encourage achievement of regional energy efficiency targets.

Discussion

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

The project proposes the construction of 91 residential units with an anticipated population of 336. Energy would be consumed through project construction and operations as evaluated below.

Construction

During project construction there would be an increase in energy consumption related to worker trips and operation of construction equipment. This energy consumption will be short-term and temporary. There are not unusual project characteristics or construction processes that would require use of equipment that will be more energy intensive than used for comparable activities. Construction will include site preparation, building construction, paving and architectural coatings. The primary source of energy for construction will be diesel and gasoline.

All equipment shall conform to current emission standards and related fuel efficiencies including applicable California Ari Resources Board (CARB) regulations, California Code of Regulations (Title 13, Motor Vehicles) and Title 24 standards. Compliance with these regulations would ensure that short-term, temporary construction activities do not result in wasteful, inefficient or unnecessary consumption of energy resources.

Operations

Operation involve the heating, cooling, equipment and vehicle trips. Energy consumption for operations will involve natural gas, electricity and fuel. Energy and natural gas were estimated using CalEEMod (Appendix C) and

vehicle trips were estimated through and Vehicle Miles Traveled (VMT) analysis (Appendix D). This energy use is justified by the energy-efficient nature of the proposed project and would be limited to the greatest extent possible through compliance with local, state, and federal regulations.

Because the proposed project will comply with all energy efficiency standards required under Title 24, Section 6, and these standards were specifically developed to achieve net zero energy for residential projects, it can be presumed that the project will achieve net zero energy. The impact is less than significant.

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

The proposed project will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. The project will be designed to meet Title 24 and CALGreen requirements. Compliance with these standards will be enforced by the City of Tulare Building Division, therefore there is no impact

Mitigation Measures: None Required.

VII. GEOLOGY AND SOILS

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

Environmental Setting

Geologic Stability and Seismic Activity

- **Seismicity**: Tulare County is considered to be a low to moderate earthquake hazard area. The San Andreas Fault is the longest and most significant fault zone in California and is approximately 40 miles west of the Tulare County Boundary. Owens Valley fault zone is the only active fault located within Tulare County. Section 5 of the 2017 Tulare Multi-Jurisdictional Local Hazard Mitigation Plan identifies the project site as likely to experience low to moderate shaking from earthquakes and may experience higher levels if an earthquake were to occur in or near the County. Ground shaking can result in other geological impacts, including liquefaction, landslides, lateral spreading, subsidence, or collapse.

- **Liquefaction**: 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, which can result in landslides and lateral spreading. No specific countywide assessment of liquefaction has been performed; however, the 2017 Tulare Multi- Jurisdictional Local Hazard Mitigation Plan identifies the risk of liquefaction within the county as low because the soil types in the area either too coarse or too high in clay content to be suitable for liquefaction.

- **Landslides**: Landslides refer to a wide variety of processes that result in the downward and outward movement of soil, rock, and vegetation under gravitational influence. Landslides can becaused by both natural and human-induced changes in slope stability and often accompany other natural hazard events, such as floods, wildfire, or earthquake. Eastern portions of the County are considered to be at a higher risk of landslides where steep slopes are present. However, the majority of the County, including the proposed project site, is considered to be at low risk of landslides and mudslides because of its flat topography. The 2017 Tulare Multi-Jurisdictional Local Hazard Mitigation Plan states that occurrence of landslide events within populated areas of Tulare County is unlikely.

- **Subsidence**: Land Subsidence refers to the vertical sinking of land as a result of either manmade or natural underground voids. Subsidence has occurred throughout the Central Valley at differing rates since the 1920's as a result of groundwater, oil, and gas withdrawal. During drought years, Tulare County is prone to accelerated subsidence, with some areas sinking up to 28 feet. Although western portions of the County show signs of deep and shallow subsidence, the majority of the County, including the proposed project site, is not considered to be at risk of subsidence related hazards.

Soils Involved in Project: According to the United States Department of Agriculture, Natural Resources Conservation Service the proposed project involves construction on one soil type, Nord Fine Sandy Loam, 0-2 percent slope. The Nord series consists of very deep, well drained soils formed primarily from granitic and sedimentary rocks. The Nord series is a member of a coarse-loamy, mixed, superactive, thermic cumulic Haploxerolls taxonomic class and are found in flood plains and alluvial fans.

Regulatory Setting

California Building Code: The California Building Code (CBC) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment.

City of Tulare General Plan: The Safety Element of the City of Tulare General Plan includes the following goals and policies regarding soils and geology.

> **SAF-P1.4** Building and Codes. Except as otherwise allowed by State law, the City shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

SAF-P1-7 Site Investigations. The City shall require applicants to conduct site investigations in area planned for new development to determine susceptibility to landslides, subsidence/settlement, contamination and/or flooding.

Goal SAF-4 To protect people and property from seismic and geotechnical hazards.

SAF-P4.4 Alquist-Priolo Act Compliance. The City shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones (pursuant to and as determinedby the Alquist-Priolo Earthquake Fault Zoning Act; Public Resources Code, Chapter 7.5) unless the specific provisions of the Act and Title 14 of the California Code of Regulations have been satisfied.

SAF-P4.5 Subsidence. The City shall confirm that development is not located in any known areas of active subsidence. If urban development may be located in such an area, a special safety study will be prepared and needed safety measures implemented.

Discussion

a) Would the project directly or indirectly cause potential substantial adverse effects, including therisk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

There are no active faults mapped in the project area., according to the Tulare County Multi-Hazard Mitigation Plan. Further, the project is not located in an Alguist Priolo Earthquake Fault Zone. Although the project is located in an area of relatively low seismic activity, the project could be affected by ground shaking from nearby faults. The potential for strong seismic ground shaking on the project site is not a significant environmental concern due to the infrequent seismic activity of the area and distance to the faults. The project has no potential to indirectly or directly cause the rupture of an earthquake fault, therefore, the risk of loss, injury or death involving a rupture of a known earthquake fault would be less than significant.

ii. Strong seismic ground shaking?

According to the Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan, the project site is located in an area of relatively low seismic activity. The proposed project does not include any activities or components which could feasibly cause strong seismic ground shaking, either directly or indirectly, therefore there is no impact.

iii. Seismic-related ground failure, including liquefaction?

No specific countywide assessment of liquefaction has been performed; however, theTulare County Multi-Hazard Mitigation Plan identifies the risk of liquefaction within the county as low because the soil types are unsuitable for liquefaction. According to state soils maps, the project site consists mostly of Nord fine sandy loam and does not contain soils suitable for liquefaction, therefore there is no impact.

iv. Landslides?

The proposed project site is generally flat and there are no hill slopes in the area. As such, there is

almost no potential for landslides, therefore there is no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Development of the project will require typical site preparation activities such as grading and trenching which may result in the potential for short term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts will be addressed through compliance with the State Water Resources Control Board (SWRCB) which requires new development to implement measures to minimize soil erosion related to construction.

Construction-related impacts related to erosion will be temporary and subject to best management practices (BMPs) required by SWPPP, which are developed to prevent significant impacts related to erosion from construction. Because impacts related to erosion would be temporary and limited to construction, and because required BMP's would prevent significant impacts related to erosion the impacts from the proposed project will be less than significant.

c) Would the project 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?

The soils associated with the project site, Nord Fine Sandy Loam, are considered stable and have a low capacity for landslides, lateral spreading, subsidence, liquefaction or collapse. The project does not involve a substantial grade change to the topography to the point that it would increase the risk of landslides, lateral spreading, subsidence, liquefaction or collapse, therefore there is no impact.

d) Would the project be located on expansive soils, as defined in Table 18-1-B of the Uniform BuildingCode (1994), creating substantial direct or indirect risks to life or property?

The soils of the project site consist 100% of Nord Fine Sandy Loam. The Nord soils consists of very deep, well drained soils, which are not considered expansive soil. Expansive soils contain large amounts of clay, which absorb water and cause the soil to increase in volume. Conversely, the soil of the project site are granular, well- draining, and therefore have a limited ability to absorb water or exhibit expansive behavior, therefore there is no impact.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project will become part of the existing City wastewater infrastructure and would not require the use of septic tanks or alternative wastewater disposal systems, therefore there is no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As discussed in the Cultural Resources Section, there are no unique geologic features and no known paleontological resources located within the project area, therefore there is no impact.

Mitigation Measures: None Required.

VIII. GREENHOUSE GAS EMISSIONS

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

Environmental Setting

The SJVPCD had adopted the following documents and policies applicable to projects within the San Joaquin Valley:

- Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for new Projects under CEQA, and,
- District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA when Serving as the Lead Agency.

This guidance and policy are the reference documents in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts adopted in March of 2015. Consistent with the District Guidance and District Policy above, SJVAPCD acknowledges the current absence of numerical thresholds, and recommends a tiered approach to establish the significance of the GHG impacts on the environment.

- If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emission with the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions.
- If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and,
- If a project is not implementing BPS, then it should demonstrate that it's GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual.

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions threshold, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) adopted an interim GHG significance threshold for project where the SCAQMD is the lead agency. The SCAQMD adopted a threshold of 10,000 MTCO2eq/year for construction emissions amortized over a 30-year project lifetime, plus annual operations emissions. Table 8-1 shows the years GHG emissions generated by the project for construction, which would be amortized over 30 years and the annual operations emissions of 1,249.80 MT/year, which is substantially lower than the 10,000 MT/year established by the SCAQMD.

TABLE 8-1 PROJECT GCONSTRUCTION REENHOUSE GAS EMISSIONS	
EMISSIONS	**MT/year**
SCAQMD GHG THRESHOLD	10,0000
PROJECT CONSTRUCTION	308.35

Source : CalEEMod, Appendix C

Regulatory Setting

City of Tulare Climate Action Plan: The City of Tulare Climate Action Plan identifies the following goals and policies to reduce GHG emissions related to new development:

Measure 1.3: Energy Efficiency in New Development: Increase energy efficiency in new commercial and residential development and require new residential and commercial development to achieve enhanced energy efficiency and exceed California Energy Code requirements by 15%.

- 1.3.1 Implement the minimum CALGreen standards for energy efficiency contained in 2008 Title 24 standards, effective January 1, 2010.
- 1.3.2 By 2015, amend the building code and other codes as applicable to require new construction to meet CALGreen measures (A4.203.1 and A.5.203.1.1), as applicable.
- 1.3.3 Work with Southern California Edison to implement smart grid technology in new development.

Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may havea significant impact on the environment.

Greenhouse gas emissions for the construction and operation of the proposed project were modeled using the California Emissions Estimator Model (CalEEMod). The CalEEMod report can be found in Appendix C.

Construction: Greenhouse gasses would be generated during construction from activities including site demolition, site preparation, grading, building construction, application of architectural coatings, and paving. The CalEEMod Emissions report predicts that this project will create a maximum of 308.3538 MT of CO2e emissions per year during construction. Because the SJVAPCD does not have numeric thresholds for assessing the significance of construction-related GHG emissions, predicted emissions from project construction were compared to SCAQMD thresholds for construction related GHG emissions. The SCAQMD currently has a threshold of 10,000 metric tons of CO2e per year for construction emissions amortized over a 30-year project lifetime. Because project construction would generate far less GHG emissions than this threshold, impacts related to GHG emissions during project construction would be less than significant.

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

Project GHG emissions were calculated using CalEEMod. The project is estimated to produce 1,247.80 MT of C02e per year. The Tulare Climate Action Plan identifies a baseline (2006) of 820,291 metric tons of

carbon dioxide equivalent. The project operations emissions are less than .15% of the total GHG emissions for Tulare. Based on the above assessment, project emissions impacts are considered less than significant.

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

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

The proposed project will comply with all Federal, State, and Local rules pertaining to the regulation of greenhouse gas emissions. The project will not conflict with any plan, policy, or regulation developed to reduce GHG emissions. There is no impact.

Mitigation Measures: None Required

IX. HAZARDS AND HAZARDOUS MATERIALS

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

Environmental Setting

The project site is not located within two miles of a pubic airport, but is within one-half a mile from the nearest school, Mission Valley Elementary School.

The Department of Toxic Substances Control's (DTSC's) Envirostor database was used to identify any sites known to be associated with releases of hazardous materials or wastes within the project area, in accordance with Government Code Section 65962.5. No sites were identified in the DTSC research on the subject project.

Regulatory Setting

Toxic Substances Control Act of 1976 (15 U.S.C. §2601 et seq.). The Toxic Substance Control Act was enacted by Congress in 1976 and authorizes the EPA to regulate any chemical substances determined to cause an unreasonable risk to public health or the environment.

Hazardous Waste Control Law, Title 26. The Hazardous Waste Control Law creates hazardous waste management program requirements. The law is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR), which contains requirements for the following aspects of hazardouswaste management:

- Identification and classification;
- Generation and transportation;
- Design and permitting of recycling, treatment, storage, and disposal facilities;
- Treatment standards;
- Operation of facilities and staff training; and
- Closure of facilities and liability requirements.

California Code of Regulations, Title 22, Chapter 11. Title 22 of the California Code of Regulations contains regulations for the identification and classification of hazardous wastes. The CCR defines a waste as hazardous if it has any of the following characteristics: ignitability, corrosivity, reactivity, and/or toxicity.

Hazardous Materials Release Response Plans and Inventory Law of 1985. Pursuant to the Hazardous Materials Release Response Plans and Inventory Law of 1985, local agencies are required to develop "area plans" for response to releases of hazardous materials and wastes. Tulare County maintains a HazardousMaterial Incident Response Plan to coordinate emergency response agencies for incidents and requires the submittal of business plans by persons who handle hazardous materials.

City of Tulare General Plan: The City of Tulare General Plan includes the following goals and policies pertaining to hazards and hazardous materials:

- LU-P11.19 Recycling of Hazardous Materials. The City shall require the proper disposal and recycling of hazardous materials.

Goal SAF-1 To regulate future development to ensure the protection of public health and safety from hazards and hazardous materials and the adequate provision of emergency services.

Goal SAF-5 To protect people from the harmful effects of exposure to hazardous materials.

- SAF-P5.2 Hazardous Materials Studies. The City shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy Federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.
- SAF-P5.3 Transporting Hazardous Materials. The City shall strive to ensure hazardous materials are used, stored, transported, and disposed of in a safe manner, in compliance with local, State, and Federal safety standards.

Discussion

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

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. As a residential use, the project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers, and cleaning agents required for normal maintenance of residential structures and landscaping. Therefore, the proposed project will have less than significant impact.

b) Would the project 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?

The proposed project is a residential subdivision. There is no reasonably foreseeable condition or incident involving the project that could result in release of hazardous materials into the environment, other than any potential accidental releases of standard fuels, solvents, or chemicals encountered during typical construction of a residential subdivision. Should an accidental hazardous release occur or should the project encounter hazardous soils, existing regulations for handling hazardous materials require coordination with the California Department of Toxic Substances Control for an appropriate plan of action. Therefore, impacts are considered to be less than significant.

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

The project is a residential subdivision and does not involve the use or storage of hazardous substances other than small amounts of pesticides, fertilizers, and cleaning agents required for normal maintenance of residential structures and landscaping. The project would not emit hazardous emissions or involve the handling of acutely hazardous materials or waste, therefore, impacts would be less than significant.

d) Would the project 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?

The project site is not listed as a hazardous materials site pursuant to Government Code Section 65962.5. A Phase 1 Environmental Site Assessment was prepared by Krazan and Associates on November 10, 2021, and found no evidence of recognized environmental conditions. The site is not included on a list compiled by the Department of Toxic Substances Control (DTSC)., therefore there is no impact.

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 hazardor excessive noise for people residing or working in the project area?

The proposed project is not located within an airport land use plan and is not within two miles of a public airport. The proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area, therefore there is no impact.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City's site plan review procedures ensure compliance with emergency response and evacuation plans, therefore there is no impact.

g) Would the project expose people or structures, either directly or indirectly, to significant risk of loss, injury or death involving wildland fires?

The land surrounding the project site is developed with urban uses and are not considered to be wildlands. The proposed project would not expose people or structures to significant risk of loss, injury or death involving wildland fires, therefore there is no impact.

Mitigation Measures: None Required

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise sustainably degrade surface or ground water quality?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:	☐	☐	☑	☐
(i) result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☑	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones risk the release of pollutants due to project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater movement plan?	☐	☐	☐	☑

Environmental Setting

The project site is within the Tulare City Limits and as such, will be required to connect to water and stormwater services. The City has reviewed the project to determine adequate capacity in these systems and to ensure compliance with any applicable connection or discharge requirements. The review of the project resulted in a determination that the project would not require or result in the location or construction of new or expanded facilities and as such, would not cause significant effects. The City water supply is from groundwater. The City is located within the Tulare Lake Hydrologic Region and is within the Kaweah Subbasin.

Groundwater: The City of Tulare water system consists of 23 active wells, a 125,000 gallon water storage tower, two - 2 million gallon concrete storage tanks, one - 1.5 million gallon concrete storage tank, 7 well sites with granulated activated carbon (GAC) treatment filters, 277 miles of water transmission and distribution mains, and over 2,500 fire hydrants. The City's water supply comes from a series of deep groundwater wells scattered throughout the city and pumped into an interconnected water system. Additionally, the City of Tulare, City of Visalia, and the Tulare Irrigation District have joined a Joint Power Authority (JPA) Agreement to form the Mid-Kaweah Groundwater Sustainability Agency (GSA). The JPA states

the Board of Directors is responsible for the development, adoption, and implementation of a Groundwater Sustainability Plan as required by the Sustainable Groundwater Management Act of 2014.

Surface Waters: None of the City's potable water is supplied through surface water. However, the City ofTulare does purchase surface water from the Tulare Irrigation District to be used for groundwater recharge.

Regulatory Setting

Clean Water Act: The Clean Water Act (CWA) is enforced by the U.S. EPA and was developed in 1972 to regulate discharges of pollutants into the waters of the United States. The Act made it unlawful to discharge any pollutant from a point source into navigable waters unless a National Pollution Discharge Elimination System (NPDES) Permit is obtained.

Central Valley RWQCB: The proposed project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB requires a National Pollution Discharge Elimination System (NPDES) Permit and Stormwater Pollution Prevention Plan (SWPPP) for projects disturbing more than one acre of total land area. Because the project is greater than one acre, a NPDES Permit and SWPPP will be required.

City of Tulare General Plan: The City of Tulare General Plan contains the following goals and policies related to water resources:

- LU-P11.3 System Expansion. The City shall require new development be responsible for expansion of existing facilities such as water systems, sewer systems, storm drainage systems, parks and other capital facilities made necessary to serve the new development.
- LU-P11.4 Water Supply System. The City shall require that water supply systems be adequate to serve the size and configuration of land developments. Standards as set forth in the subdivision ordinance shall be maintained and improved as necessary.
- LU-P11.5 Water Supply for New Development. For all new development, prior to the approval of any subdivision applications, the developers shall assure that there is sufficient available water supply to meet projected buildout.
- LU-P11.6 Adequate System Maintenance. The City shall require maintenance funding for streets, storm drainage, and ponding basins for new development.
- LU-P11.7 Adequate Infrastructure Capacity. The City shall only approve new development when it can be demonstrated by the applicant that adequate system capacity in the service area is or will be available to handle increases related to the project.
- LU-P11.9 Adequate City Service Capacity. The City shall only approve new development when it can be demonstrated by the applicant that adequate public service capacity in the area is or will be available to handle increases related to the project. School capacity will be discussed in the review of each development, and the City will ensure early coordination with the school districts serving the site. School capacity will be addressed as allowed under State law.
- LU-P11.17 Fair Share Improvements. The City shall ensure new development is required to participate on a fair-share basis in the completion of improvements to the existing sewer system, and/or the construction of new sewer trunk lines as described in the City's adopted Sewer MasterPlan.

- COS-P1.1 Regional Groundwater Protection. The City shall work with Tulare County and special districts to help protect groundwater resources from overdraft by promoting water conservation and groundwater recharge efforts.
- COS-P1.8 Water Conservation. The City shall promote efficient water use and reduced water demand by:
  a. Requiring water-conserving design and equipment in new construction.
  b. Encouraging water-conserving landscaping and other conservation measures.
  c. Encourage retrofitting existing development with water conserving devices.
  d. Providing public education programs.
  e. Distributing outdoor lawn watering guidelines.
  f. Promoting water audit and leak detection programs.
  g. Enforcing water conservation programs.
- COS-P1.11 Water for Irrigation. Whenever possible, the City shall require new development to use recycled or non-potable water for irrigation in landscaped areas.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Because the project site is greater than one acre in size, the developer will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the General Permit for Discharges of Storm Water Associated with Construction activity. The SWPPP will estimate the sediment risk associated with construction activities and include best management practices (BMP) to control erosion. BMP's specific to erosion control, sediment, tracking and waste management controls. Implementation of the SWPPP minimizes the potential for the project to result in substantial soil erosion or loss of topsoil. These provisions minimize the potential for the project to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality. Further runoff resulting from the project would be managed by the City in compliance with the Storm Drain Master Plan in addition to approved grading and drainage plans. Compliance with existing regulations including the General Construction Permit, BMP's and Storm Drain Master Plan will result in impacts to water quality and waste discharge to be less than significant.

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

Water services will be provided by the City of Tulare upon development. The City of Tulare long term water resource planning is addressed in the City's 2021 Urban Water Management Plan. The proposed project would involve a Conditional Use Permit to develop a residential use in a commercial zone. It is therefore relevant to compare the water demand of the proposed residential component of the project to the expected water demand if the site had been developed for commercial use. The projected water demand for the proposed project and the baseline underlying retail commercial use water demand assumption are both based on the City's standard water demand factors, which were applied in the city's Water System Master Plan (2009) to calculate projected water demands summarized in Table 3.7 of the Water System Master Plan. The projected water demand for the proposed project and the underlying retail commercial use designation of the site are both shown in Table 10-1.

Table 10-1: Projected Water Demand for the Sierra Ranch TSM Project vs Baseline Assumption

Land Use Type	Units	Quantity	Water Demand Factor[(A)]	Average Day Demand, GPD	Annual Water Demand, AFY[(B)]
Low Density Residential (proposed project)	Acres	11.77	2,400 gpd/AC[(c)]	28,248	31.64
Community Commercial	Acres	11.77	1,300 gpd/AC[(c)]	15,301	17.14
Note: (A) Water Demand Factors are Provided from Table 3.8 of the City of Tulare Water System Master Plan, July 2009. (B) AFY=Acre-feet Per Year (C) GPD/AC = Gallons Per Day Per Acre					

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

As shown in Table 10-1, the total projected annual water demand for the proposed project would be 31.64 AFY. The proposed development is consistent with the Low Density Residential land use category based on the project's density, and therefore, the Low Density Residential demand coefficient (2,400 gpd/acre) has been utilized to calculate the projected annual and daily water demand for the Project. The proposed project would therefore result in a net increase in water demand of 14.5 AFY. In addition, the project will be required to comply with the California Plumbing Code, efficient appliances, efficient landscape etc. Although the proposed project would result in a net increase in water demand over projected demand of the existing retail commercial baseline use, the increase is well within the projected water demand accounted for in the city's Urban Water Management Plan (2021) projecting sufficient water supplies for development within the city limits as well as within the city's urban development boundary.

The Project would result in a reduction in percolation to the groundwater basin, because the project would create an increase in the amount of paved and impervious surfaces. However, the project has been reviewed by the City of Tulare Public Works Director and Engineer who have determined that the Project will not have a significant impact on the existing water system, and would tie into the existing water infrastructure for this part of the City. For example, there is an existing regional basin that this project would tie into and divert stormwater flows to for percolation back into the ground to replenish groundwater supplies.

Therefore, since the proposed project would not *substantially* decrease water supplies or interfere with groundwater recharge, the Project would have a *less than significant impact* on groundwater resources.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:

i. Result in substantial erosion or siltation on- or off-site?

The proposed project includes the construction and operation of residential homes on formerly agricultural land. During construction, and in compliance with the project's SWPPP, construction related erosion controls and BMP's would be implements to reduce potential impact related to erosion and siltation. The BMP's would include, but are not limited to, covering and/or binding the soil surfaces to prevent soil from being detached and transported by water or wind and the use of barriers such as straw bales and sandbags to control sediment. The project will increase impervious surface with the installation of paving, concrete pads for homes and sidewalks. In order to adequately capture and discharge stormwater runoff, the project will be conditioned to be constructed to City standards. Improvement plans will be reviewed by City staff for approval prior to construction. This review and approval will result in impacts that are less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would resultin flooding on- or offsite?

The project would result in an increase of impervious surfaces within the project site, which may result in an increase in surface runoff. However, the project will connect to an existing stormwater retention basin which has been determined by City staff to contain capacity to hold all stormwater runoff, therefore impacts will be less than significant.

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

The proposed project would include the construction and operation of 91 low-density residential units on approximately 11.7 gross acres of agricultural land. New impervious surfaces, such as the roads and driveways, collect automobile derived pollutants such as oils, greases, rubber and heavy metals. During storms, pollutants would be transported into the drainage systems by surface runoff. Due to the increase in population and impervious surfaces within the site, there would be an increase in pollutants in surface runoff. As a result, an increase in point source and non-point source pollution may result from increases in urban development. The project, as a residential project, is not a source which would otherwise create substantial degradation of water quality. Upon compliance with the City's SWMP, Engineering Standards, General Plan, and City Ordinance requirements, impacts related to water quality would be less than significant.

iv. Impede or redirect flood flows?

Although the project would result in an increase to impervious surfaces, the project will not alter the drainage patterns, as the site is relatively flat. Because project specific grading and drainage plans are required to be reviewed by the City before construction, it will be required to comply with all City standards by connecting to an existing stormwater basin. The project would not redirect flood flows therefore there is no impact.

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

The proposed project is not located in a flood hazard, tsunami or seiche zone. There are no rivers, reservoirs, ponds or lakes within the site. Since the project is not located in an area that is susceptible to inundation,

the project would not risk release of pollutants due to project inundation. As such, there is no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed project site is within the jurisdiction of the Mid-Kaweah Groundwater Sustainability Agency (GSA). The Groundwater Sustainability Plan (GSP) was adopted by the Mid-Kaweah GSA in December 2019. The plan was reviewed for consistency with the proposed project and it was determined that the proposed project does not conflict with and would not obstruct implementationof the GSP. There is no impact.

Mitigation Measures: None Required

XI. LAND USE AND PLANNING

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

Environmental Setting

The proposed project site is located within the city limits of Tulare. The site is designated Community Commercial in the Tulare General Plan and zoned C-3 Retail Commercial. Residential uses are a conditional use within the C-3 zone, which is why the applications include a conditional use permit. The project is associated with a commercial development on the east side of the project, fronting Hillman, which results in the site being a mixed use project with commercial and residential uses.

Regulatory Setting

City of Tulare General Plan

The following goals and policies in the City of Tulare General Plan are applicable to the project site's residential land use designation:

Goal LU-3 To designate, protect, and provide land to ensure sufficient residential development capacity and variety to meet community needs and projected population growth.

- LU-P3.1 Neighborhood Housing Mix. The City shall encourage mixed use neighborhoods to have a variety of housing types and densities to help create an overall healthy, balanced community.
- LU-P3.4 Jobs-Housing Balance. The City shall consider the effects of city land use proposals and decisions on the Tulare County area and the efforts to maintain a regional jobs housing balance.
- LU-P3.5 Future Residential Development. The City shall direct future residential development to areas adjacent or in close proximity to existing and future neighborhoods and neighborhood commercial areas to further Tulare as a self-sufficient, full-service city.
- LU-P3.9 Planned Development. The City shall encourage the use of planned development provisions in residential developments to provide flexibility, to meet various socio-economic needs, and to address environmental and site design constraints.
- LU-P3.10 Affordable Housing. The City shall encourage the development of affordable housing to ensure that a variety of housing options are available to all income, age, and cultural groups.

City of Tulare Code of Ordinances

Chapter 10.40: Permitted and Conditional Uses in Commercial Zones. The Project site is zoned C-3 and approval will include a conditional use permit to allow a single family, gated development with private streets and will comply with all requirements of development as such.

Discussion

a) Would the project physically divide an established community?

The project proposes the development of 91 low-density residential units on approximately 17.1 acres within the City of Tulare. The project would not act as a physical barrier within a community, therefore there is no impact.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project does not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There is no impact.

Mitigation Measures: None Required

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than SignificantWith Mitigation Incorporation	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally - important mineral resource recovery site delineated on a local general plan, specific plan or other lands use plan?	☐	☐	☐	☑

Environmental Setting

There are no mineral resource zones in Tulare County and there is no mineral extraction occurring on or adjacent to the proposed project site.

Regulatory Setting

California State Surface Mining and Reclamation Act: The California State Surface Mining and Reclamation Act was adopted in 1975 to regulate surface mining to prevent adverse environmental impacts and to preserve the State's mineral resources. The Act is enforced by the California Department of Conservation's Division of Mine Reclamation.

City of Tulare General Plan: The following mineral resource goals and policies in the Conservation and Open Space Element of the City of Tulare General Plan are potentially applicable to the proposed project:

Goal COS-8 To protect the current and future extraction of mineral resources that are important to the City's economy while minimizing impacts of this use on the public and the environment.

- **COS-P8.3** Future Resource Development. Provide for the conservation of identified and/or potential mineral deposits within the UDB as areas for future resource development.
- **COS-P8.5** Incompatible Development. Proposed incompatible land uses shall not be on lands containing, or adjacent to, identified mineral deposits or along key access roads, unless adequate mitigation measures are adopted or a statement of overriding considerations stating public benefits and overriding reasons for permitting the proposed use are adopted.
- **COS-P8.10** Resources Development. The City will promote the responsible development of identified and/or potential mineral deposits.

Discussion

a) Would the project 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?

The project site has no known mineral resources that would be of a value to the region and the residents of the state, therefore the proposed project would not result in the loss of regionally or locally important mineral resources, therefore there is no impact.

b) Would the project 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?

There are no known mineral resources of importance to the region and the project site is not designated under the City's or County's General Plan as an important mineral resource recovery site, therefore there is no impact.

Mitigation Measures: None Required

XIII. NOISE

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

Environmental Setting

Noise is often described as unwanted sound. Sound is the variation in air pressure that the human ear can detect. If the pressure variations occur at least 20 times per second, they can be detected by the human ear. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Ambient noise is the "background" noise of an environment. Ambient noise levels on the proposed project site are primarily due to and traffic and construction occurring near the site. Construction activities usually result in an increase in sound above ambient noise levels.

The closest noise sensitive receptor is the single family residential to the east and the multi-family to the north.

Regulatory Setting

City of Tulare General Plan: The Noise Element of the City of Tulare General Plan is responsible for establishing noise standards within the City and includes the following goals and policies related to noise that may be applicable to the project.

Goal NOI-1 Protect the citizens of Tulare County from the harmful effects of exposure to excessive noise.

- **NOI-P1.5** Construction Noise. Reduce noise associated with construction activities by requiring properly maintained mufflers on construction vehicles, requiring the placement of stationary construction equipment as far as possible from developed areas, and requiring temporary acoustical barriers/shielding to minimize construction noise impacts at adjacent receptors. Special

attention should be paid to noise-sensitive receptors (including residential, hospital, school, and religious land uses).

- **NOI-P1.6** Limiting Construction Activities. The City shall limit construction activities to the hours of 6 am to 10 pm, Monday through Saturday.
- **NOI-P1.18** Construction-related Vibration. Evaluate individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors for potential vibration impacts. If construction-related vibration is determinedto be perceptible at vibration-sensitive uses, additional requirements, such as use of less- vibration-intensive equipment or construction techniques, should be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

Discussion

a) Would the project result in generation of a substantial temporary or permeant increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general planor noise ordinance, or applicable standards of other agencies?

Project construction is anticipated to last approximately 24 months and will involve temporary noise sources.

The City of Tulare General Plan and Noise Ordinance does not identify noise thresholds for noise sources related to construction, however the General Plan does require the implementation of noise reduction measures for all construction equipment and limits noise generating activities related to construction to daytime hours Monday through Saturday between 6:00 AM and 10:00PM.

Long term noise sources resulting from the project would include single-family homes, which are not normally associated with high operational noise levels.

Because noise generated from construction would be temporary, construction activities would comply with all measures established by the City to limit construction related noise impacts, and operational noise would be consistent with adjacent land uses, therefore the impact is less than significant.

b) Would the project result in generation of excessive ground-borne vibration or groundborne noise levels?

The City of Tulare General Plan states that projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors must be evaluated for potential vibration. Because the proposed project would not use this type of equipment, the project would not generate excessive ground-borne vibration or ground- borne noise levels and there is no impact.

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

The project site is not located in an airport land use plan and is not located within two miles of a public airport or public use airport., therefore there is no impact.

Mitigation Measures: None Required

XIV. POPULATION AND HOUSING

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

Environmental Setting

The United States Census Bureau estimated the population in the City of Tulare to be 69,200 in 2020. This is an increase from the 2010 census, which counted the population in the City of Tulare to be 59,469.

Discussion

a) Would the project induce substantial unplanned 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)?

The United States Census Bureau estimated the population in the Cityof Tulare to be 69,200 persons in 2020. The project proposes to construct 91 new low-density residential units. The City of Tulare General Plan states that the City's average household size is 3.35 persons. Based on this average household size, the anticipated population increase as a result of the proposed project is 309 persons. This would be an increase of less than 0.5% beyond existing conditions. The Project site is currently designated for retail commercial development, so residential development would result in a net population increase at this site. Although implementation of the proposed project would result in a population increase, this increase is not entirely unplanned. The City of Tulare General Plan states that the City expects to witness an additional 42,020 residents during the General Plan's planning horizon at an average annual growth rate of 2.7 percent. The project would be consistent with the City's planned population growth projections and would not induce substantial unplanned population growth. Therefore, impacts related to population growth are considered to be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project does not involve the removal of existing residences and would not displace any people. There is no impact.

Mitigation Measures: None Required

XV. PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable serve ratios, response times of other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☑	☐
b. Police protection?	☐	☐	☑	☐
c. Schools?	☐	☐	☑	☐
d. Parks?	☐	☐	☑	☐
e. Other public facilities?	☐	☐	☑	☐

Environmental Setting

Fire: The project site is served by the City of Tulare Fire Department. The City of Tulare Fire Department will continue to provide fire protection services to the proposed project site upon development.

Police: The project site is served by the City of Tulare Police Department. The City of Tulare Police Department will continue to provide law enforcement services to the proposed project site upon development.

Schools: The proposed project site is located within the Tulare City School District and Tulare Joint Union High School District. Students living at the project site will attend Mission Valley Elementary School, Live Oak Middle School and Tulare Western High School. The closest school is Mission Valley Elementary, located one-half mile east of the project site. Funding for schools is outlined in Education Code Section 17620 and Government Code Section 65995 et. Seq., which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed "full and complete mitigation."

Regulatory Setting

Objectives and Policies relating to Law Enforcement, Fire Protection, Parkland, and School Facilities are included in the Land Use Element and Conservation and Open Space Element of the Tulare's General Plan. The Goals and Policies potentially applicable to the proposed project are as follows:

- COS-P4.1 Parkland/Open Space Standards: The City's goal is to provide 4 acres of developed parkland per 1,000 residents. New residential or mixed use developments containing a residential component may be required to provide parkland, or pay in-lieu fees, in this ratio as directed by the City.
- LU-P11.3 System Expansion: The City shall require new development be responsible for expansionof

existing facilities such as water systems, sewer systems, storm drainage systems, parks, and other capital facilities made necessary to serve the new development.

- LU-P11.9: Adequate City Service Capacity: The City shall only approve new development when it can be demonstrated by the applicant that adequate public service capacity in the area is or will be available to handle increases related to the project. School capacity will be discussed in the review of each development, and the City will ensure early coordination with the school districts serving the site. School capacity will be addressed as allowed under State law.

- LU-P11.26 Evaluate Fiscal Impacts: The City shall evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide and maintain a high levelof urban services (including, but not limited to, water, sewer, transportation, fire stations, police stations, libraries, administrative, and parks), and community facilities and utility infrastructure, as well as attract targeted businesses and a stable labor force.

According to the City General Plan EIR, the City had 295.65 acres of park land in 2014, or 4.9 acres per 1,000 at the time. According to the City website, the Parks Department states there is currently 363 acres of parks, or 5.2 acres per 1,000.

Discussion

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?

The City of Tulare Fire Department will provide fire protection services to the proposed development. The addition of 91 residential units will increase the demand for fire protection services. According to Tulare's General Plan EIR, the Tulare Fire Department currently has the following personnel; Fire Chief, three Division Chiefs, two Fire Inspectors, 12 Captains, 12 Engineers, 12 Fire Fighter/Paramedics, and one administrative secretary. The project is subject to Fire Development Impact Fees, in the amount of $496 per unit, to pay for future station and equipment needs. The timing of when new fire service facilities would be required or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded fire service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is less than significant.

b. Police protection?

The Tulare Police Department will provide services to the proposed development. According to the Tulare General Plan EIR, the Tulare Police Department has 74 sworn officers consisting of 1 Chief, 3 Captains, 4 Lieutenants, 9 Sergeants, 42 Patrol Officers, and 15 Investigators. Additionally, the TPD has 36 non-sworn personnel, including 12 full-time dispatchers and 5 community service officers. The project is subject to Police Development Impact Fees, in the amount of $202 per unit, to pay for future expansion of service for new development. The timing of when new police service facilities would be required or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to

analyze impacts to a potential future facility would be speculative. As new or expanded police service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is less than significant.

c. Schools?

The proposed project is within the Tulare City Elementary School District and Tulare Joint Union High School District. Since the proposed project includes the addition of 91 single-family residential units, the number of students in the school district will increase. The project will pay school development impact fees to the school districts at the time of building permit issuance in compliance with Education Code Section 17620 and Government Code Section 65995 et. Seq.. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed "full and complete mitigation." The timing of when new school facilities would be required or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As the future new school facilities are further planned and developed, they would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore impact are less than significant.

d. Parks?

The addition of 91 new residential units would result in more use at existing parks. Parks within a half-mile to one-mile radius that would service the proposed development include Del Lago Community Park and Blain Park. The City's 2035 General Plan Policy states that new residential development may be required to provide additional parkland or pay in-lieu fees. Therefore, the developer shall pay a development impact fee of $2,718 per dwelling unit. Since the project would contribute its fair share to parks facilities through payment of in-lieu fees and is currently serviced by both community and neighborhood parks, the impact is less than significant.

e. Other public facilities?

Water and wastewater services for the proposed development would be serviced by the City of Tulare. The additional 91 residential units will increase the demand for water and wastewater facilities. According to Tulare's 2035 General Plan Land Use Element, the City states that new development must be responsible for expanding existing water and sewage systems. Therefore, the developer shall pay the required development impact fees to accommodate the expansion of existing systems. The development impact fees for water facilities ($3,391 per unit), groundwater recharge ($2,163 per acre), sewer facilities ($2,125 per unit), and storm water facilities ($1,796). general city facilities fees of $375 per dwelling unit will also compensate for the increased demand for public facilities and services. Therefore, the impact is less than significant.

Mitigation Measures: None Required

XVI. PARKS AND RECREATION

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

Environmental Setting

There are 20 parks that are owned and operated by The City of Tulare, totaling 363 acres according to the City website. The closest neighborhood park is Blain Park and community park is Del Lago Community Park , both located approximately one -half mile from the project site. Based on a currently population of 69,200 as shown in the 2020 census, the City currently has 5.2 acres per 1,000 residents.

Regulatory Setting

City of Tulare General Plan: The Conservation and Open Space Element of the City of Tulare General Plan contains the following recreational resource goals and policies potentially applicable to the project.

Goal COS-4 To provide parks and recreation facilities and services that adequately meet the existing and future needs of all Tulare residents.

- COS-P4.1 Parkland/Open Space Standards. The City's goal is to provide 4 acres of developed parkland per 1,000 residents. New residential or mixed use developments containing a residentialcomponent may be required to provide parkland, or pay in-lieu fees, in this ratio as directed by the City.
- COS-P4.5 Fair Share Responsibilities. The City shall ensure all future residential development is responsible for its fair share of the City's cumulative park and recreational service and facilities maintenance needs.
- COS-P4.6 Land Dedication. The City shall continue its practice of requiring the dedication of community and neighborhood park lands as a condition of approval for large residential development projects (50 or more lots), if applicable.
- COS-P4.7 Fees In Lieu of Parkland Dedication. The City shall allow the payment of fees in lieu of parkland dedication, especially in areas where dedication is not feasible, as provided under the Quimby Act.

Discussion

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?

Implementation of the proposed project would result in increased use of existing parks and other

recreational facilities, however the project would contribute its fair share to parks facilities through the payment of park development impact fees, in the amount of $2,718, which will be used to provide additional park acreage in the City. The addition of the 91 residential units will not result in the City parks ratio being less than the four acres per 1,000, therefore the impact is less than significant.

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?

The project does not include recreational facilities therefore there is no impact.

Mitigation Measures: None Required

XVII. TRANSPORTATION

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

Environmental Setting

City of Tulare adopted guidelines, and screening criteria and thresholds for evaluating projects in accordance with CEQA Guidelines Section 15064.3, Subdivision (B). The City criteria is to use map-based screening for residential and office/industrial projects, with travel forecasting data from Tulare County Association of Governments (TCAG), and apply the recommendations for VMT thresholds as shown in Table 2 in the report and provided below.

Vehicular Access: Vehicular access to the project is available from Corvina Avenue and Retherford Street as well as interior streets to the development. The arterial access to the development comes from Hilman, just east of the project and Retherford to the west.

Pedestrian and Cyclist Connectivity: The project will install sidewalks along the north and west side of the project. The proposed sidewalk on Corvina will eventually connect to the sidewalk on Hilman Avenue.

Regulatory Setting

City of Tulare Improvement Standards: The City of Tulare's Improvement Standards are developed and enforced by the City of Tulare's Engineering Division to guide the development and maintenance of City Roads. The cross section drawings contained in the City Improvement Standards dictate the development of roads within the City.

Tulare City General Plan: The Transportation and Circulation Element of the City of Tulare General Plan contains the acceptable Level of Service (LOS) for roadways.

- TR-P2.3 Level of Service Standard**.** The City shall maintain Level of Service "D," as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council), as the minimum desirable service level at which freeways, arterial streets, collector streets, and their intersections should operate.
- TR-P2.6 Highway Right-of-Way**.** The City shall work with Caltrans to ensure that new development projects include the dedication of land to match the ultimate right-of-way as delineated in the

Caltrans Transportation Concept Reports.

- TR-P2.10 Roadway Improvements**.** The City shall improve existing roadway links and intersections which are identified as operating below Level of Service "D" standard or have other significant existing safety or operational deficiencies.
- TR-P2.14 Driveway/Curb Cut Consolidation**.** The City shall encourage the consolidation of driveways, access points, and curb cuts along existing developed major arterials or arterials when new development or a change in the intensity of existing development or land uses occurs or when traffic operation or safety warrants.
- TR-P2.27 Orientation of Subdivision Away from Arterials**.** The City shall require residential development to be oriented away (side-on or rear-on) from major arterials and arterials, and properly buffered from these roadway types to preserve the carrying capacity on the street and protect the residential environment. No single family residence driveways are allowed on collector streets.
- TR-P6.2 Provision of Sidewalks for new Development**.** The City shall require all new development to provide sidewalks or other suitable pedestrian facilities. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow to major destinations such as bus stops, schools, parks, and shopping centers.

Discussion

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

The project consists of the construction of 91 low-density residential units, as well as on- site circulation-related infrastructure improvements, including new local residential streets. All improvements, including those related to transit, roadway, bicycle, and pedestrian facilities, are subject to City review and approval to ensure compliance with all plans, ordinances, and policies related to circulation. The proposed project will not conflict with the City's circulation plan and standards. Therefore, there is no impact.

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

The proposed 91 lot development was evaluated in accordance with the CEQA Guidelines Section 15064.3, in the report "Traffic Study and Vehicle Miles Traveled Assessment for the Sierra Ranch Mixed Use Project", attached as Appendix D. The proposed subdivision is a portion of the larger mixed use project. The criteria states that for mixed use projects, As a 91 lot subdivision, the project was screened out using the thresholds adopted by the City of Tulare as it is being proposed in a low vehicle miles travelled area., therefore impacts are considered less than significant.

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

No geometric design feature associated with the project would pose a hazard to the public and there would be no incompatible uses. There would be no impact.

d) Would the project result in inadequate emergency access?

The proposed project will not result in inadequate emergency access. Emergency access to the site would be via Cartmill Avenue to Corvina and from Retherford Street. These two access points provide emergency access consistent with City standards; therefore there is no impact.

Mitigation Measures: None Required .

XVIII. TRIBAL CULTURAL RESOURCES

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

Environmental Setting

Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory. The Yokuts numbered about 25,000 and were clustered into about fifty independent local sub-tribes. Historians believe approximately 22 villages stretched from Stockton northerly to the Tehachapi Mountains southerly, although most were concentrated around Tulare Lake, Kaweah River and its tributaries. As a result, numerous cultural resource sites have been identified in Tulare County.

Cultural Resources Record Search and Native American Consultation: A records search was conducted on behalf of the Applicant at the Southern San Joaquin Valley Archaeological Information Center (AIC), to determine if historical or archaeological sites had previously been recorded within the study area, if the project area had been systematically surveyed by archaeologists prior to the initial study, and/or whether the region of the field project was known to contain archaeological sites and to thereby be archaeologically sensitive.

The City of Tulare sent out notices to the Santa Rosa Rancheria Tachi Yokut Tribe as requested through the AB 52 process. The Santa Rosa Rancheria Tachi Yokut Tribe requested that a cultural presentation be conducted prior to ground disturbance. The City of Tulare has agreed to this request and a cultural presentation will be required as a CEQA mitigation measure and a condition of project approval.

Definitions

- **Historical Resources**: Historical resources are defined by CEQA as resources that are listed in or eligible for the California Register of Historical Resources, resources that are listed in a local

historical resource register, or resources that are otherwise determined to be historical under California Public Resources Code Section 21084.1 or California Code of Regulations Section 15064.5. Under these definitions Historical Resources can include archaeological resources, Tribal cultural resources, and Paleontological Resources.

- **Archaeological Resources:** As stated above, archaeological resources may be considered historical resources. If they do not meet the qualifications under the California Public Resources Code 21084.1 or California Code of Regulations Section 15064.5, they are instead determined to be "unique" as defined by the CEQA Statute Section 21083.2. A unique archaeological resource is an artifact, object, or site that: (1) contains information (for which there is a demonstrable public interest) needed to answer important scientific research questions; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

- **Tribal Cultural Resource (TCR):** Tribal Cultural Resources can include site features, places, cultural landscapes, sacred places, or objects, which are of cultural value to a Tribe. It is either listed on or eligible for the CA Historic Register or a local historic register, or determined by the lead agency to be treated as TCR.

- **Paleontological Resources:** For the purposes of this section, "paleontological resources" refers to the fossilized plant and animal remains of prehistoric species. Paleontological Resources are a limited scientific and educational resource and are valued for the information they yield about the history of the earth and its ecology. Fossilized remains, such as bones, teeth, shells, and leaves, are found in geologic deposits (i.e., rock formations). Paleontological resources generally include the geologic formations and localities in which the fossils are collected.

Regulatory Setting

National Historic Preservation Act: The National Historic Preservation Act was adopted in 1966 to preserve historic and archeological sites in the United States. The Act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation offices.

California Historic Register: The California Historic Register was developed as a program to identify, evaluate, register, and protect Historical Resources in California. California Historical Landmarks are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, experimental, or other value. In order for a resource to be designated as a historical landmark, it must meet the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California).
- Associated with an individual or group having a profound influence on the history of California.
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer or master builder.

City of Tulare General Plan: The City of Tulare General Plan includes the following goals and policies

pertaining to tribal cultural resources:

Goal COS-5 To manage and protect sites of cultural and archaeological importance for the benefit of present and future generations.

- COS-P5.1 Archaeological Resources. The City shall support efforts to protect and/or recover archaeological resources.
- COS-P5.6 Protection of Resources with Potential State or Federal Designations. The City shall encourage the protection of cultural and archaeological sites with potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of statewide or local significance and have anthropological, cultural, military,political, architectural, economic, scientific, religious, or other values.
- COS-P5.9 Discovery of Archaeological Resources. In the event that archaeological/ paleontological resources are discovered during site excavation, grading, or construction, the City shall require that work on the site be suspended within 100 feet of the resource until the significance of the features can be determined by a qualified archaeologist/ paleontologist. If significant resources are determined to exist, an archaeologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.
- COS-P5.10 Discovery of Human Remains. Consistent with Section 7050.5 of the California Health and Safety Code and CEQA Guidelines (Section 15064.5), if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

    - The Tulare County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
    - If the remains are of Native American origin,
        - The descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavationwork, for means of treating or disposing of, with appropriate dignity, the humanremains, and any associated grave goods as provided in Public Resources Code Section 5097.98.
        - The Native American Heritage Commission was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after beingnotified by the commission, or
        - The landowner or his or her authorized representative rejects any timely recommendations of the descendent, and mediation conducted by the Native American Heritage Commission has failed to provide measures acceptable to the landowner.
- COS-P5.11 Impact Mitigation. If preservation of cultural/historical resources is not feasible, the City shall make every effort to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.
- COS-P5.12 Mitigation Monitoring for Historical Resources. The City shall develop standards for monitoring mitigation measures established for the protection of historical resources prior to

development.

- COS-P5.13 Alteration of Sites with Identified Cultural Resources. When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. The City shall permit development in these areas only after a site-specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.
- COS-P5.14 Education Program Support. The City shall support local, state, and national education programs on cultural and archaeological resources.
- COS-P5.15 Solicit Input from Local Native Americans. The City shall solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.
- COS-P5.16 Confidentiality of Archaeological Sites. The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect resources that are determined to exist. An archaeologist/paleontologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.
- COS-P5.17 Cooperation of Property Owners. The City shall encourage the cooperation of property owners to treat cultural resources as assets rather than liabilities, and encourage public support for the preservation of these resources.
- COS-P5.18 Archaeological Resource Surveys. Prior to project approval, the City shall require project applicant to have a qualified archaeologist conduct the following activities: (1) conduct a record search at the Regional Archaeological Information Center located at California State University Bakersfield and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports).

Discussion

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

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

The project would not cause a substantial adverse change in the significance of a tribal cultural resource, nor is it listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Based on the results of the records search, no previously recorded tribal cultural resources are located within the project site. Although no historical resources were identified, the presence of remains or unanticipated cultural resources under the ground surface is possible. Implementation of Mitigation Measures TCR-1, TCR -2, TCR -3, and TCR-4 will ensure that impacts will be less than significant with mitigation incorporation.

b) A resource determined by the lead agency, in its discretion and supported by substantial

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

The lead agency has not determined there to be any known cultural resource on the project site that would meet the criteria in subdivision (c) of Public Resources Code Section 5024.1 therefore there is no impact. If a resource is discovered implementation of Mitigation Measures CUL 1 and 2, identified previously and TCR-1, TCR -2 below will ensure that any impacts will be less than significant with mitigation incorporation.

Mitigation Measures:

Mitigation Measure TCR-1: Upon coordination with the Tulare County Resource Management Agency, any archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded long-term preservation. Documentation for the work shall be provided in accordance with applicable cultural resource laws and guidelines.

Mitigation Measure TCR-2: Prior to ground disturbance, the project contractor must receive a cultural presentation provided by the Santa Rosa Rancheria Tachi Yokut Tribe. The cultural presentation will describe the sensitivity of the area, discuss how to identify sensitive materials and the processes that should be followed if sensitive tribal materials are discovered, and review the history and geography of the region and the laws and regulations pertaining to tribal cultural resources.

XIX. UTILITIES AND SERVICE SYSTEMS

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

Environmental Setting

The City of Tulare utilities and service systems include wastewater treatment, storm water drainage facilities, water supply, landfill capacity, and solid waste disposal.

Wastewater: Wastewater will be collected and treated at the City's wastewater treatment facility, which is located at the intersection Paige Ave. and West St.

Solid Waste: Solid waste collection service is provided by the City of Tulare Solid Waste Division. Solid waste disposal will be provided by the Tulare County Solid Waste Department, which operates two landfills and six transfer stations within the county. Combined, these landfills receive approximately 300,000 tons of solid waste per day.

Water: Water for the proposed development will be provided by the City of Tulare. The City's primary water source is groundwater. Existing water entitlements currently provide water to the proposed projectsite. Implementation of the proposed project will not require additional water entitlements.

Storm Drainage: Tulare is currently in an agreement with Tulare Irrigation District (TID). The City pumps

storm water into canals owned by TID. Storm water is also disposed and detained in storm drainage detention and retention basins throughout the City. Tulare actively improves its storm drainage system to accommodate new urban development.

Regulatory Setting

CalRecycle: California Code of Regulations, Title 14, Natural Resources – Division 7 contains all current CalRecycle regulations regarding nonhazardous waste management in the state. These regulations include standards for the handling of solid waste, standards for the handling of compostable materials, design standards for disposal facilities, and disposal standards for specific types of waste.

Central Valley RWQCB: The Central Valley RWQCB requires a Stormwater Pollution Prevention Plan (SWPPP) for projects disturbing more than one acre of total land area. Because the project is greater than one acre, a SWPPP to manage stormwater generated during project construction will be required.

The Central Valley RWQCB regulates Wastewater Discharges to Land by establishing thresholds for discharged pollutants and implementing monitoring programs to evaluate program compliance. This program regulates approximately 1500 dischargers in the region.

The Central Valley RWQCB is also responsible for implementing the federal program, the National Pollutant Discharge Elimination System (NPDES). The NPDES Program is the federal permitting program that regulates discharges of pollutants to surface waters of the U.S. Under this program, a NPDES permitis required to discharge pollutants into Water's of the U.S. There are 350 permitted facilities within the Central Valley Region.

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relation of which could cause significant environmental effects?

The proposed project will require the extension of existing utility services into the project area. This is not anticipated to cause a significant environmental effect because extension/relocation would occur within the right-of-way prior to street construction. The proposed project was analyzed for consistency with adopted City Master Plans and was found to be consistent by City staff, therefore impacts are considered less than significant.

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

Water services will be provided by the City of Tulare. The City's water supply source is comprised of 27 wells that extract water from an underground aquifer. According to the City's Urban Water Management Plan (2021), the projected water supply for Tulare in year 2020 is 9,755 million gallons and projected to be 11,932 million gallons in 2040, which is comprised of both groundwater and recycled water. The City engages in a variety of strategies to ensure that adequate water resources area available throughout normal, dry, and multiple dry years. These strategies include a water conservation staging ordinance, which establishes five progressively more restrictive stages of water conservation to be implemented during dry and consecutive-dry years. The city also utilizes conjunctive use techniques, which involve diverting excess surface water for groundwater recharge during wet years so that it will be available

during dry years. The proposed project is planned to be consistent with the 2021 UWMP, which demonstrates adequate water supply to serve development in the City. Additionally, Tulare General Plan Policy LU-P11.3 requires all new development to be responsible for expansion of existing facilities, such as water systems, made necessary to serve the new development. The use of these strategies greatly improves the City's control over water supply and demand, which provides water supply flexibility and significantly reduces the City's vulnerability in the event of dry and multiple dry years.

Additionally, the City has joined the City of Visalia and the Tulare Irrigation District (TID) to form the Mid-Kaweah Joint Powers Authority (MKJPA) in an attempt to create a coordinated plan for the Sub basin. The City has also invested significantly in detention basins to increase their recharge capacity. The project would change uses on the site from vacant fallowed land to 91 residential units, and would result in a reduction in percolation to the groundwater basin, because the project would create an increase in the amount of paved and impervious surfaces. However, this impact would be greatly reduced by directing stormwater flows to appropriate stormwater basins nearby. The Project has been reviewed by the City of Tulare Engineer who has determined that the Project will not have a significant impact on the existing water system, and would tie in to the existing water infrastructure for this part of the City. Therefore, the Project would have a less than significant impact on groundwater resources.

c) Would the project 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?

Wastewater generated by the project would be collected and treated at the City's domestic Wastewater Treatment Facilities (WWTF). Although the proposed project will increase in wastewater generation due to the addition of 91 residential units, the wastewater produced would not exceed the City's WWTF capacity of 6.0 MGD. The impact is less than significant.

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

Solid waste collection service will be provided by the City of Tulare and waste disposal will be provided by the County. Additional solid waste is anticipated as a result of project implementation; however, the project does not include any components that would generate excessive waste and the existing landfills have sufficient permitted capacity to accommodate the project's solid waste disposal needs, therefore the impact is less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

This proposed project conforms to all applicable management and reduction statutes andregulations related to solid waste disposal. The development will comply with the adopted policies related to solid waste, and will comply with all applicable federal, state, and local statutes and regulations pertaining to disposal of solid waste, including recycling, therefore there is no impact.

Mitigation Measures: None Required

XX. WILDFIRE

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

Regulatory Setting

a), b), c), d): The project site is not within or near a state responsibility area or area classified as very high fire hazard severity zone, therefore there is no impact to an adopted emergency plan or emergency evacuation plan, would not exacerbate wildfire risks, or require the installation of infrastructure that would exacerbate fire risk. In addition, the project will not expose people or structures to significant risk of flooding, landslides as a result of runoff, post-fire slope instability or drainage changes.

Mitigation Measures: None Required

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion

a) Does the project have the potential to degrade the quality of the environment, substantially reducethe 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 restrictthe range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

This initial study/mitigated negative declaration found the project could have significant impacts on biological, cultural, hazardous materials, water quality, and Tribal cultural resources. However, implementation of the identified mitigation measures for each respective section would ensure that impacts are *less than significant with mitigation incorporation.*

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)?

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 in need for housing, increase in traffic, air pollutants, etc). Impacts would be *less than significant*.

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

The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the project design to reduce all potentially significant impacts to less than significant, which results in a *less than significant* impact to this checklist item.

MITIGATION MONITORING AND REPORTING PROGRAM

As required by Public Resources Code Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the project in order to monitor the implementation of the mitigation measures that have been adopted for the project. This Mitigation Monitoring and Reporting Program (MMRP) has been created based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Kensington 3/4 Tentative Subdivision Map Project proposed by San JoaquinValley Homes in the City of Tulare.

The first column of the table identifies the mitigation measure. The second column names the party responsible for carrying out the required action. The third column, "Timing of Mitigation Measure" identifies the time the mitigation measure should be initiated. The fourth column, "Responsible Party forMonitoring," names the party ensuring that the mitigation measure is implemented. The last column willbe used by the City of Tulare to ensure that the individual mitigation measures have been monitored.

Plan checking and verification of mitigation compliance shall be the responsibility of the City of Tulare.

MITIGATION MEASURE	RESPONSIBLE PARTY FOR IMPLEMENTATION	IMPLEMENTATION TIMEING	RESPONSIBLE PARTY FOR MONITORING	VERIFICATION
BIOLOGICAL RESOURCES				
BIO 1: That a pre-construction survey be conducted no more than 30 days prior to ground disturbance to ensure that there is no presence endangered or threatened species. If such species is identified, the distance parameters recommended by the USFWS shall be followed.	Applicant	30 days prior to start of construction	City of Tulare	
CULTURAL RESOURCES				
CUL 1: If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983) should be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA,	Applicant and construction contractor	Ongoing during construction	City of Tulare	

additional work such as data recovery excavation and Native American consultation may be warranted to mitigate any adverse effects.				
CUL 2: The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Applicant and construction contractor	Ongoing during construction	City of Tulare	
TRIBAL CULTURAL RESOURCES				
TCR 1: Upon coordination with the Tulare County Resource Management Agency,any archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where	Applicant and Construction Contractor to be implemented by a qualified archaeologist	Ongoing during construction	City of Tulare	

they would be afforded long-term preservation. Documentation for the work shall be provided in accordance with applicable cultural resource laws and guidelines.				
TCR 2: Prior to ground disturbance, the project contractor must receive a culturalpresentation provided by the Santa Rosa Rancheria Tachi Yokut Tribe. The cultural presentation will describe the sensitivity of the area, discuss how to identify sensitive materials and the processes that should be followed if sensitive tribal materials are discovered, and review the history and geography of the region and the laws and regulations pertaining to tribal cultural resources.	Applicant, Construction Contractor, and Santa Rosa Rancheria Yokut Tribe	Prior to the start of construction	City of Tulare	

Supporting Information and Sources

1. City of Tulare General Plan
2. City of Tulare General Plan EIR
3. City of Tulare Climate Action Plan
4. City of Tulare Draft 2021 Urban Water Management Plan
5. City of Tulare Zoning Ordinance
6. City of Tulare Sewer System Master Plan
7. Engineering Standards, City of Tulare
8. California Farmland Mapping and Monitoring Program
9. California Natural Diversity Database (CNDDB)
10. SJVAPCD Regulations and Guidelines
11. AB 3098 List
12. Flood Insurance Rate Maps
13. California Air Resources Board's (CARB's) Air Quality and Land Use Handbook
14. 2021 California Environmental Quality Act CEQA Guidelines
15. California Building Code
16. Guidance for Land Use Agencies in Addressing Greenhouse Gas Emission Impacts for New Projects Under CEQA
17. Southcoast Air Quality Management District (SCAQMD)
18. California Energy Commission. 2019 Building Energy Efficiency Standards.
19. Phase 1: Krazan Associates November 21, 2021
20. Department of Toxic Substance Control Envirostar
21. California Stormwater Pollution Prevention Program (SWPPP)
22. Tulare County Association of Governments
23. US Census (2020).

Supporting Information and Sources

1. City of Tulare General Plan
2. City of Tulare General Plan EIR
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4. City of Tulare Draft 2015 Urban Water Management Plan
5. City of Tulare Zoning Ordinance
6. City of Tulare Sewer System Master Plan
7. Engineering Standards, City of Tulare
8. California Farmland Mapping and Monitoring Program
9. California Natural Diversity Database (CNDDB)
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21. California Stormwater Pollution Prevention Program (SWPPP)
22. Tulare County Association of Governments
23. US Census (2020).

APPENDIX A

California Natural Diversity Data Base Species List

CNDDB Quad Species List 9 records.

Element Type	Scientific Name	Common Name	Element Code	Federal Status	State Status	CDFW Status	CA Rare Plant Rank	Quad Code	Quad Name	Data Status	Taxonomic Sort
Animals - Birds	Buteo swainsoni	Swainson's hawk	ABNKC19070	None	Threatened	-	-	3611923	TULARE	Mapped	Animals - Birds - Accipitridae - Buteo swainsoni
Animals - Birds	Lanius ludovicianus	loggerhead shrike	ABPBR01030	None	None	SSC	-	3611923	TULARE	Unprocessed	Animals - Birds - Laniidae - Lanius ludovicianus
Animals - Birds	Athene cunicularia	burrowing owl	ABNSB10010	None	None	SSC	-	3611923	TULARE	Unprocessed	Animals - Birds - Strigidae - Athene cunicularia
Animals - Insects	Andrena macswaini	An andrenid bee	IIHYM35130	None	None	-	-	3611923	TULARE	Mapped	Animals - Insects - Andrenidae - Andrena macswaini
Animals - Mammals	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	Endangered	Threatened	-	-	3611923	TULARE	Mapped	Animals - Mammals - Canidae - Vulpes macrotis mutica
Animals - Mammals	Dipodomys nitratoides nitratoides	Tipton kangaroo rat	AMAFD03152	Endangered	Endangered	-	-	3611923	TULARE	Unprocessed	Animals - Mammals - Heteromyidae - Dipodomys nitratoides nitratoides
Plants - Vascular	Lasthenia chrysantha	alkali-sink goldfields	PDAST5L030	None	None	-	1B.1	3611923	TULARE	Mapped	Plants - Vascular - Asteraceae - Lasthenia chrysantha
Plants - Vascular	Pseudobahia peirsonii	San Joaquin adobe sunburst	PDAST7P030	Threatened	Endangered	-	1B.1	3611923	TULARE	Mapped	Plants - Vascular - Asteraceae - Pseudobahia peirsonii
Plants - Vascular	Caulanthus californicus	California jewelflower	PDBRA31010	Endangered	Endangered	-	1B.1	3611923	TULARE	Mapped	Plants - Vascular - Brassicaceae - Caulanthus californicus

APPENDIX C

CALEEmod Report

Sierra Ranch Tentative Subdivision Map - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Sierra Ranch Tentative Subdivision Map

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	92.00	Dwelling Unit	17.12	165,600.00	263

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage is smaller than typical due to private, gated subdivision with small lots.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	29.87	17.12
tblWoodstoves	NumberCatalytic	17.12	0.00
tblWoodstoves	NumberNoncatalytic	17.12	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Sierra Ranch Tentative Subdivision Map - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1849	1.7632	1.5707	3.0100e-003	0.2559	0.0830	0.3390	0.1106	0.0773	0.1879	0.0000	263.2064	263.2064	0.0678	1.8800e-003	265.4614
2023	1.7432	1.6593	1.9581	3.5100e-003	0.0358	0.0787	0.1145	9.6800e-003	0.0740	0.0837	0.0000	305.6156	305.6156	0.0646	3.7700e-003	308.3538
Maximum	**1.7432**	**1.7632**	**1.9581**	**3.5100e-003**	**0.2559**	**0.0830**	**0.3390**	**0.1106**	**0.0773**	**0.1879**	**0.0000**	**305.6156**	**305.6156**	**0.0678**	**3.7700e-003**	**308.3538**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1849	1.7632	1.5707	3.0100e-003	0.2559	0.0830	0.3390	0.1106	0.0773	0.1879	0.0000	263.2061	263.2061	0.0678	1.8800e-003	265.4612
2023	1.7432	1.6593	1.9581	3.5100e-003	0.0358	0.0787	0.1145	9.6800e-003	0.0740	0.0837	0.0000	305.6153	305.6153	0.0646	3.7700e-003	308.3535
Maximum	**1.7432**	**1.7632**	**1.9581**	**3.5100e-003**	**0.2559**	**0.0830**	**0.3390**	**0.1106**	**0.0773**	**0.1879**	**0.0000**	**305.6153**	**305.6153**	**0.0678**	**3.7700e-003**	**308.3535**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**6-1-2022**	**8-31-2022**	1.1575	1.1575
2	**9-1-2022**	**11-30-2022**	0.5894	0.5894
3	**12-1-2022**	**2-28-2023**	0.5514	0.5514
4	**3-1-2023**	**5-31-2023**	0.5460	0.5460
5	**6-1-2023**	**8-31-2023**	0.5458	0.5458
6	**9-1-2023**	**9-30-2023**	0.1780	0.1780
		Highest	1.1575	1.1575

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8268	0.0423	0.6979	2.6000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	40.9709	40.9709	1.8400e-003	7.3000e-004	41.2346
Energy	0.0119	0.1019	0.0434	6.5000e-004		8.2400e-003	8.2400e-003		8.2400e-003	8.2400e-003	0.0000	248.1131	248.1131	0.0132	3.4900e-003	249.4856
Mobile	0.4646	0.7738	4.3174	9.4900e-003	0.9033	8.3700e-003	0.9117	0.2418	7.8600e-003	0.2497	0.0000	876.5806	876.5806	0.0498	0.0481	892.1647
Waste						0.0000	0.0000		0.0000	0.0000	19.2192	0.0000	19.2192	1.1358	0.0000	47.6147
Water						0.0000	0.0000		0.0000	0.0000	1.9017	8.0977	9.9994	0.1960	4.6900e-003	16.2985
Total	**1.3033**	**0.9180**	**5.0587**	**0.0104**	**0.9033**	**0.0232**	**0.9265**	**0.2418**	**0.0227**	**0.2645**	**21.1209**	**1,173.7624**	**1,194.8832**	**1.3967**	**0.0570**	**1,246.7981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8268	0.0423	0.6979	2.6000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	40.9709	40.9709	1.8400e-003	7.3000e-004	41.2346
Energy	0.0119	0.1019	0.0434	6.5000e-004		8.2400e-003	8.2400e-003		8.2400e-003	8.2400e-003	0.0000	248.1131	248.1131	0.0132	3.4900e-003	249.4856
Mobile	0.4646	0.7738	4.3174	9.4900e-003	0.9033	8.3700e-003	0.9117	0.2418	7.8600e-003	0.2497	0.0000	876.5806	876.5806	0.0498	0.0481	892.1647
Waste						0.0000	0.0000		0.0000	0.0000	19.2192	0.0000	19.2192	1.1358	0.0000	47.6147
Water						0.0000	0.0000		0.0000	0.0000	1.9017	8.0977	9.9994	0.1960	4.6900e-003	16.2985
Total	**1.3033**	**0.9180**	**5.0587**	**0.0104**	**0.9033**	**0.0232**	**0.9265**	**0.2418**	**0.0227**	**0.2645**	**21.1209**	**1,173.7624**	**1,194.8832**	**1.3967**	**0.0570**	**1,246.7981**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/12/2022	5	10	
3	Grading	Grading	7/13/2022	8/23/2022	5	30	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	8/24/2022	10/17/2023	5	300	
5	Paving	Paving	10/18/2023	11/14/2023	5	20	
6	Architectural Coating	Architectural Coating	11/15/2023	12/12/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 335,340; Residential Outdoor: 111,780; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	33.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**		**0.0124**	**0.0124**		**0.0116**	**0.0116**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

Sierra Ranch Tentative Subdivision Map - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.2000e-004	4.5100e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9806	0.9806	4.0000e-005	3.0000e-005	0.9915
Total	**5.7000e-004**	**4.2000e-004**	**4.5100e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9806**	**0.9806**	**4.0000e-005**	**3.0000e-005**	**0.9915**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**		**0.0124**	**0.0124**		**0.0116**	**0.0116**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.2000e-004	4.5100e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9806	0.9806	4.0000e-005	3.0000e-005	0.9915
Total	**5.7000e-004**	**4.2000e-004**	**4.5100e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9806**	**0.9806**	**4.0000e-005**	**3.0000e-005**	**0.9915**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Sierra Ranch Tentative Subdivision Map - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.5000e-004	2.7000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5884	0.5884	2.0000e-005	2.0000e-005	0.5949
Total	**3.4000e-004**	**2.5000e-004**	**2.7000e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5884**	**0.5884**	**2.0000e-005**	**2.0000e-005**	**0.5949**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.5000e-004	2.7000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5884	0.5884	2.0000e-005	2.0000e-005	0.5949
Total	**3.4000e-004**	**2.5000e-004**	**2.7000e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5884**	**0.5884**	**2.0000e-005**	**2.0000e-005**	**0.5949**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8019	81.8019	0.0265	0.0000	82.4633
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.1381**	**0.0245**	**0.1626**	**0.0548**	**0.0226**	**0.0774**	**0.0000**	**81.8019**	**81.8019**	**0.0265**	**0.0000**	**82.4633**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	8.4000e-004	9.0100e-003	2.0000e-005	2.3900e-003	1.0000e-005	2.4000e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9612	1.9612	7.0000e-005	7.0000e-005	1.9831
Total	**1.1500e-003**	**8.4000e-004**	**9.0100e-003**	**2.0000e-005**	**2.3900e-003**	**1.0000e-005**	**2.4000e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.9612**	**1.9612**	**7.0000e-005**	**7.0000e-005**	**1.9831**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8018	81.8018	0.0265	0.0000	82.4632
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.1381**	**0.0245**	**0.1626**	**0.0548**	**0.0226**	**0.0774**	**0.0000**	**81.8018**	**81.8018**	**0.0265**	**0.0000**	**82.4632**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	8.4000e-004	9.0100e-003	2.0000e-005	2.3900e-003	1.0000e-005	2.4000e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9612	1.9612	7.0000e-005	7.0000e-005	1.9831
Total	**1.1500e-003**	**8.4000e-004**	**9.0100e-003**	**2.0000e-005**	**2.3900e-003**	**1.0000e-005**	**2.4000e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.9612**	**1.9612**	**7.0000e-005**	**7.0000e-005**	**1.9831**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0793	0.7261	0.7609	1.2500e-003		0.0376	0.0376		0.0354	0.0354	0.0000	107.7522	107.7522	0.0258	0.0000	108.3976
Total	**0.0793**	**0.7261**	**0.7609**	**1.2500e-003**		**0.0376**	**0.0376**		**0.0354**	**0.0354**	**0.0000**	**107.7522**	**107.7522**	**0.0258**	**0.0000**	**108.3976**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0400e-003	0.0260	7.4200e-003	1.0000e-004	3.0700e-003	2.9000e-004	3.3700e-003	8.9000e-004	2.8000e-004	1.1700e-003	0.0000	9.3807	9.3807	6.0000e-005	1.4100e-003	9.8038
Worker	5.8700e-003	4.3200e-003	0.0461	1.1000e-004	0.0122	7.0000e-005	0.0123	3.2500e-003	6.0000e-005	3.3100e-003	0.0000	10.0315	10.0315	3.7000e-004	3.4000e-004	10.1434
Total	**6.9100e-003**	**0.0303**	**0.0535**	**2.1000e-004**	**0.0153**	**3.6000e-004**	**0.0157**	**4.1400e-003**	**3.4000e-004**	**4.4800e-003**	**0.0000**	**19.4122**	**19.4122**	**4.3000e-004**	**1.7500e-003**	**19.9472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0793	0.7261	0.7609	1.2500e-003		0.0376	0.0376		0.0354	0.0354	0.0000	107.7521	107.7521	0.0258	0.0000	108.3975
Total	**0.0793**	**0.7261**	**0.7609**	**1.2500e-003**		**0.0376**	**0.0376**		**0.0354**	**0.0354**	**0.0000**	**107.7521**	**107.7521**	**0.0258**	**0.0000**	**108.3975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0400e-003	0.0260	7.4200e-003	1.0000e-004	3.0700e-003	2.9000e-004	3.3700e-003	8.9000e-004	2.8000e-004	1.1700e-003	0.0000	9.3807	9.3807	6.0000e-005	1.4100e-003	9.8038
Worker	5.8700e-003	4.3200e-003	0.0461	1.1000e-004	0.0122	7.0000e-005	0.0123	3.2500e-003	6.0000e-005	3.3100e-003	0.0000	10.0315	10.0315	3.7000e-004	3.4000e-004	10.1434
Total	**6.9100e-003**	**0.0303**	**0.0535**	**2.1000e-004**	**0.0153**	**3.6000e-004**	**0.0157**	**4.1400e-003**	**3.4000e-004**	**4.4800e-003**	**0.0000**	**19.4122**	**19.4122**	**4.3000e-004**	**1.7500e-003**	**19.9472**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1628	1.4888	1.6813	2.7900e-003		0.0724	0.0724		0.0682	0.0682	0.0000	239.9179	239.9179	0.0571	0.0000	241.3447
Total	**0.1628**	**1.4888**	**1.6813**	**2.7900e-003**		**0.0724**	**0.0724**		**0.0682**	**0.0682**	**0.0000**	**239.9179**	**239.9179**	**0.0571**	**0.0000**	**241.3447**

Sierra Ranch Tentative Subdivision Map - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1700e-003	0.0466	0.0141	2.1000e-004	6.8400e-003	3.0000e-004	7.1400e-003	1.9800e-003	2.8000e-004	2.2600e-003	0.0000	20.1186	20.1186	9.0000e-005	3.0300e-003	21.0226
Worker	0.0119	8.3800e-003	0.0929	2.4000e-004	0.0272	1.4000e-004	0.0274	7.2300e-003	1.3000e-004	7.3600e-003	0.0000	21.6072	21.6072	7.4000e-004	7.0000e-004	21.8342
Total	**0.0131**	**0.0550**	**0.1069**	**4.5000e-004**	**0.0341**	**4.4000e-004**	**0.0345**	**9.2100e-003**	**4.1000e-004**	**9.6200e-003**	**0.0000**	**41.7258**	**41.7258**	**8.3000e-004**	**3.7300e-003**	**42.8568**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1628	1.4888	1.6813	2.7900e-003		0.0724	0.0724		0.0682	0.0682	0.0000	239.9176	239.9176	0.0571	0.0000	241.3444
Total	**0.1628**	**1.4888**	**1.6813**	**2.7900e-003**		**0.0724**	**0.0724**		**0.0682**	**0.0682**	**0.0000**	**239.9176**	**239.9176**	**0.0571**	**0.0000**	**241.3444**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1700e-003	0.0466	0.0141	2.1000e-004	6.8400e-003	3.0000e-004	7.1400e-003	1.9800e-003	2.8000e-004	2.2600e-003	0.0000	20.1186	20.1186	9.0000e-005	3.0300e-003	21.0226
Worker	0.0119	8.3800e-003	0.0929	2.4000e-004	0.0272	1.4000e-004	0.0274	7.2300e-003	1.3000e-004	7.3600e-003	0.0000	21.6072	21.6072	7.4000e-004	7.0000e-004	21.8342
Total	**0.0131**	**0.0550**	**0.1069**	**4.5000e-004**	**0.0341**	**4.4000e-004**	**0.0345**	**9.2100e-003**	**4.1000e-004**	**9.6200e-003**	**0.0000**	**41.7258**	**41.7258**	**8.3000e-004**	**3.7300e-003**	**42.8568**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0103**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0269**	**20.0269**	**6.4800e-003**	**0.0000**	**20.1888**

Sierra Ranch Tentative Subdivision Map - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.7000e-004	4.0800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9489	0.9489	3.0000e-005	3.0000e-005	0.9589
Total	**5.2000e-004**	**3.7000e-004**	**4.0800e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9489**	**0.9489**	**3.0000e-005**	**3.0000e-005**	**0.9589**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0103**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0268**	**20.0268**	**6.4800e-003**	**0.0000**	**20.1888**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.7000e-004	4.0800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9489	0.9489	3.0000e-005	3.0000e-005	0.9589
Total	**5.2000e-004**	**3.7000e-004**	**4.0800e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9489**	**0.9489**	**3.0000e-005**	**3.0000e-005**	**0.9589**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5543					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**1.5562**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Sierra Ranch Tentative Subdivision Map - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.9000e-003	0.0000	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4428	0.4428	2.0000e-005	1.0000e-005	0.4475
Total	**2.4000e-004**	**1.7000e-004**	**1.9000e-003**	**0.0000**	**5.6000e-004**	**0.0000**	**5.6000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4428**	**0.4428**	**2.0000e-005**	**1.0000e-005**	**0.4475**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5543					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**1.5562**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.9000e-003	0.0000	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4428	0.4428	2.0000e-005	1.0000e-005	0.4475
Total	**2.4000e-004**	**1.7000e-004**	**1.9000e-003**	**0.0000**	**5.6000e-004**	**0.0000**	**5.6000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4428**	**0.4428**	**2.0000e-005**	**1.0000e-005**	**0.4475**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4646	0.7738	4.3174	9.4900e-003	0.9033	8.3700e-003	0.9117	0.2418	7.8600e-003	0.2497	0.0000	876.5806	876.5806	0.0498	0.0481	892.1647

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated	0.4646	0.7738	4.3174	9.4900e-003	0.9033	8.3700e-003	0.9117	0.2418	7.8600e-003	0.2497	0.0000	876.5806	876.5806	0.0498	0.0481	892.1647

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	868.48	877.68	786.60	2,418,748	2,418,748
Total	868.48	877.68	786.60	2,418,748	2,418,748

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	130.1015	130.1015	0.0110	1.3300e-003	130.7726
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	130.1015	130.1015	0.0110	1.3300e-003	130.7726
NaturalGas Mitigated	0.0119	0.1019	0.0434	6.5000e-004		8.2400e-003	8.2400e-003		8.2400e-003	8.2400e-003	0.0000	118.0116	118.0116	2.2600e-003	2.1600e-003	118.7129
NaturalGas Unmitigated	0.0119	0.1019	0.0434	6.5000e-004		8.2400e-003	8.2400e-003		8.2400e-003	8.2400e-003	0.0000	118.0116	118.0116	2.2600e-003	2.1600e-003	118.7129

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	2.21145e+006	0.0119	0.1019	0.0434	6.5000e-004		8.2400e-003	8.2400e-003		8.2400e-003	8.2400e-003	0.0000	118.0116	118.0116	2.2600e-003	2.1600e-003	118.7129
Total		**0.0119**	**0.1019**	**0.0434**	**6.5000e-004**		**8.2400e-003**	**8.2400e-003**		**8.2400e-003**	**8.2400e-003**	**0.0000**	**118.0116**	**118.0116**	**2.2600e-003**	**2.1600e-003**	**118.7129**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	2.21145e+006	0.0119	0.1019	0.0434	6.5000e-004		8.2400e-003	8.2400e-003		8.2400e-003	8.2400e-003	0.0000	118.0116	118.0116	2.2600e-003	2.1600e-003	118.7129
Total		**0.0119**	**0.1019**	**0.0434**	**6.5000e-004**		**8.2400e-003**	**8.2400e-003**		**8.2400e-003**	**8.2400e-003**	**0.0000**	**118.0116**	**118.0116**	**2.2600e-003**	**2.1600e-003**	**118.7129**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Single Family Housing	733604		130.1015	0.0110	1.3300e-003	130.7726
Total			**130.1015**	**0.0110**	**1.3300e-003**	**130.7726**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Single Family Housing	733604		130.1015	0.0110	1.3300e-003	130.7726
Total			**130.1015**	**0.0110**	**1.3300e-003**	**130.7726**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8268	0.0423	0.6979	2.6000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	40.9709	40.9709	1.8400e-003	7.3000e-004	41.2346
Unmitigated	0.8268	0.0423	0.6979	2.6000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	40.9709	40.9709	1.8400e-003	7.3000e-004	41.2346

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6468					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.0300e-003	0.0344	0.0146	2.2000e-004		2.7800e-003	2.7800e-003		2.7800e-003	2.7800e-003	0.0000	39.8551	39.8551	7.6000e-004	7.3000e-004	40.0919
Landscaping	0.0206	7.8800e-003	0.6833	4.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	1.1159	1.1159	1.0700e-003	0.0000	1.1427
Total	**0.8268**	**0.0423**	**0.6979**	**2.6000e-004**		**6.5600e-003**	**6.5600e-003**		**6.5600e-003**	**6.5600e-003**	**0.0000**	**40.9709**	**40.9709**	**1.8300e-003**	**7.3000e-004**	**41.2346**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6468					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.0300e-003	0.0344	0.0146	2.2000e-004		2.7800e-003	2.7800e-003		2.7800e-003	2.7800e-003	0.0000	39.8551	39.8551	7.6000e-004	7.3000e-004	40.0919
Landscaping	0.0206	7.8800e-003	0.6833	4.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	1.1159	1.1159	1.0700e-003	0.0000	1.1427
Total	**0.8268**	**0.0423**	**0.6979**	**2.6000e-004**		**6.5600e-003**	**6.5600e-003**		**6.5600e-003**	**6.5600e-003**	**0.0000**	**40.9709**	**40.9709**	**1.8300e-003**	**7.3000e-004**	**41.2346**

7.0 Water Detail

7.1 Mitigation Measures Water

		Total CO2	CH4	N2O	CO2e
Category	tons/yr	MT/yr			
Mitigated		9.9994	0.1960	4.6900e-003	16.2985

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated		9.9994	0.1960	4.6900e-003	16.2985

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Single Family Housing	5.99417 / 3.77893		9.9994	0.1960	4.6900e-003	16.2985
Total			**9.9994**	**0.1960**	**4.6900e-003**	**16.2985**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Single Family Housing	5.99417 / 3.77893		9.9994	0.1960	4.6900e-003	16.2985
Total			**9.9994**	**0.1960**	**4.6900e-003**	**16.2985**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

		Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr			
Mitigated		19.2192	1.1358	0.0000	47.6147
Unmitigated		19.2192	1.1358	0.0000	47.6147

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
Single Family Housing	94.68		19.2192	1.1358	0.0000	47.6147
Total			**19.2192**	**1.1358**	**0.0000**	**47.6147**

Mitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
Single Family Housing	94.68		19.2192	1.1358	0.0000	47.6147
Total			**19.2192**	**1.1358**	**0.0000**	**47.6147**

9.0 Operational Offroad

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

Taylored Archaeological Technical Memo

TECHNICAL MEMORANDUM

Date: February 25, 2022

To: Darlene Mata, Environmental Consultant, DR Mata Consulting

From: Consuelo Sauls, MA, RPA, Taylored Archaeology

Subject: Cultural Resources Records Search Results Technical Memorandum for Sierra Ranch Tentative Subdivision Map Project, City of Tulare, Tulare County, California

Introduction

The Sierra Ranch Tentative Subdivision Map Project (Project) is a single-family residential development located in the City of Tulare, California. The proposed Project will develop a 92-lot single family subdivision and related improvements. The Project is currently undergoing environmental evaluation under the California Environmental Quality Act (CEQA) with the City of Tulare serving as lead agency.

Project Location

The proposed Project is located at the southwest corner of North Hillman Street and Corvina Avenue in the City of Tulare, Tulare County, California (Appendix A). The Project boundary is approximately 17.29 acres of vacant land at 2135 North Hillman Street on Tulare County Assessor's Parcel Number 166-020-006 (Project boundary/area). The site is additionally bordered by Rutherford Street on the west side. The Project boundary is within Township 19 South, Range 24 East, Section 35 on the United States Geological Survey (USGS) 7.5-minute series Tulare, California topographic quadrangle map (Appendix A).

Methodology

In order to research potential cultural resources within the Project vicinity, Taylored Archaeology requested a cultural resources records search from the Southern San Joaquin Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS), at California State University, Bakersfield and reviewed said records in relationship to the Project area. The records search covered the Project area and all land within a 0.5-mile radius of the Project and included a review of the following: the Archaeological Determinations of Eligibility, the National Register of Historic Places, the California Registry of Historic Resources, the California Points of Historical Interest, the California Historical Landmarks, the California State Historic Resources Inventory, and a review of cultural resources reports on file with the SSJVIC.

Records Search Results

The SSJVIC provided the results of the cultural resources records search (File No. 22-071) on February 21, 2022, for the Sierra Ranch TSM Project (Attachment B).

Previous Studies

The records results indicated that two prior cultural resource investigation studies were conducted within the Project area as shown in Table 1 (Mitchell 1957, William Self Associates 1995). Further review of Mitchell 1957 revealed it to only be a narrative book account of the 1851 Mariposa War and not relevant to the Project area. William Self Associates 1995 is a literature review and cultural resource records search. No archaeological pedestrian survey was conducted was part of the William Self Associates 1995 report. A review of the records results revealed no previous archaeological pedestrian surveys within the Project boundary.

Table 1
Previous Cultural Resource Investigation Reports within the Project Area

Report Number	Author(s)	Date	Report Title	Study
TU-00041	Self, William	1995	Class I Overview Santa Fe Pacific Pipeline Partners, L.P. Proposed Concord to Colton Pipeline Project	Literature Review; No survey of Project area
TU-01190	Mitchell, Annie R.	1957	Jim Savage and the Tulareño Indians	Book; No survey of Project area

Five previous cultural resource studies were conducted within a 0.5-mile radius of the Project area as shown in Table 2 (Hatoff et al. 1995; Stuart 1974; O'Brien 2011a; and Haley 2011b; Perez 2017; McIntosh and Wills 2018). TU-01677 is counted as a single cultural resource study by the SSJVIC. No archaeological pedestrian surveys for these reports overlapped the Project area.

Table 2
Previous Cultural Resource Investigation Reports 0.5-mile radius of the Project Area

Report Number	Author(s)	Date	Report Title	Study
TU-00102	Hatoff, Brian et. al	1995	Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project	Pipeline Linear Survey Report
TU-00500	Stuart, David R.	1974	Archaeological Report for the Freeway Conversion of Route 41 and the Widening of the Prosperity Avenue Bridge Over Route 99	Archaeological Field Survey Letter Report
TU-01677	O'Brien, Traci	2011	Archaeological Survey Report Cartmill Avenue Interchange Project, City of Tulare, Tulare County, California	Road Interchange Survey

Report Number	Author(s)	Date	Report Title	Study
TU-01677	Haley, Kathryn	2011	Historic Resources Evaluation Report for the Cartmill Avenue Interchange Project, City of Tulare, Tulare County, California	Road Interchange Survey
TU-01776	Perez, Don C.	2017	Archaeological Sensitivity Assessment SF90XCVTCA/9CAX002664- 1168 Leland Avenue Tulare, Tulare County, California 93274	Archaeological Desktop Assessment
TU-01820	McIntosh, Douglas and Wills Carrie D.	2018	Cultural Resources Records Search and Site Visit Results Cellco Partnership and their Controlled Affiliates doing business as Verizon Wireless Candidate Tulare Outlets, North Cherry Street, Tulare, Tulare County, California (EBI Project #6118000433)	Cell Tower Archaeological Phase I Survey

Previously Recorded Cultural Resources

The SSVJIC records search revealed no evidence of recorded cultural resources in the Project boundary.

One cultural resource was previously recorded within a 0.5-mile radius of the Project area as shown in Table 3. The cultural resource is a historic era linear structure: a canal known as the Liberty Ditch (P-54-005211; CA-TUL-3078H). The Liberty Ditch is a segment of the Tulare Irrigation District Canal. This segment was recommended in Haley 2011 (TU-01677) as not eligible for listing in the California Register of Historic Resources (CRHR).

Table 3
Previous Recorded Cultural Resource within 0.5-miles radius of the Project Area

Resource Number	Age Association	Resource Type	Distance from Project Boundary
P-54-005211 CA-TUL-3078H	Historic	Structure; Canal	0.36 miles to the northwest

Conclusion

Based on the results of the SSJVIC records search, no evidence was found that the Project boundary has been previously surveyed for cultural resources. One historic era resource, as shown in Table 3, was recorded within a 0.5-miles radius of the Project boundary. Based upon the limited information available, the chance of encountering subsurface archaeological or historical resources on the Project boundary is undetermined.

In the event of accidental discovery of unidentified archaeological remains during development or ground-disturbing activities on the Project boundary, the Project contractor should stop work in the immediate vicinity and follow the City of Tulare 2035 General Plan Policy COS-P5.9 (Discovery of Archaeological Resources) as shown in Attachment C. If human remains are uncovered during construction, the Project contractor should immediately contact the Tulare County Coroner and follow City of Tulare 2035 General Plan Policy COS-P5.10 (Discovery of Human Remains) as shown in Attachment C.

Sincerely,

Consuelo Sauls

Consuelo Sauls, MA, RPA 41591505
Archaeologist

Attachment A: Project Maps
Attachment B: Records Search Results Letter
Attachment C: City of Tulare 2035 General Plan Policies

ATTACHMENT A

Project Maps

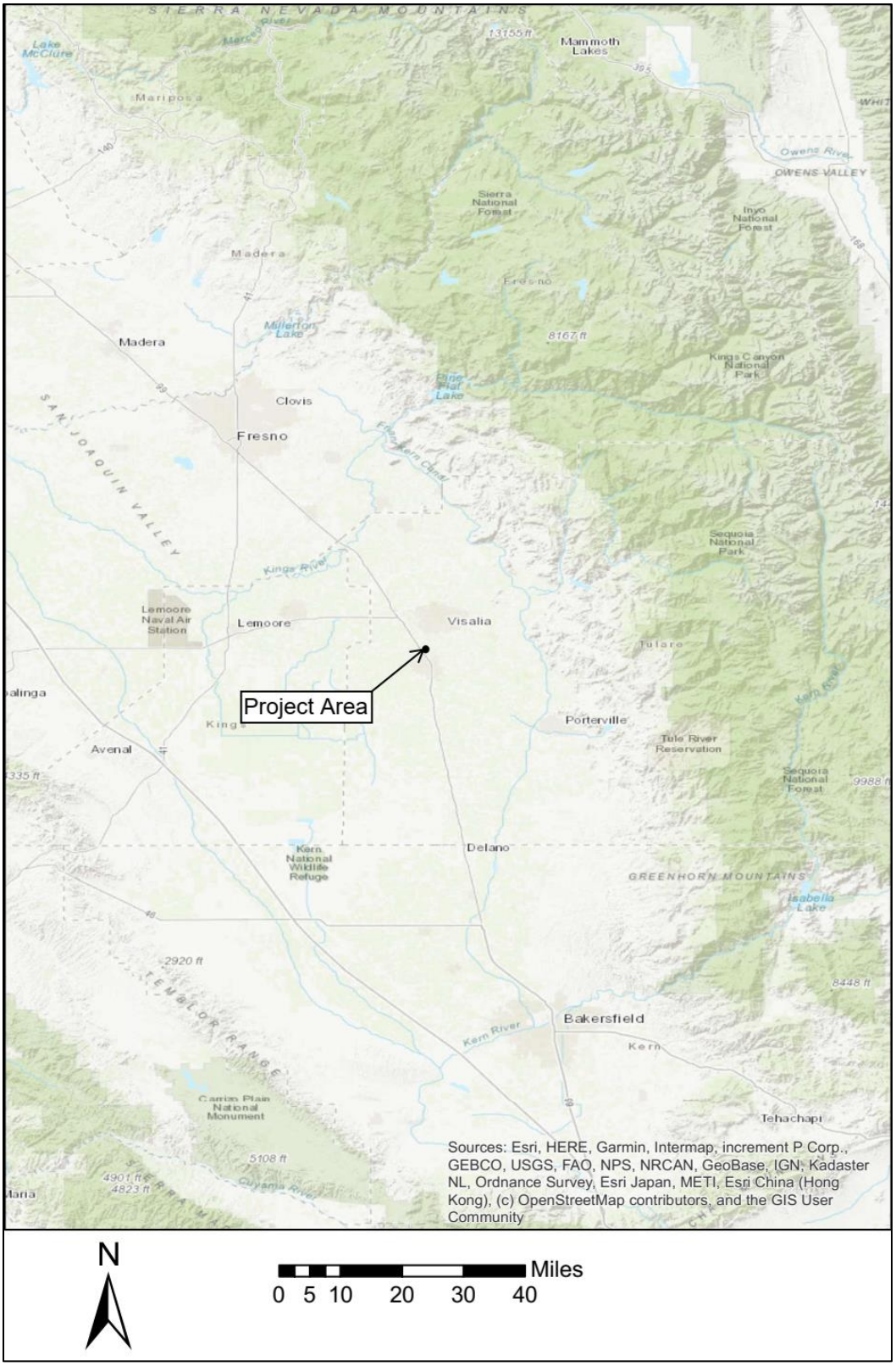

Figure 1 Project vicinity in Tulare County, California.

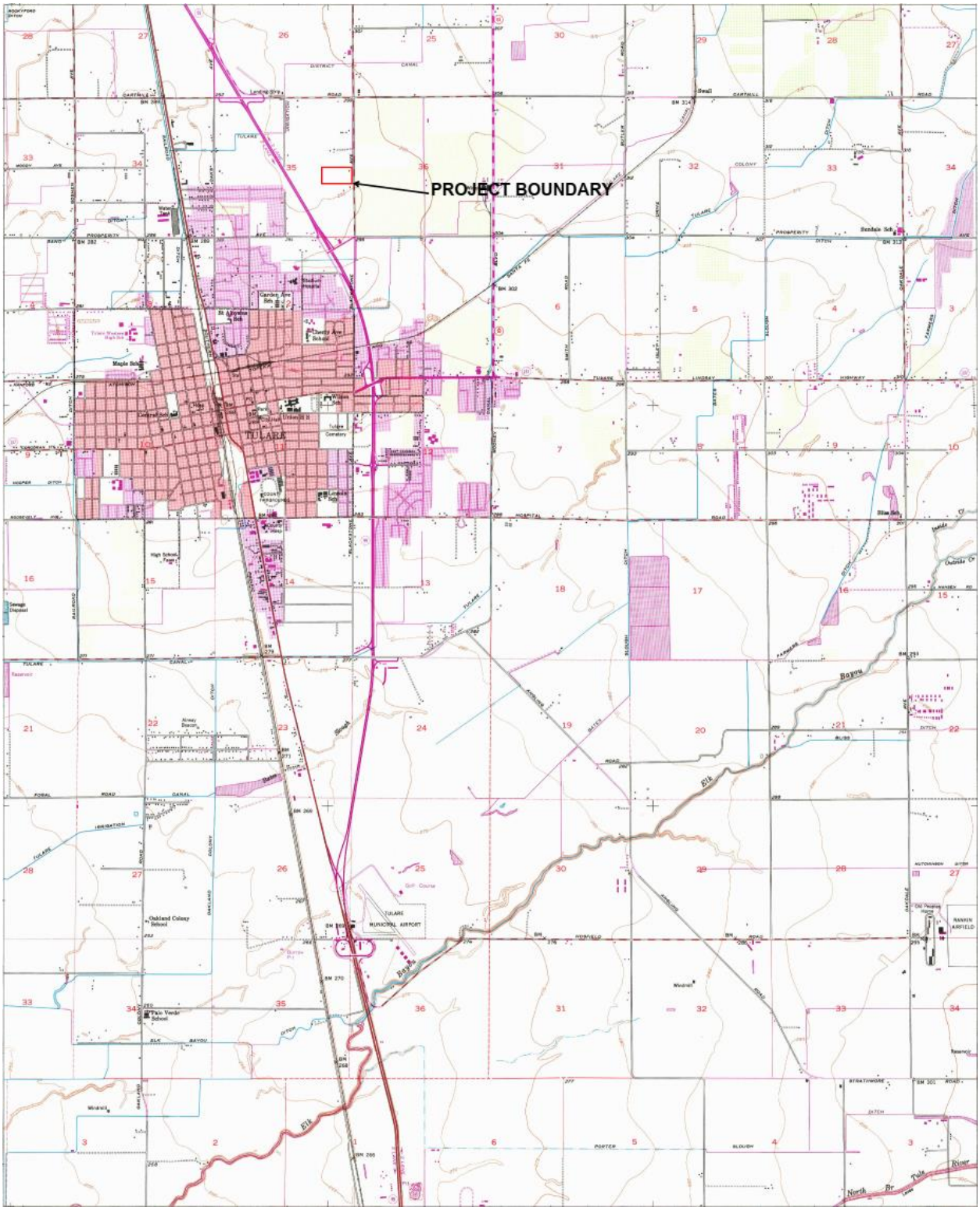

Figure 2 Project location on the USGS Tulare, CA 7.5-minute quadrangle.

Figure 3 Aerial view of the Project boundary.

ATTACHMENT B

Records Search Results Letter

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

2/21/2022

Consuelo Sauls
Taylored Archaeology
6083 N. Figarden Dr. Ste. 616
Fresno, CA 93722

Re: Sierra Ranch TSM
Records Search File No.: 22-071

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Tulare USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ GIS data

Resources within project area:	None
Resources within 0.5 mile radius:	P-54-005211
Reports within project area:	TU-00041, 01190
Reports within 0.5 mile radius:	TU-00102, 00500, 01677, 01776, 1820

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☒ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see http://historicalmaps.arcgis.com/usgs/

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see http://www.glorecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1 and/or http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items

Shipwreck Inventory: Not available at SSJVIC; please see https://www.slc.ca.gov/shipwrecks/

Soil Survey Maps: Not available at SSJVIC; please see http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

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. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Jeremy E David
Assistant Coordinator

ATTACHMENT C

City of Tulare 2035 General Plan Policies

Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values.

COS-P5.7 **State Historic Building Code.** The City shall utilize the State Historic Building Code for designated properties.

COS-P5.8 **Design Compatibility with Historic Structures.** The City shall ensure design compatibility of new development within close proximity to designated historic structures and neighborhoods.

COS-P5.9 **Discovery of Archaeological Resources.** In the event that archaeological/paleontological resources are discovered during site excavation, grading, or construction, the City shall require that work on the site be suspended within 100 feet of the resource until the significance of the features can be determined by a qualified archaeologist /paleontologist. If significant resources are determined to exist, an archaeologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.

COS-P5.10 **Discovery of Human Remains.** Consistent with Section 7050.5 of the California Health and Safety Code and CEQA Guidelines (Section 15064.5), if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- ♦ The Tulare County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- ♦ If the remains are of Native American origin,
  - The descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.
  - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, or
  - The landowner or his or her authorized representative rejects any timely recommendations of the descendent, and mediation conducted by the Native American Heritage Commission has failed to provide measures acceptable to the landowner.

COS-P5.11 **Impact Mitigation.** If preservation of cultural/historical resources is not feasible, the City shall make every effort to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.

COS-P5.12 **Mitigation Monitoring for Historical Resources.** The City shall develop standards for monitoring mitigation measures established for the protection of historical *resources* prior to development.

COS-P5.13 **Alteration of Sites with Identified Cultural Resources.** When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. The City shall permit development in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of re-

APPENDIX D

Traffic Analysis

Traffic Study And

Vehicle Miles Travelled Assessment

for the Sierra Ranch Mixed Use Project

Tulare, California

FINAL REPORT

March 2022

Submitted to the
City of Tulare
411 E. Kern St.
Tulare, Ca. 93274

Prepared for:
Greg Nunley
Quest Equity, LLC
1968 Hillman Street
Tulare, CA 93274

Prepared by
C2 Consult Corp
1401 Wewatta St., Suite 516
Denver, C. 80202

Traffic Study And

Vehicle Miles Travelled Assessment

for the Sierra Ranch Mixed Use Project

Tulare, California

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Denver, Co 80202

Charles Clouse, Principal

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Traffic Study And

Vehicle Miles Travelled Assessment

for the Sierra Ranch Mixed Use Project

CHAPTER 1 – INTRODUCTION

Study Purpose

The Sierra Ranch Mixed Use Project, also known as, the Sierra Ranch Project is located in Tulare, California. The project is composed of retail, office and residential uses. The project occupies approximately 17.1 acres and lies between State Highway 99 and Hillman Street just north of the Tulare Outlet Center. **Figure 1** shows a vicinity map of the area around the development site, while **Figure 2** shows the Sierra Ranch Mixed Use site plan.

Three items were defined by the City of Tulare for assessment as part of this evaluation. The following describes the topics included:

The evaluation of the lane configuration and striping on Leland Avenue between Hillman Street and Retherford Street, as well as, the lane configuration and striping on Retherford Street between Leland Avenue and Cartmill Avenue.
The evaluation of the northbound left turn lane on Hillman Street at the Corvina Avenue intersection.
The Vehicle Miles Travelled Analysis as required under the California Environmental Quality Act.

Study Area

The City of Tulare requested the following items to be evaluated as part of this study. These locations are shown in **Figure 3**.

1) *Northbound left turn pocket at the intersection of Hillman Street at Corvina Avenue*
2) *Retherford Street segment from Leland Avenue to Cartmill Avenue*
3) *Leland Avenue roadway segment from Hillman Street to Retherford Street*

Traffic Model

For the purposes of evaluating the Sierra Ranch Project's Vehicle Miles Traveled impacts, the Tulare County Association of Governments (TCAG) Regional Traffic Model was used. The Regional Traffic Model was selected after consultation with the City of Tulare and TCAG. This tool provides the best and most reasonable evaluations in Tulare County as it can provide baseline regional vehicle miles traveled data and predict changes in regional vehicle miles traveled as a result of a proposed land use. This model is also used for long range multi-modal transportation planning, community circulation element preparation and air quality analysis. This allows the Sierra Ranch Project to be evaluated in the context of both Tulare and regional long-range plans and programs.

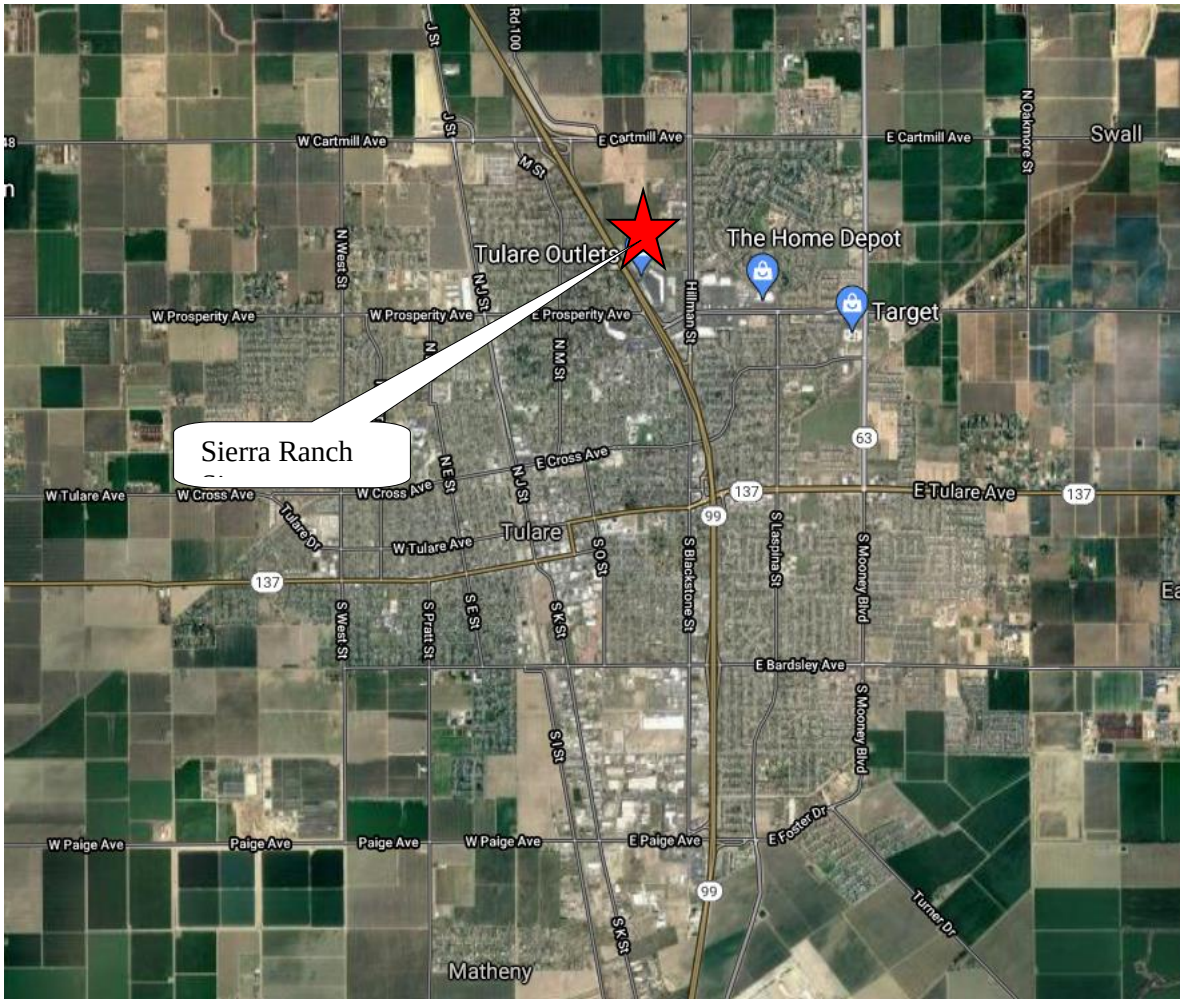


FIGURE 1: Vicinity Map

FIGURE 2: Study Evaluations

CHAPTER 2 – EXISTING CONDITONS

Roadways

Retherford Street
Is a two-lane minor arterial which is planned to be a four-lane undivided roadway in the future.

Corvina Avenue
Is a two-lane minor arterial west of Hillman.

Hillman Street
Is a six-lane major arterial between Prosperity and Carmill Avenues. Hillman connects Tulare to Visalia.

Leland Avenue
Is a two-lane minor arterial which is planned to be a four-lane undivided roadway between Hillman and Retherford.

Transit

Tulare is currently served by Tulare Intermodal Express (TIME) transit services. Tulare operates 6 fixed routes, 1 express bus (to/from Visalia) and dial-a-ride service. The hours of operation are Monday through Friday from 6:15am to 9:15pm, Saturday from 8:15am to 6:15pm and on Sunday from 8:15am to 6:15pm. The routes serve Tulare and Visalia as well as connections with Tulare County Area Transit (TCaT), and Visalia Transit (VT). TIME does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

Two types of fares can be chosen, regular- and discount- fare. For a local weekday trip the regular fare is $1.50 and the discount fare is $0.75. Discounts are given to people 18 years and under, people 65 years and older, Individuals with disabilities, Medicare Card holders, and Veterans. Tickets can be obtained using Cash, GoPasses, GoCards, and Courtesy Cards. The Monterey Transit operates from 6:30 a.m. to 9:30 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays.

Mode	Fare Category	2014	2019 (Current)
Fixed-Route	General Public	$1.25	$1.50
	Children (five and younger w/ fare-paying adult)	Free	Free
	Senior/ADA/Medicare Cardholder	$1.25	$0.75
	Personal Care Attendant (with ADA passenger)	Free	Free
	Monthly General Pass	$40.00	$40.00
	Monthly Senior/ADA/Medicare Pass (60 and over)	$33.00	$20.00
	Monthly Student Pass	$33.00	$33.00
	Trip Tickets (book of 20)	$25.00	$30.00
Dial-A-Ride	General Public	$2.50	$3.25
	ADA-Certified	$2.00	$2.00
	ADA Attendant	Free	Free
	Children (seven and younger w/ fare-paying adult)	$1.25	$1.25
	Children without fare-paying adult	$2.25	$2.50
	Trip Tickets (book of 10)	$25.00	$32.50
	ADA Trip Tickets (book of 10)	$20.00	$20.00

One route, Route 4, provides service to the vicinity of the Sierra Ranch Project. This route provides direct service to the Tulare Outlet Center located on the southern boundary of the western portion of the Sierra Ranch Project.

FIGURE 3: Tulare Intermodal Express Route Map

CHAPTER 3 – PROJECT DESCRIPTION

Sierra Ranch is a mixed-use project proposed to be located just north of the Tulare Outlet Center. Placed between State Highway 99 and Hillman Street, the Project is located on approximately 17 acres and will include retail, office and residential land uses. **Figure 4** shows the proposed site plan and **Table 1** provides the details for each use.

Table 1
Sierra Ranch Mixed Use Project
Socio- Economic Profile

Sierra Ranch West						
Land Use	**Parcel Location**	**Square Footage**	**Traffic Analysis Zone**	**Employees per 1,000sf (rate)**	**Employees per 10 Rooms**	**Total Employees**
Fast food restaurant	H	2,400	1021	10.00		24
Restaurant	I	5,000	1021	2.22		11
Retail	J	3,000	1021	2.22		7
Micro Brewery	K	5,000	1021	2.22		11
Retail	L	3,000	1021	2.22		7
Hotel (120 rooms)	M		1021		12.0	144
Gym	N	32,000	1021			20
Restaurant	O	4,000	1021	2.22		9
Retail	P	7,000	1021	2.22		16
Retail	Q	3,000	1021	2.22		7
Restaurant	R	5,500	1021	2.22		12
Retail	S	3,000	1021	2.22		7
Bowling	T	24,000	1021			17
Restaurant	U	8,000	1021	2.22		18
Micro Brewery	V	5,000	1021	2.22		11
West Totals						**319**
Sierra Ranch East						
Land Use	**Parcel Location**	**Sq. Ft. or units**				
Gas station with convenience	A	3,500	1023			11
Fast food restaurant	B	2,400	1023	10.00		24
Fast food restaurant	C	2,400	1023	10.00		24
Fast food restaurant	D	2,400	1023	10.00		24
Medical Office	E	11,000	1023	3.33		37
Residential - single family	F	95	1023			
East Totals						**120**

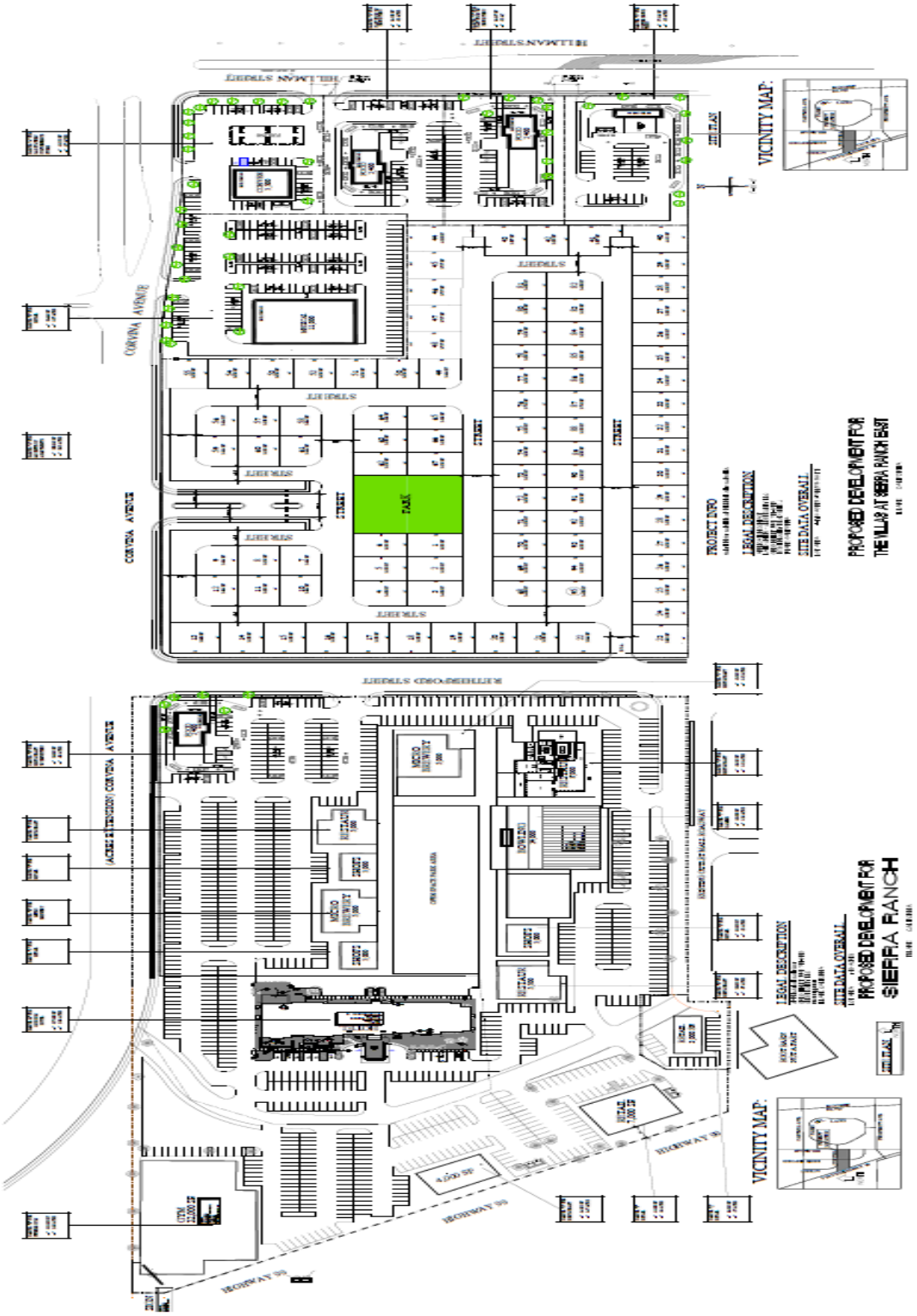


FIGURE 4 Sierra Ranch Mixed Use Project

CHAPTER 4 – LELAND & RETHERFORD LANE CONFIGURATION

As part of this evaluation, the City of Tulare requested further clarification on the layout of the segments of Leland Avenue between Hillman and Retherford and Retherford Avenue between Leland and Cartmill. The following diagram has been developed to provide clarification on how the existing street sections can be re-striped to provide additional capacity as well as facilitate turn movements. The diagram also provides a suggested layout of the portion of Retherford from Leland north past the proposed Sierra Ranch Project. This layout includes a temporary northern transition to the existing two-lane configuration on Retherford.

For the Leland segment, the suggested configuration takes advantage of existing curb-to-curb dimensions to introduce two-lanes in each direction and a continuous two-way left turn lane. The two-lanes westbound would transition to one lane as the street turns north and becomes Retherford. Likewise, the second lane eastbound would be introduced at the approach to the main Outlet Center driveway and would continue all the way to the Hillman intersection.

For Retherford, the street would include one lane in each direction with a continuous two-way left turn lane from the Outlet Center driveway to the Corvina intersection. Additional pavement would be added north of Corvina to provide for both northbound and southbound transitions and to adjust for the centerline offset north of the future Corvina intersection.

Construction of the curb, gutter and sidewalks for the Sierra Ranch Project would be the responsibility of the developer. The signing and striping of the segment of Leland and of Retherford would be subject to discussions with the City of Tulare.

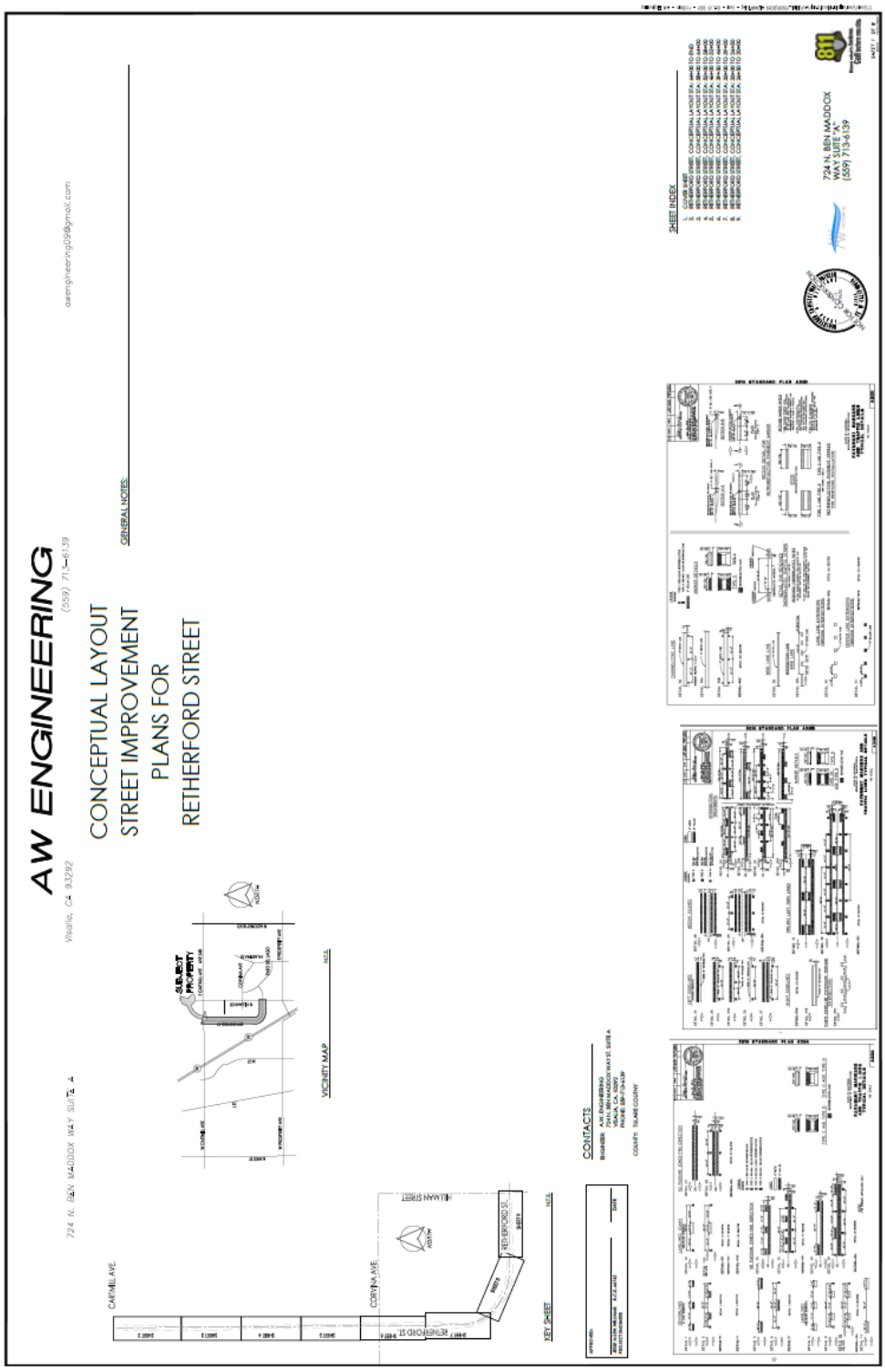


FIGURE 5: Leland/Retherford Suggested Lane Configurations

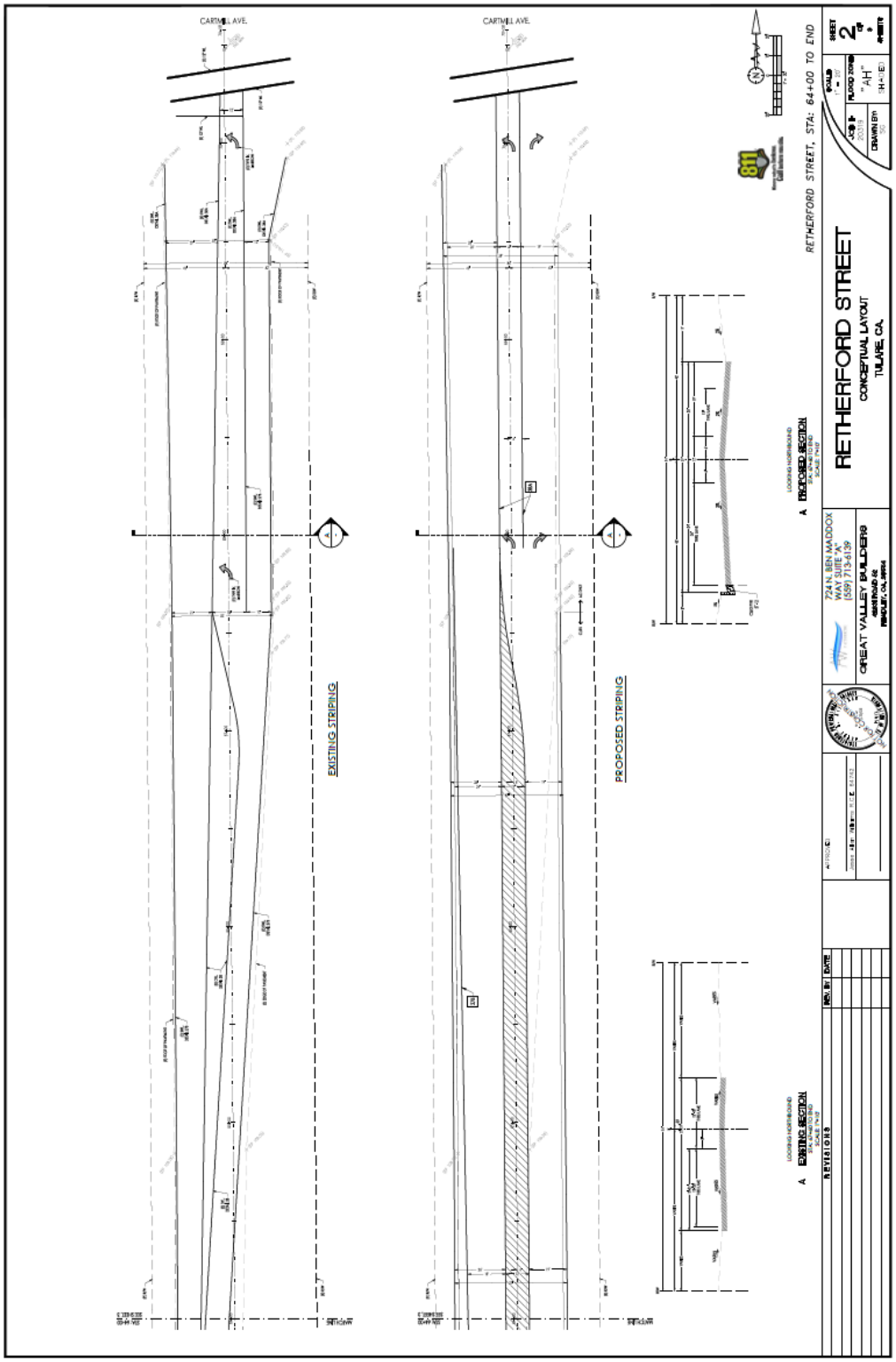
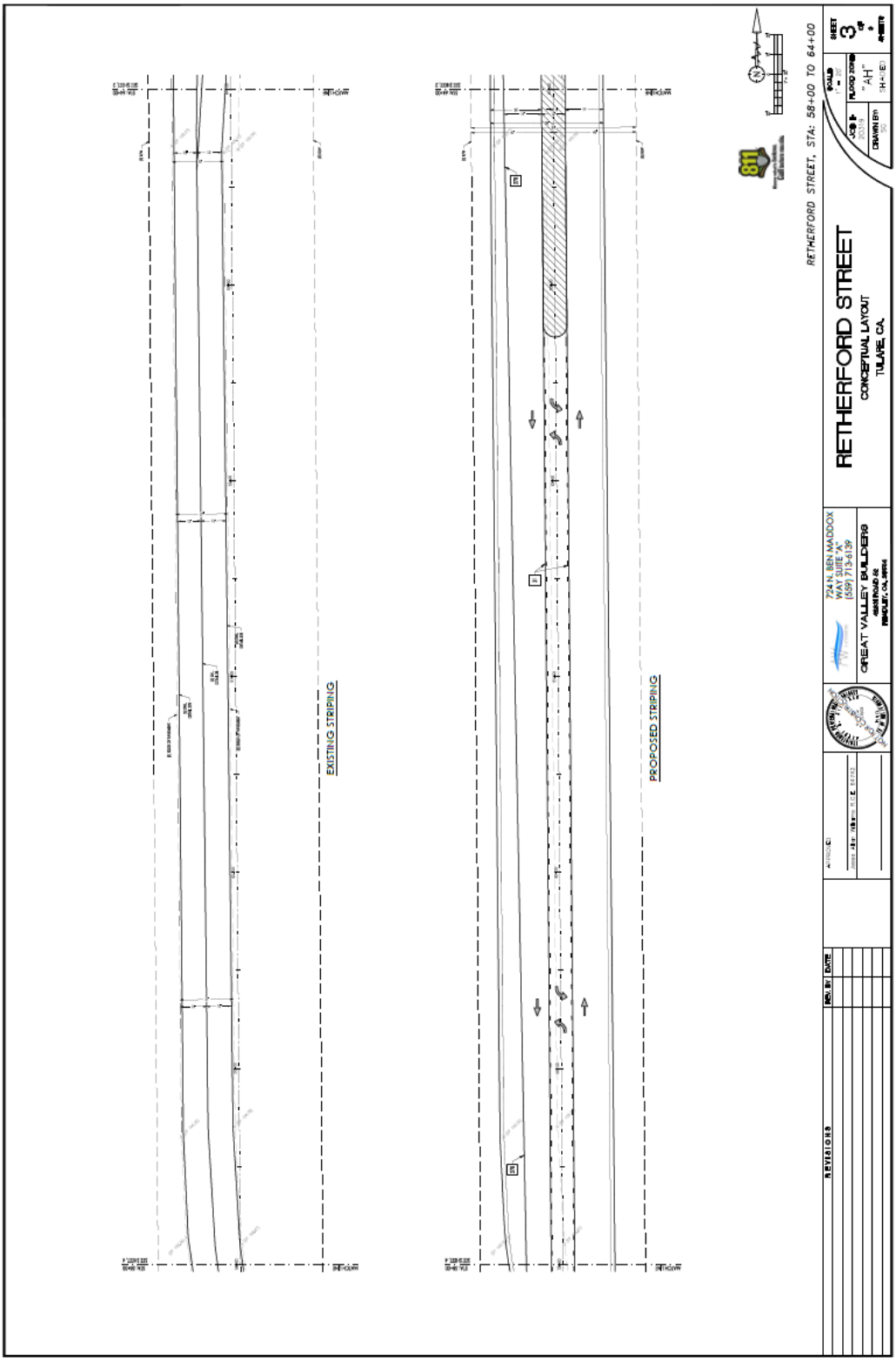


FIGURE 5: Leland/Retherford Suggested Lane Configurations



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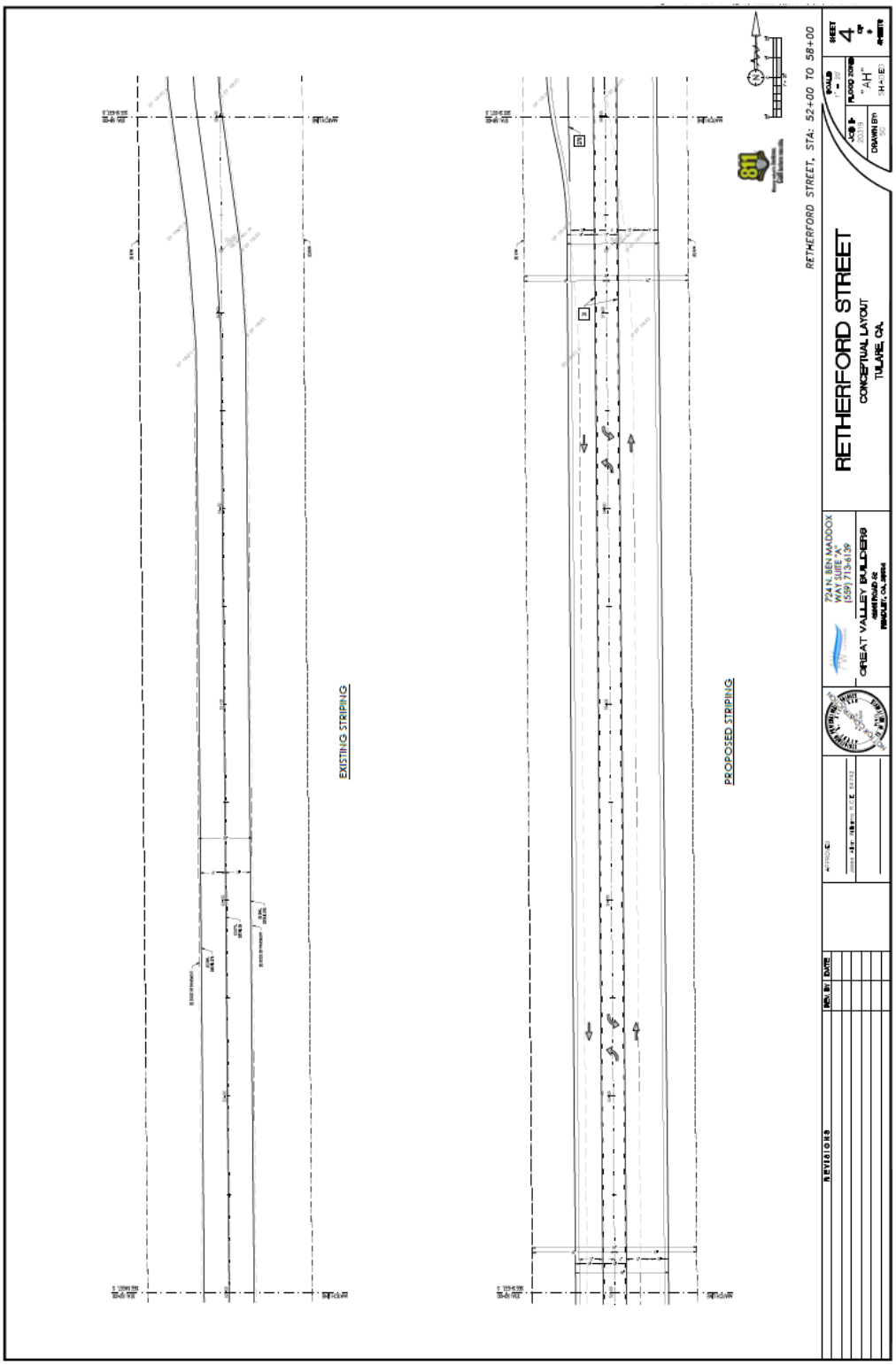


FIGURE 5: Leland/Retherford Suggested Lane Configurations

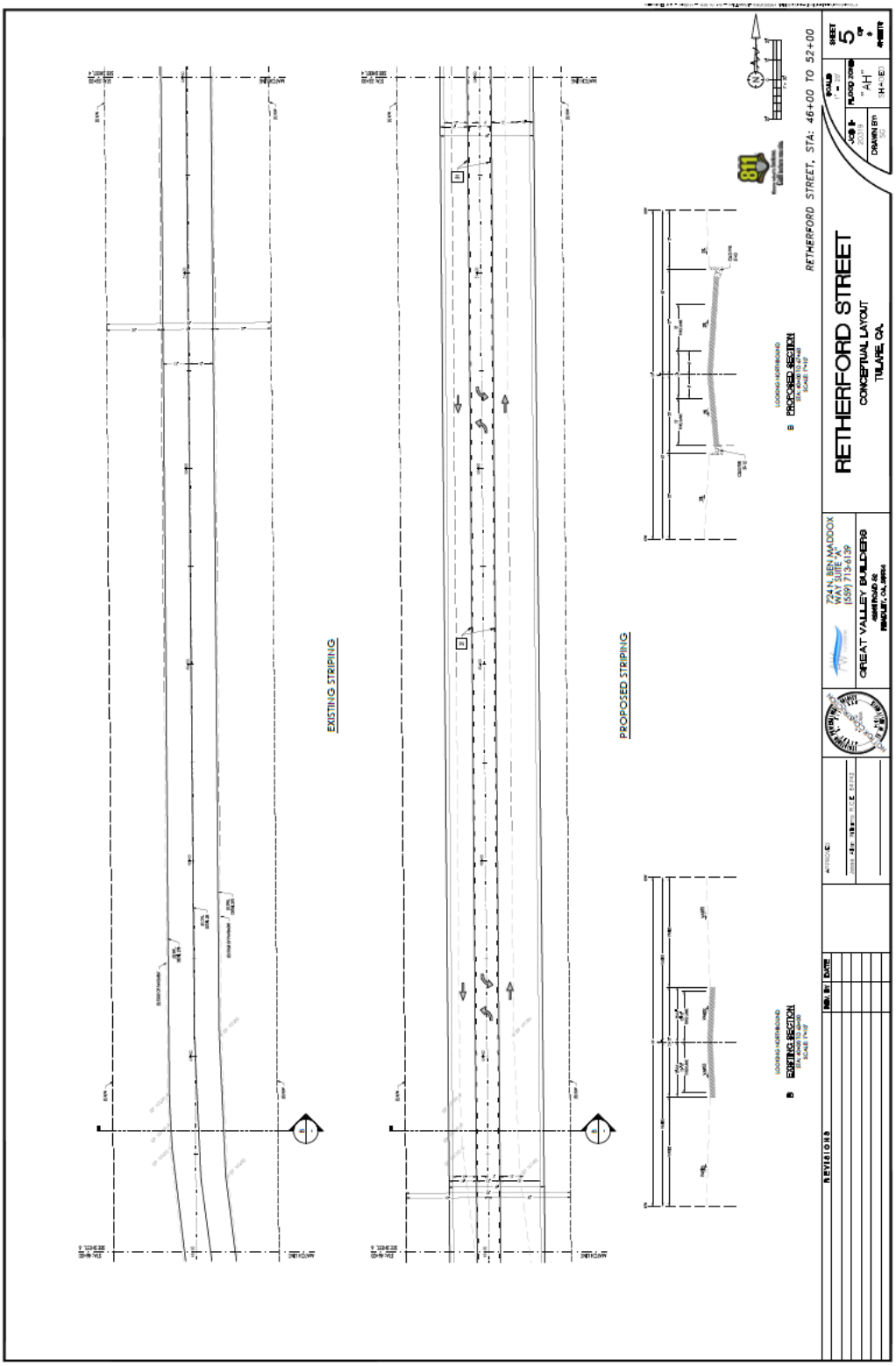


FIGURE 5: Leland/Retherford Suggested Lane Configurations

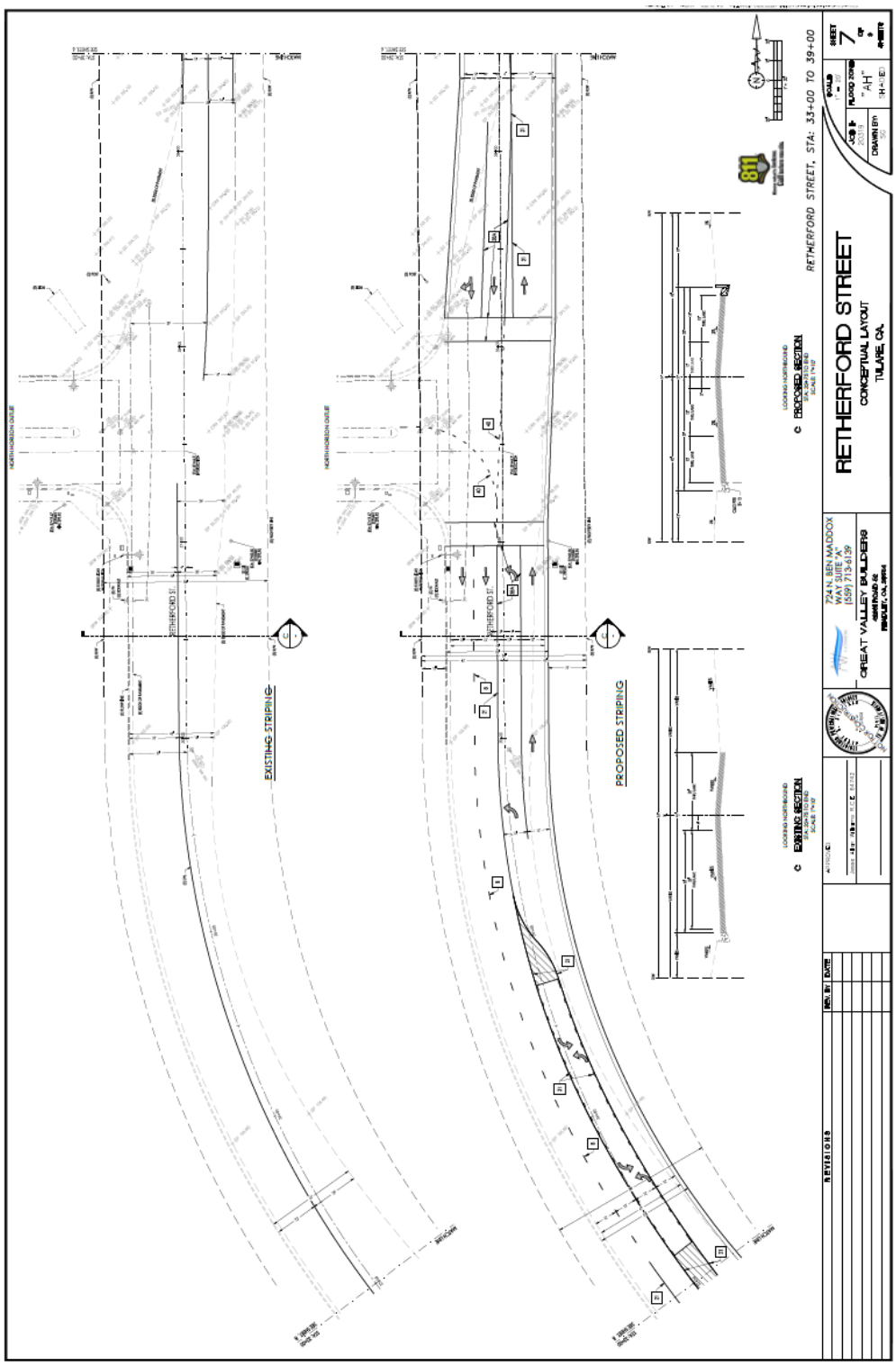


FIGURE 5: Leland/Retherford Suggested Lane Configurations

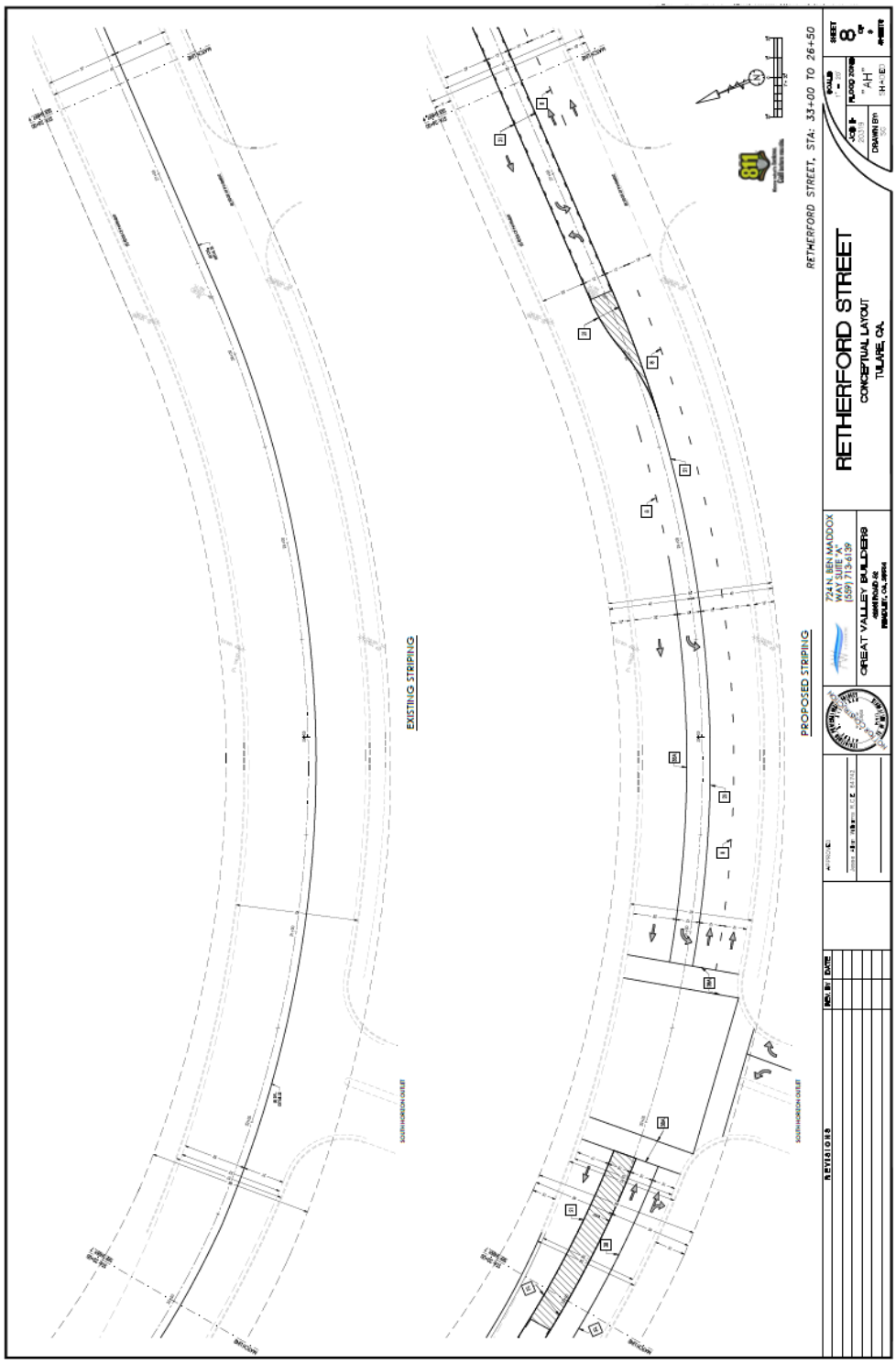


FIGURE 5: Leland/Retherford Suggested Lane Configurations

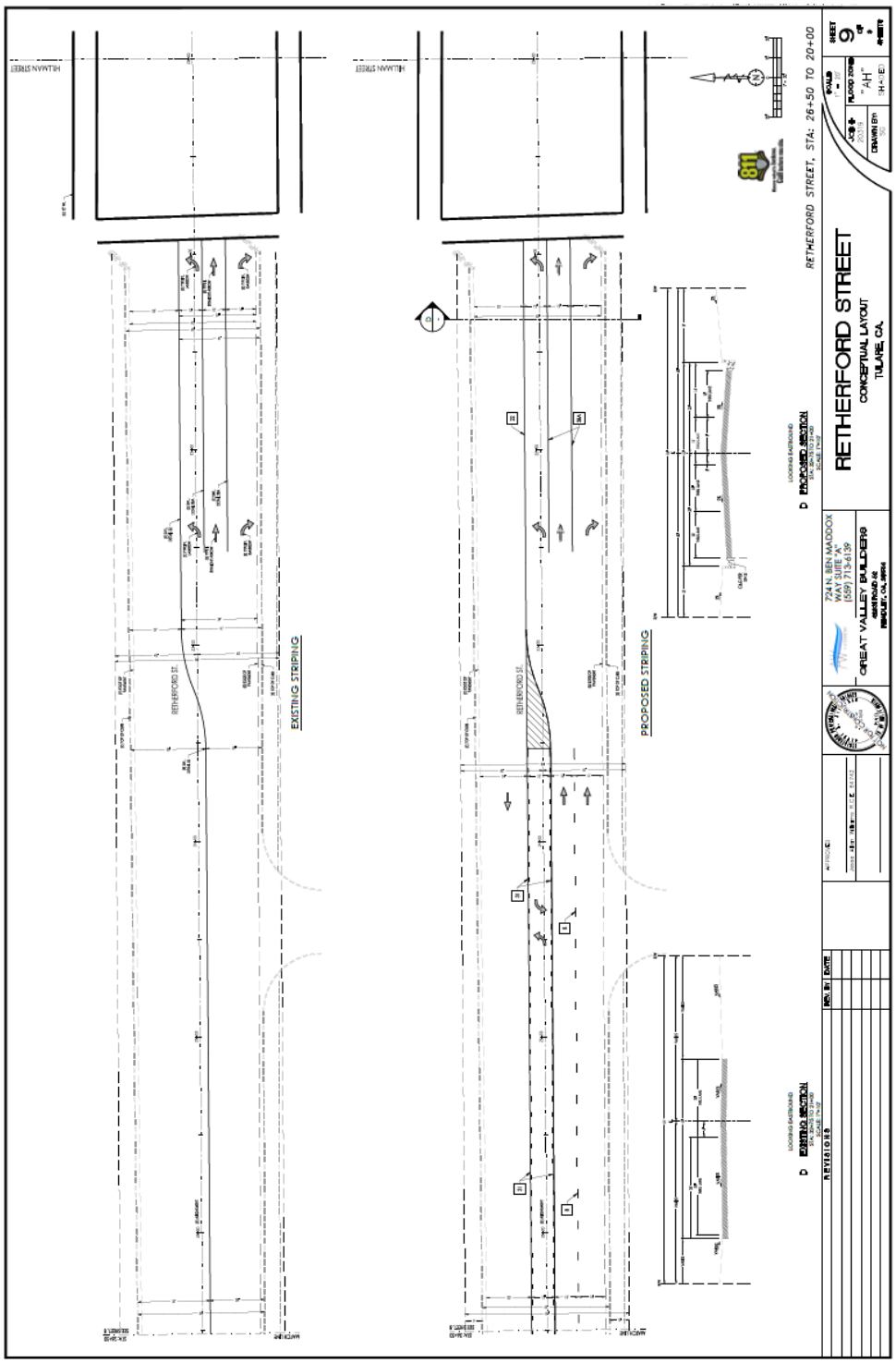


FIGURE 5: Leland/Retherford Suggested Lane Configurations

CHAPTER 5 –LEFT TURN LANES ON HILLMAN STREET

As part of this evaluation consideration was made for the existing northbound left turn lane at the intersection of Hillman at Corvina. This review concluded that to accommodate both the Sierra Ranch Project as well as the proposed northbound left turn lane into the southern driveway of the Project Site, the introduction of a second northbound left turn lane was necessary. This additional lane in the existing median will be installed as part of the Sierra Ranch Project and will provide additional northbound left turn capacity as well as separation space to accommodate the new northbound left turn lane into the Project Site. The new northbound left turn lane at Corvina should be designed to mirror the existing pocket length (estimated at 250 feet of storage).

The Project Site Plan shows a new northbound left turn lane into a new driveway. This is to be installed as part of the Sierra Ranch Project and will only provide for northbound entering traffic (partial median opening). The new left turn lane is proposed to have 200 feet of storage, which is limited by the southbound left turn lane servicing Leland located to the south of the Project Site. The City and the Sierra Ranch Project developer have agreed to design the Site Plan to accommodate a future joint access to the property lying to the south of the Sierra Ranch Project to assist in this new access driveway servicing both properties. This will be accomplished through Parcel D on the Sierra Ranch Site Plan.

Final design of these left turn pockets will be subject to City review and approval. And the final design criteria will reflect the City's guidelines.

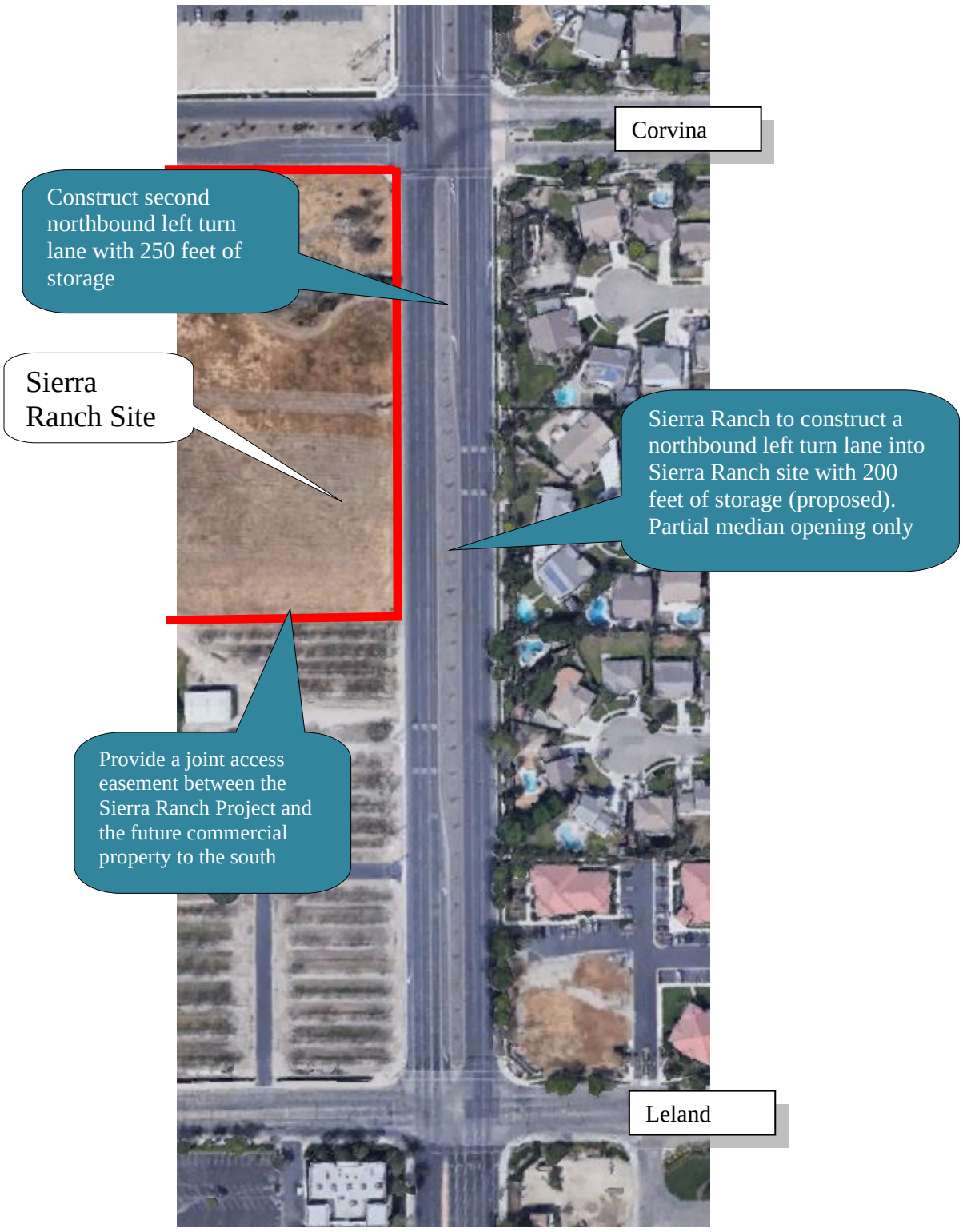


FIGURE 6: Northbound left turn layout on Hillman

CHAPTER 6 – VEHICLE MILES TRAVELLED ASSESSMENT

On June 26, 2020 the City of Tulare issued guidelines to assist in Implementing Vehicle Miles Traveled Thresholds in the California Environmental Quality Act Analysis Required by SB 743. Those guidelines are outlined below.

Background
California Senate Bill 743 (SB 743) was signed into law by Governor Brown in 2013. It required the Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts of a proposed project under CEQA. The primary goals of SB 743 are:

- *Combat climate change by reducing greenhouse gas emissions and particulates from mobile (automobile) sources.*
- *Encourage and help streamline infill development and a diversity of uses instead of typical suburban sprawl development patterns.*
- *Promote multi-modal transportation networks.*
- *Eliminate the use of LOS impacts under CEQA as barriers used to stop or delay development of infill residential, commercial, and office projects in congested, though economically vibrant, infill areas.*

OPR has decided on vehicle miles traveled (VMT) as the preferred metric to evaluate transportation impacts under CEQA, which will be mandatory and replace LOS starting July 1, 2020. Transportation and land use planning research shows that VMT used as a performance metric is a much better measure of the true environmental impacts, including secondary impacts such as GHG and AQ impacts, on the transportation system as a whole, and on a city's increasing costs of maintaining infrastructure for sprawl development.

Project Screening
Many agencies use screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. OPR's Technical Advisory on Evaluation of Transportation Impacts suggests that VMT analysis is not needed for the following project types:

1. *Projects that generate fewer than 110 trips per day*
2. *Projects within a ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.*
3. *Affordable housing projects in infill locations*
4. *Locally serving retail*
5. *Transit projects, bike projects, pedestrian enhancements, livability enhancements, and street safety improvement projects.*
6. *Map-based screening – Residential and office projects can be considered to result in less-than-significant impacts on VMT if they are located within low VMT areas on a map or maps generated for cities or regions using VMT data modeling.*

In these cases, project-generated VMT is presumed to be a less-than-significant impact under CEQA and no further detailed VMT analysis is needed. Projects that do not meet the above screening criteria are required to provide analysis of VMT, by using several acceptable VMT quantification models presented in a focused traffic study prepared by a traffic engineer or through using the California Emissions Estimator Model (CalEEMod) to estimate VMT for a project based on the number of vehicle trips generated by the type of land use and multiplying them by the average miles per trip.

Assessing Significance of Project VMT Based on VMT Thresholds
OPR recommends a threshold of significance of 15% below existing regional VMT per capita (for residential projects) or VMT per employee (for office projects). Thresholds developed by lead agencies for these projects and other types of projects should demonstrate at least 15% below average regional VMT per capita or employee from existing conditions when evaluating a project under CEQA. If a lead agency decides to use a different threshold than the 15% recommended by OPR it should do so by providing substantial evidence to support the use of a different threshold.

VMT Mitigation
When a lead agency identifies a significant impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact. Additionally, CEQA requires that an environmental impact report (EIR) identify feasible alternatives that could avoid or substantially reduce a project's significant environmental impacts. When a project results in increases in VMT above the thresholds adopted by a lead agency, it must identify feasible mitigation or alternatives that could avoid or substantially reduce a project's significant environmental impacts. VMT
mitigation techniques fall into the following four main categories:

1. *Location Design and Urban Form*
2. *Public Works/Transportation Infrastructure Improvements*
3. *Transit Upgrades*
4. *Transportation Demand Management*

The selection of particular mitigation measures and alternatives are left to the discretion of the lead agency, and mitigation measures may vary, depending on the proposed project and significant impacts, if any. Although it is well understood what factors and measures can reduce VMT, data is not readily available to quantify these reductions. Quantifying VMT reduction strategies will be a key area of study moving forward, so that they can be used as defensible mitigation measures.

City of Tulare Guidelines

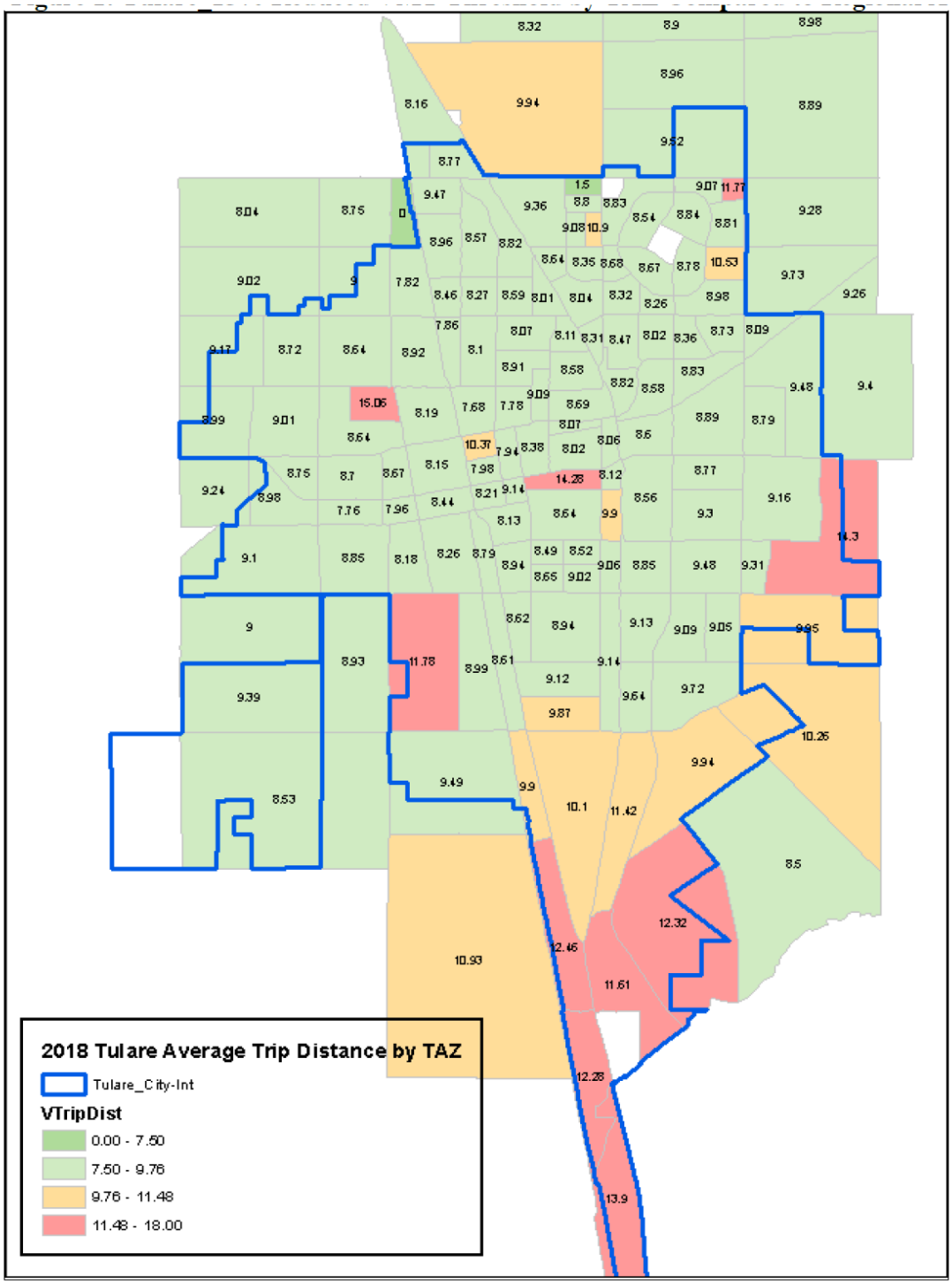
Recommended Screening Criteria & Thresholds for the City of Tulare
After reviewing OPR Guidance and examples from jurisdictions throughout the state, including new draft proposals, it is the City criteria to use map-based screening for residential and office/industrial projects, with travel forecasting data from Tulare County Association of Governments (TCAG), and apply the recommendations for VMT thresholds as shown in Table 2 below. The basis for this recommendation is based on the likely scenario that the City's VMT average is almost always lower than the countywide average, given the higher percentage of commercial, industrial, and residential land uses compared to the whole of the county, including most of the unincorporated areas. Using the countywide average as the region of comparison also captures many of the trips in between our city and others, as well as unincorporated areas. This screening criteria and the proposed thresholds are supported by TCAG's travel data modeling for the region, and correctly achieves the spirit of SB 743

in encouraging regional growth in areas with low VMT or that demonstrate at least a 15% reduction in VMT from the regional average.

Figure 7 shows the existing average trip distance by traffic analysis zones (TAZs) in TCAG's regional model. The County average trip distance in miles traveled is 11.48 miles. Areas shown in green are areas with average trip distance in miles below 9.76 miles, representing the 15% reduction from the regional average of 11.48 miles. TAZs shown in yellow/maize represent areas in the City below the regional average, but not meeting the 15% reduction target from the regional average. TAZs shown in red represent areas in the City where the average trip distance is higher than the regional average. The map can be used as a screening threshold for residential and office/industrial to show areas that are already achieving the thresholds indicated in Table 2. Generally, if a project is located in the areas shown in green, it is likely meeting the thresholds in Table 2, unless there are specific project characteristics that would result in an overall increase in VMT, rather than redistribution of vehicle trips. Ultimately, the thresholds in Table 2 should be used to guide the type of analysis required, depending on the project type.

Table 2
Thresholds by Project Type for the City of Tulare

Project Type	**Recommended Thresholds**
Projects that generate < 110 trips per day	Screened Out of Detailed VMT Analysis
Projects within a ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor	Screened Out of Detailed VMT Analysis
Affordable Housing Projects in Infill Locations	Screened Out of Detailed VMT Analysis
Transit projects, bike projects, pedestrian enhancements, livability enhancements, and street safety improvement projects.	Screened Out of Detailed VMT Analysis
Schools, Parks, and Other Public Facility or Public Safety Facility	Screened Out, unless it results in net increase in VMT
Locally Serving Retail	Screened Out, unless it results in net increase in VMT
Regional Commercial or Retail Attracting Trips from Throughout the Region	Any net increase in total VMT
General Residential	15% below existing regional average trip length per TAZ
Office/Industrial Projects	15% below existing regional average trip length per TAZ
Mixed-Use Projects	Apply Corresponding Threshold to Each Type of Use, Unless One Use Dominates, Then Consider the Dominant Use Threshold
Redevelopment Projects	Any net increase in total VMT Over Existing



Source: Tulare County Association of Governments, 2020.

FIGURE 7: Tulare 15% Reduced VMT Threshold by TAZ Compared to Regional Average

Sierra Ranch Project Screening Process

To better understand the Sierra Ranch Project, it is helpful to provide statewide, regional (Tulare County) and community (City of Tulare) information on vehicle miles travelled. This contextual data is provided as a guide when evaluating the impacts associated with Project specific vehicle miles travel data. The following table reflects baseline information for these areas as well as the project site (Traffic Analysis Zones).

Table 3
Baseline VMT Data

Metric (vehicle miles travelled)	**Existing** *(2015)*	**Threshold** *(15% reduction)*
Statewide Average VMT Travelled per Capita	23.95	20.36
Tulare County Regional Average VMT Travelled per Capita	21.88	18.60
City of Tulare Average VMT Travelled per Capita	19.67	16.72
Traffic Analysis Zones (1021, 1023, 1057 & 1058) Average Vehicle Miles Travelled per Capita (**in 2020**)	9.4 est.	8.0

Notes:
Statewide and Tulare County Regional data sourced from the 2015 HPMS Report
City of Tulare and Traffic Analysis Zones data sourced from the TCAG Regional Traffic Model and the City's VMT guidance.

It should be noted that currently (2015) the City of Tulare's per capita average vehicles miles travelled is 17.9% lower than the statewide average and 10.1% lower than the regional average.

Step 1: Screening of Sierra Ranch Project
Based on a review of the map provided in the City of Tulare's guidance, both the residential and the office components of the Sierra Ranch Project would have less than significant impacts because they will be developed within a "low vehicle miles travelled" area. It should be noted that the mapping provided by the City of Tulare was developed by the Tulare County Association of Governments using the Regional Traffic Model This model represents the best available method for evaluation of regional, community and project vehicle miles travelled within Tulare County.

Step 2: Project Specific Factors
Because of the mixed-use nature of the Sierra Ranch Project a second evaluation was completed on the individual components of the proposed project. Using the mixed-use criteria shown in Thresholds by Project Type for the City of Tulare outlined above, the mixed uses of the Project were evaluated. Again, the Regional Traffic Model was used to assess each of the land use types within the Project. Those components for analysis purposes are the residential uses, the office uses and the retail uses. For the Project's residential uses, the average residential vehicle miles travelled per capita were estimated. For the Project's office uses, the average residential vehicle miles travelled per employee

were estimated. And as described above, Project's retail uses, the net increase or decrease in regional vehicle miles travelled were estimated.

The following table summarizes the results of the traffic model runs for each component.

Table 4
Sierra Ranch Project Assessment
by Land Use Component

Sierra Ranch Land Use	Regional Average Trip Length or Regional VMT	85% Threshold VMT Target	Sierra Ranch Project VMT	Over Threshold or Net Increase (yes/no)	Significant (yes/no)
Residential (per capita)	11.56	9.83	8.70	No	No
Office (per employee)	12.51	10.63	9.60	No	No
Retail	13,664,101	n/a	13,678,607	+14,505 (+0.1%)	TBD

For assessment purposes, the latest estimate from TCAG of the average trip length in the Tulare County region is 11.56 miles. Using this figure to establish a baseline measurement, both residential and office trips from the Sierra Ranch Project were assessed. This regional figure is assumed to represent the per capita trip length, although it reflects only the per trip length. The residential component of the Sierra Ranch Project is located in Traffic Analysis Zone 1157. Using the Regional Traffic Model, TCAG estimates that the average trip length for residential trips generated by the Sierra Ranch Project is 8.70 miles, This represents 75% (8.70/11.56) of the regional average trip length and is below the State's Threshold of Significance.

The office assessment used 12.51 average trip length as estimated by TCAG for home-based work trips. This regional figure is assumed to represent the per employee trip length, The office component of the Sierra Ranch Project is located in Traffic Analysis Zone 1158. TCAG then estimated the Sierra Ranch Project per employee trip length at 9.60 miles. This represents 77% (9.60/12.51) of the regional average trip length per employee and is below the State's Threshold of Significance.

For the retail component of the Sierra Ranch Project a more focused assessment was completed. This evaluation used the Regional Traffic Model to project the total number of regional vehicle miles travelled without the retail component. Then a second model run was completed to reflect the total number of regional vehicle miles travelled with the retail component added. These two numbers were compared and the net differential was used to determine the potential "impact". Without the Sierra Ranch Project, the daily regional vehicles miles travelled is estimated by TCAG to total 13,664,101. With the addition of the Sierra Ranch Retail Components, the daily regional vehicles miles travelled are estimated by TCAG to increase slightly to a total 13,678,607. This represents a regional increase of 14,505 vehicle miles traveled per day which is only a tenth of a percent increase over the baseline estimate.

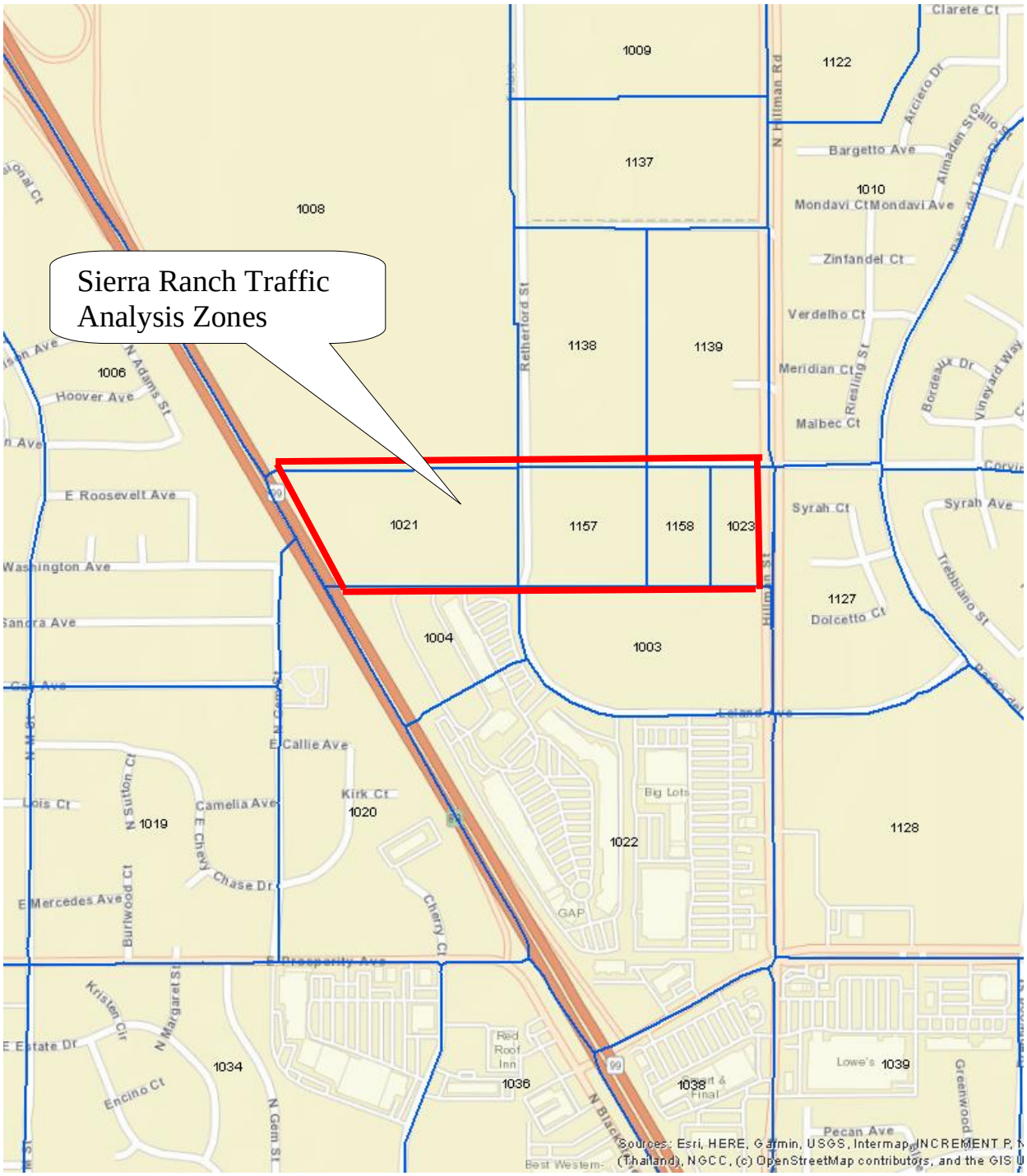


FIGURE 8: TCAG's Traffic Analysis Zones
Sierra Ranch Project located in TAZ's 1021, 1023, 1157 & 1158

Vehicle Miles Travelled Mitigation and Alternatives

The screening evaluation for the Sierra Ranch Project shows that both residential and office uses fall below the statutory thresholds of significance. For the retail use, the evaluation found that with the Sierra Ranch Project, the net increase in regional vehicle miles travelled is 14,505 miles or +0.1%. Therefore, mitigations are proposed to reduce the Project's vehicle miles traveled by 14,505 miles per day. Using the Regional Average Trip Length of 11.56 (per TCAG), the Project needs to reduce 1,255 trips per day to achieve the VMT reduction target.

As part of the development of the state guidelines for implementation of the new CEQA legislation, the State of California prepared a list of potential mitigation measures to apply to proposed projects that did not meet the requirement of the rule. Several of these examples of potential mitigation measures and alternatives to reduce VMT are described below. However, the selection of particular mitigation measures and alternatives are left to the discretion of the lead agency, and mitigation measures may vary, depending on the proposed project and significant impacts, if any. Further, the State Office of Planning and Research expects that agencies will continue to innovate and find new ways to reduce vehicular travel. Potential measures to reduce vehicle miles traveled include, but are not limited to:

• Improve or increase access to transit.
The City of Tulare's transit system, TIME, provides fixed route transit service to the Tulare Outlet Center directly south of the western portion of the Sierra Ranch Project. Enhanced pedestrian access is provided by the Sierra Ranch Project through the construction of sidewalks along Retherford and Corvina, as well as, direct pedestrian access between the western portion of the Sierra Ranch and the northern portion of the Outlet Center. This will provide convenient access to the bus stop located within the Outlet Center.

• Increase access to common goods and services, such as groceries, schools, and daycare.
The Sierra Ranch Project introduces goods and services along with housing and jobs in an area of north Tulare thus providing closer access than traveling to other areas in Tulare or to Visalia.

• Incorporate affordable housing into the project.
While the residential units shown in Sierra Ranch East will be market-based housing, the addition of housing in general is a positive benefit to the community and the region.

Should the City wish, the developer, in order to meet the Vehicle Miles Travelled threshold and to be more responsive to housing market needs, would substitute between 60 and 80 apartment units for approximately 40,000 square feet of retail within Sierra Ranch West. This replacement of retail with apartments would eliminate approximately 1,749 daily weekday retail trips and introduce approximately 695 to 797 weekday apartment trips. This would result in a reduction of between 1,054 to 952 weekday trips per day.

With this substitution, the Project's vehicle miles traveled would be reduced by between 11,005 and 12,184 vehicle miles per day. This estimate is based on using the Regional Average Trip Length of 11.56 (per TCAG). While this land use adjustment does not meet the Project's target of achieving the 14,505 VMT reduction, it along with the remaining Project mixed use benefits, additional internal trip capture through pedestrian activity and proximity to Tulare Intermodal Transit would potentially achieve the no net increase in vehicles miles travelled.

• Incorporate neighborhood electric vehicle network.
Install electric vehicle charging station in both the Sierra Ranch West and East retail areas.

• Orient the project toward transit, bicycle and pedestrian facilities
The Sierra Ranch Project promotes the use of transit, bicycle and pedestrian modes through the development of an integrated mixed-use development. By combining land uses in a well-designed project area, residents, visitors and employees will be provided with a multitude of transportation opportunities. Thus, yielding the desired shifting of person trips to alternative transportation modes.

• Improve pedestrian or bicycle networks, or transit service
The Sierra Ranch Project will extend the pedestrian facilities north from the Outlet Center and ultimately through additional adjacent development connect with Cartmill Avenue.

Further, should the City of Tulare wish to extend transit routing (Route 4) north along Retherford, the developer would support this effort through the coordination of routing and the location of on or off-site bus stops.

• Provide traffic calming
With the re-energizing of the existing traffic signal at the shared driveway with the northern portion of the Outlet Center and the ultimate construction of a traffic signal at the intersection of Corvina at Retherford, the area will see substantial traffic calming.

• Provide bicycle parking.
Install bike racks at retail, office and residential uses

• Limit or eliminate parking supply.
While not proposed at this time, the Sierra Ranch Project would be willing and capable of eliminating parking on the site. This could be facilitated through increase density of retail, office or residential components. Limitations may exist within the City of Tulare General Plan and Zoning Ordinances that would prohibit these density increases.

• Locate the project in an area of the region that already exhibits low VMT.
Traffic Analysis Zones in the area of the Sierra Ranch Project are substantially below the Regional Average Vehicle Miles Traveled of 11.56

• Locate the project near transit.
The Sierra Ranch Project is located adjacent to the TIME fixed route providing service to the Tulare Outlet Center.

• Increase project density.
While not proposed at this time, the Sierra Ranch Project would be willing and capable of increasing density of its retail, office or residential components. Limitations may exist within the City of Tulare General Plan and Zoning Ordinances that would prohibit these density increases.

• Increase the mix of uses within the project or within the project's surroundings.
The Sierra Ranch Project when reviewed as a whole is a mixed-use project yielding substantial trip reduction savings through the integration of residential, office and retail in close proximity.

It is the developer's vision that the implementation and integration of these mitigation measures will fully meet the intent of the State's legislation for reducing vehicle miles traveled and will quantitatively fall below the Project's overall vehicle miles traveled threshold as defined in that legislation.

Appendix A
TCAG Regional Traffic Model Data

2021 TCAG Model Average Trip Distance (O - D Method)

(Light duty vehicle trips)

					Home Based VMT				Home to Work VMT		
JURIS		VTrips	VMT (Daily)	VTripDist (Ave)	HBVTrips	HBVMT (Daily)	HBVTripDist (Ave)		HWVTrips	HWVMT (Daily)	HWVTripDist (Ave)
Alpaugh		664	14,605	22.00	567	12,364	21.81		172	2,736	15.94
Cutler		3,306	27,813	8.41	2,594	20,886	8.05		1,190	10,015	8.41
Dinuba		28,061	211,981	7.55	19,603	149,915	7.65		6,307	40,938	6.49
Ducor		962	13,288	13.82	823	11,255	13.67		349	4,777	13.69
Earlimart		6,034	99,270	16.45	3,720	52,830	14.20		1,496	21,959	14.67
East_Porterville		3,623	32,546	8.98	2,687	23,506	8.75		1,046	11,490	10.99
Exeter		14,733	176,476	11.98	10,782	128,807	11.95		3,278	43,051	13.13
Farmersville		11,305	124,068	10.97	8,434	93,000	11.03		2,803	34,256	12.22
Gateway		45,956	1,648,495	35.87	34,178	1,188,547	34.78		12,651	443,863	35.09
Goshen		3,403	35,564	10.45	2,313	23,166	10.02		953	10,886	11.43
Ivanhoe		3,906	46,527	11.91	3,019	34,244	11.34		1,232	15,664	12.72
Lindsay		15,975	193,214	12.09	11,405	139,319	12.22		3,554	46,158	12.99
London		1,047	12,258	11.70	998	11,648	11.68		404	4,366	10.81
Orosi		8,761	87,105	9.94	6,635	66,962	10.09		1,870	16,012	8.56
Pixley		3,740	64,345	17.20	2,464	36,179	14.68		952	15,162	15.93
Poplar_Cotton_Cen		1,370	17,853	13.03	1,052	13,360	12.70		393	5,707	14.51
Porterville		90,868	752,717	8.28	63,637	545,753	8.58		18,483	157,239	8.51
Strathmore		3,881	51,472	13.26	3,071	41,884	13.64		715	9,016	12.61
Terra Bella		2,511	28,628	11.40	1,926	20,626	10.71		887	10,135	11.43
Three_Rivers		4,654	60,723	13.05	3,524	43,080	12.23		1,359	23,102	16.99
Tipton		2,336	34,728	14.86	1,692	24,678	14.58		727	11,782	16.21
Traver		512	7,613	14.87	358	4,966	13.88		134	1,822	13.58
Tulare		**98,261**	**939,350**	**9.56**	**67,652**	**663,121**	**9.80**		**21,645**	**244,416**	**11.29**
Unincorporated		85,406	1,166,130	13.65	72,498	981,623	13.54		37,826	516,529	13.66
Visalia		219,462	1,778,059	8.10	148,153	1,207,522	8.15		47,446	396,737	8.36
Woodlake		8,060	105,652	13.11	**6,088**	**79,065**	**12.99**		1,839	23,506	12.78
Woodville		1,059	15,711	14.83	783	11,233	14.34		315	4,929	15.64
Tulare Region		**669,857**	**7,746,191**	**11.56**	**480,655**	**5,629,542**	**11.71**		**170,025**	**2,126,250**	**12.51**

Tulare TAZ		VTrips	VMT (Daily)	VTripDist (Ave)	HBVTrips	HBVMT (Daily)	HBVTripDist (Ave)		HWVTrips	HWVMT (Daily)	HWVTripDist (Ave)
Sierra Ranch (SF & Med)											
Zone 1157		**142**	**1,232**	**8.70**	**142**	**1,232**	**8.70**		**57**	**601**	**10.55**
95 SF											
Zone 1158		**29**	**276**	**9.60**							
39 Med EMP											

2021 TCAG Model Net VMT (Boundary Method)

(All vehicle trips)

Sierra Ranch Retail				
Zones 1021 & 1023				
250 Retail EMP				
		Trips	VMT (Daily)	
Regional VMT No Build (SF & Med Only)			**13,664,101**	
Regional VMT Build (SF & Med & Retail)			**13,678,607**	
		VMT Increase	14,505	0.106%

Notes			
		VMT per Capita or Employee	
2021 Population	493,455	15.70	
2021 Employment	183,317	11.60	