



NOTICE OF PREPARATION

FOR THE

PILOT FLYING J TRAVEL CENTER

FEBRUARY 5, 2016

Prepared for:

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

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations

FROM: Traci Myers, Deputy Director
City of Tulare
411 East Kern Ave.
Tulare, CA 93274
(559) 684-4217

SUBJECT: Notice of Preparation – Tulare Pilot Flying J Travel Center

EIR CONSULTANT

Steve McMurtry, Principal Planner
De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the City of Tulare to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;

4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Tulare by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30 day review period ends on 3/7/2016.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with the City of Tulare or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. A public scoping meeting will be held during the public review period as follows:

1. Thursday February, 25 from 3:00pm till 4:00pm in the Community Room at City Hall. Community Room is located inside Tulare City Hall, 411 E. Kern Ave. Tulare, CA 93274.

Please send your response to Traci Myers, Deputy Director at the City of Tulare, 411 East Kern Ave. Tulare, CA 93274. If you have any questions, please contact Traci Myers, Deputy Director at (559) 684-4217.

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INITIAL STUDY CHECKLIST

PROJECT TITLE

Pilot Flying J Travel Center

LEAD AGENCY NAME AND ADDRESS

City of Tulare
411 East Kern Ave.
Tulare, CA 93274

CONTACT PERSON AND PHONE NUMBER

Traci Myers, Deputy Director
City of Tulare
411 East Kern Ave.
Tulare, CA 93274
(559) 684-4217

PROJECT SPONSOR'S NAME AND ADDRESS

Brandon Parks, Project Manager
Pilot-Flying J.
5508 Lonas Drive
Knoxville, TN 37909
(865) 474-3973

INTRODUCTION

The proposed Pilot Flying J Development Project (project) is intended to provide a Pilot Flying J travel center in the City of Tulare to serve passing truck drivers and traveling motorists along State Route 99 (SR 99), twenty-four hours a day seven days a week.

PURPOSE OF THE INITIAL STUDY

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the proposed Pilot Flying J Development Project may have a significant effect upon the environment.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The project site is located in the southern portion of the Central Valley in the City of Tulare at the southwest corner of Blackstone Street and Paige Avenue. The project site is located approximately 700 feet west of CA State Route 99 (SR-99), and 2000 feet east of the Union

Pacific Rail Road. Figures 1 and 2 show the project’s regional location and vicinity. The project includes the development of approximately 12 acres of the 36.27 acre parcel located on assessor parcel number (APN) 191-05-0029 shown on Figure 3.

EXISTING SITE AND SURROUNDING USES

The project site currently consists of undeveloped land. Figure 4 displays aerial views of the project site. Uses immediately adjacent to the project site include: a Love’s Travel Center and service station to the east, industrial and manufacturing facilities to the north including a food processing and distribution facility, vacant land to the south, and one ranchette style residential use to the west.

GENERAL PLAN AND ZONING DESIGNATIONS

The project site is located within the City of Tulare. The following General Plan Land Use and Zoning designations apply to the project site.

CITY OF TULARE GENERAL PLAN LAND USE DESIGNATION

The project site is designated Heavy Industrial (HI) by the City of Tulare General Plan Land Use Map. The Heavy Industrial designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include manufacturing, processing, fabrication, trucking terminals, ethanol plants, warehouses, asphalt batch plants, mills, lumber yards, and aggregate mining operations and support uses such as retail or eating establishments that support adjacent industrial uses and employees. The City’s General Plan Land Use Map designations for the project site and surrounding area is shown on Figure 5.

CITY OF TULARE ZONING DESIGNATION

The project site is currently Zoned Light Industrial (M-1) by Title 10 of the Tulare Zoning Code. The purpose of the Light Industrial District is to provide locations for light industrial and heavy commercial types of activities; protect industrial areas from the intrusion of incompatible types of land uses; adhere to performance standards provided for the protection of Tulare residents and the environment, and to provide industrial employment opportunities for residents of the City of Tulare. The City’s Zoning designations for the project site and surrounding area is shown on Figure 6.

PROJECT DESCRIPTION

PROJECT OBJECTIVES

The principal objective of the proposed project is the approval of the Pilot Flying J travel center that includes development of 12 acres of the 36.27 acre site for mostly highway travel serving uses. Implementation of the project would involve the development of fueling facilities, traveler amenities, and parking facilities for passing motorists and commercial truck operators. The site plan layout of the proposed project is shown on Figure 7.

The quantifiable objectives and operational characteristics of the proposed project include the development of travel support facilities on 12 acres of the project site that would include:

- 9 diesel fueling lanes (includes Diesel, Diesel Exhaust Fluid (DEF) and Bio Diesel).
- 8 gas fueling dispensers
- 112 truck parking spaces
- 93 passenger vehicle parking spaces
- One 100 foot tall sign (for SR-99 advertising)
- One 13,740 square foot building that will include:
 - A driver's lounge, game room, pay phones, ATM's, Western Union Check Cashing, and Wi-Fi
 - Restroom facilities, that include 7 showers facilities and laundry
 - Two quick service restaurants

ZONING CODE AMENDMENT AND CONDITIONAL USE PERMIT

The project would require a Zoning Code Text Amendment to allow Freeway Signage to areas greater than 300 feet from SR-99 Right-of-Way. The current Zoning Code (Section 10.188.050 "Standards by sign type" (K) Freeway Signs) permits freeway signs in M-1 Zones at maximum height of 100 feet measured from crown of highway. However, freeway signage is limited to within 300 feet of Highway 99 (State Route 99) Right-of-Way. The project proponent is proposing to add one 100 foot sign to the project site which will require Municipal Code Text Amendments to allow the signage structures to be at a greater distance from SR-99 (approximately 700 feet) prior to project approval.

The project would require the approval of a Conditional Use Permit (CUP) prior to project approval. Conditional use permits are required for Truck Stop uses within the M-1 Zoning designation, and freeway signage.

CIRCULATION

The project would attract automobiles and truck traffic from State Route 99 to the project site via the Paige Avenue exit. The proposed project includes two points of access to the project site along Paige Avenue, and three access points along South Blackstone Street. The northern access along Blackstone Street, and the eastern entrance along Paige Avenue are intended for general automobile traffic access. The two southern access points along Blackstone Street, and the western access point along Paige Avenue are intended for use by truck traffic. Figure 7 displays the proposed site plan layout.

INFRASTRUCTURE IMPROVEMENTS

The construction of onsite and offsite infrastructure improvements would be required to accommodate development of the proposed project. Along Blackstone Street the following off-site improvements have been completed: street widening, curbs, gutters, light poles, storm water drains, and public sewer and water have been stubbed into the property in three different locations. Along Paige Avenue, no offsite improvements have been installed, however public sewer and water are accessible along Paige Avenue.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

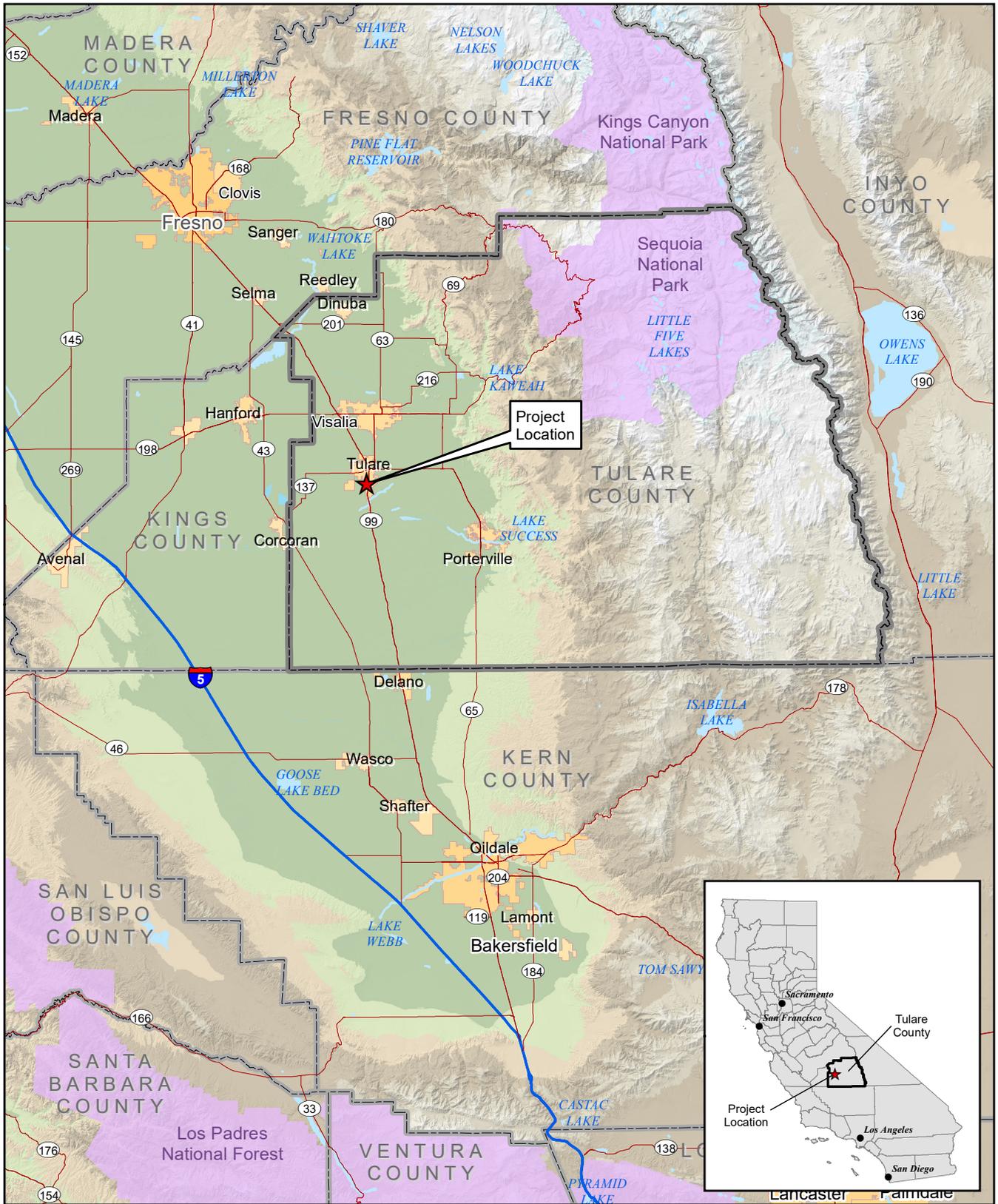
The City of Tulare will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. Actions that would be required from the City include, but are not limited to the following:

- Conditional Use Permit (CUP)
- Zoning Code Amendment for signage requirements
- Site plan approval
- Issuance of grading, encroachment, and building permits

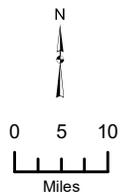
OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, ETC.)

The following agencies may be required to issue permits or approve certain aspects of the proposed project. Other governmental agencies that may require approval include, but are not limited to, the following:

- Tulare County: Compliance with ALUCP
- Central Valley Regional Water Quality Control Board (CVRWQCB 5F)) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities.
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits.



★ Project Location

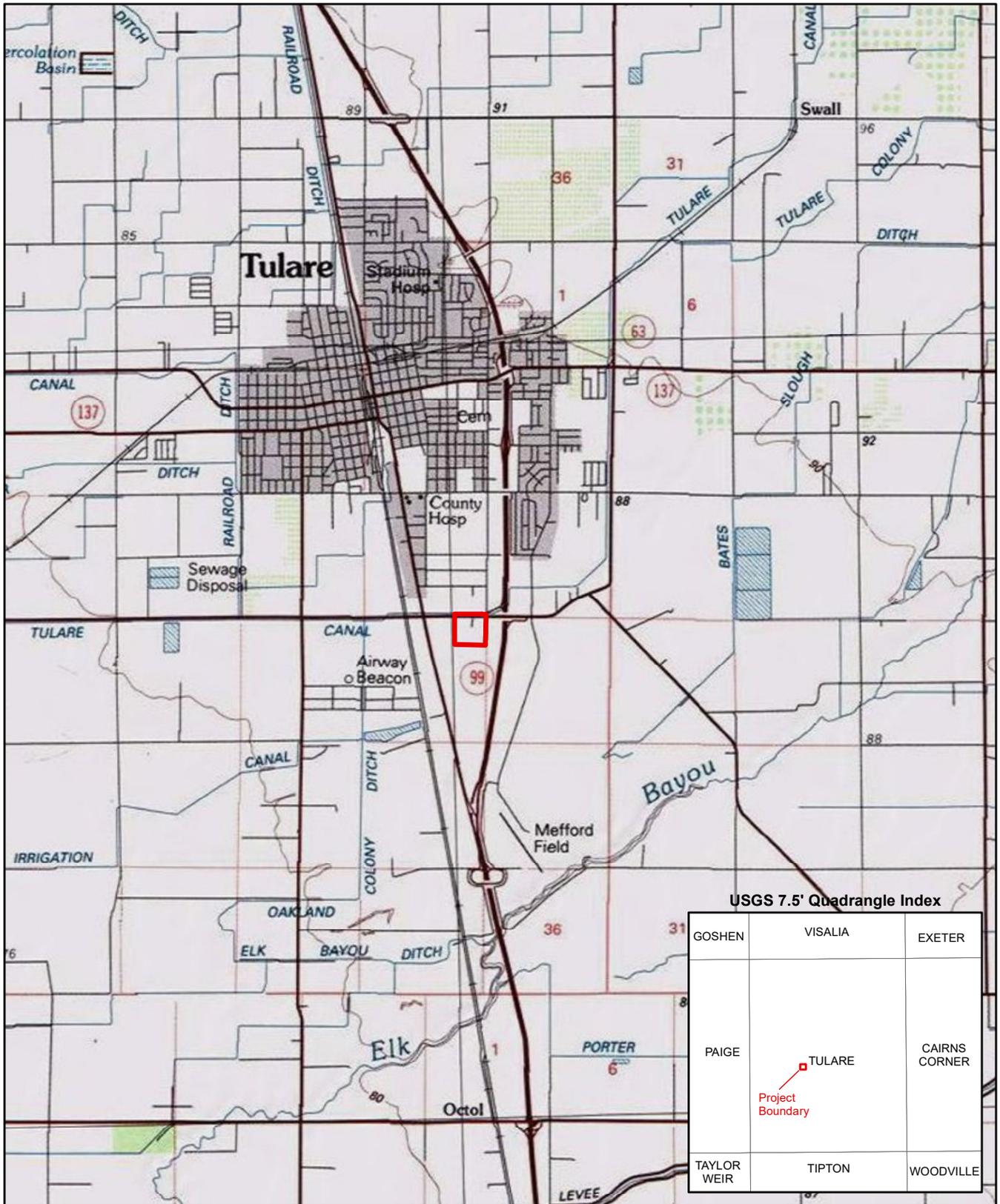


**PILOT FLYING J TRAVEL CENTER
TULARE, CALIFORNIA**

Figure 1: Regional Location

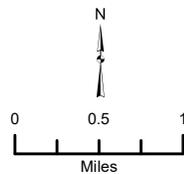
Data source: California Spatial Information Library, ESRI's StreetMap North America. Map date: November 18, 2015.

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Legend

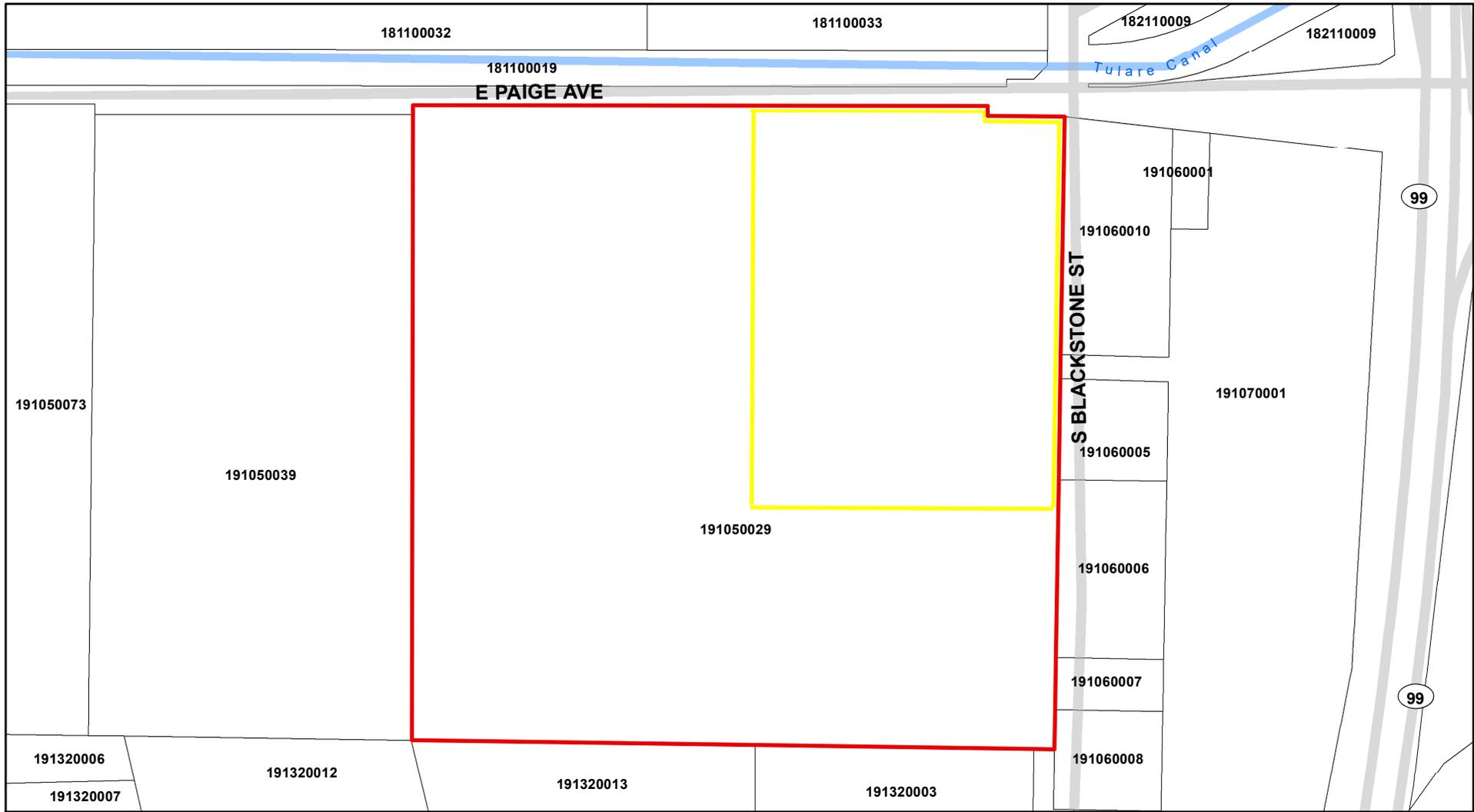
 Project Boundary



**PILOT FLYING J TRAVEL CENTER
TULARE, CALIFORNIA**

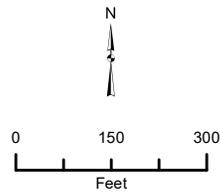
Figure 2: Project Vicinity Map

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Legend

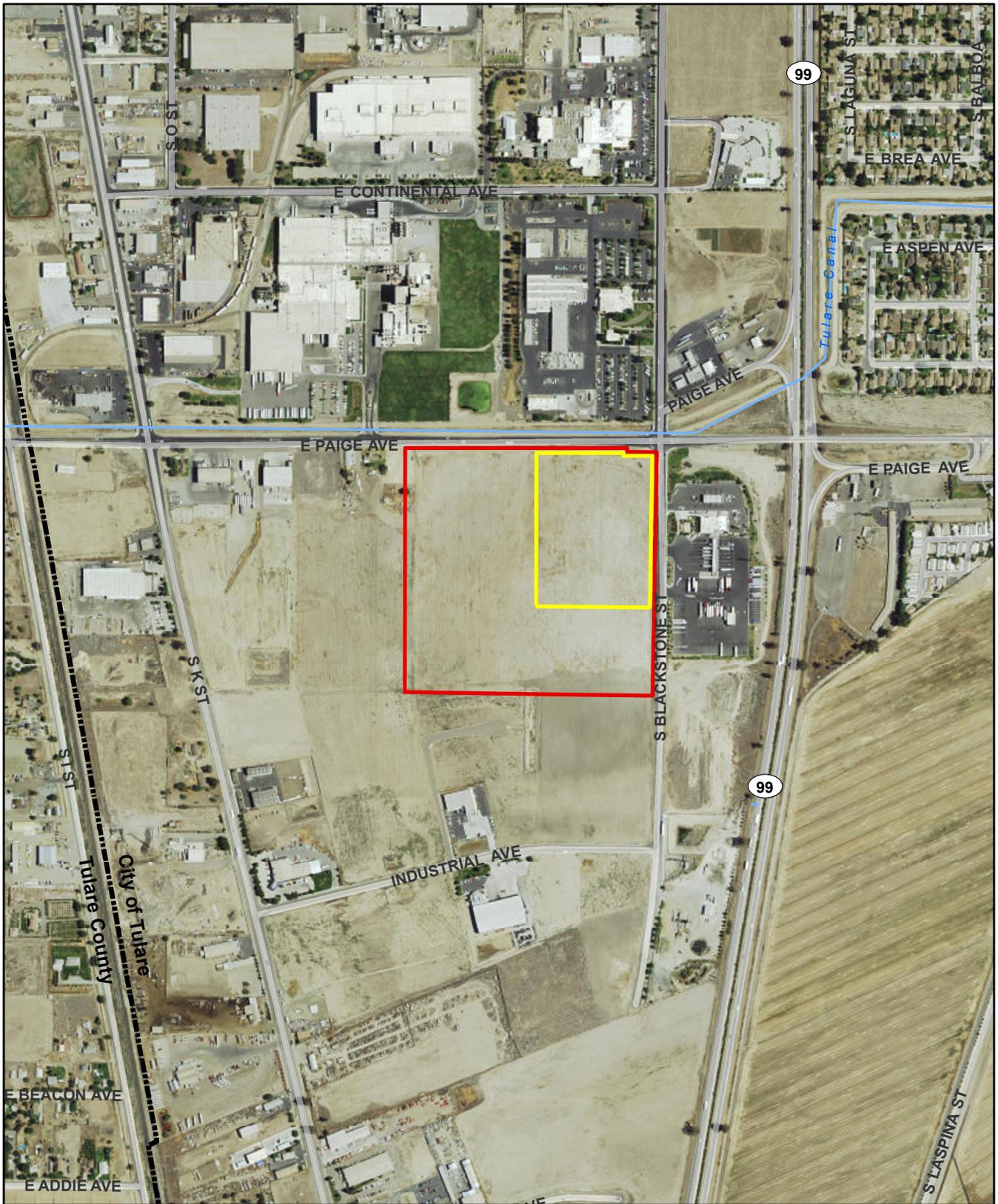
- Area to be Developed
- Project Boundary
- Assessor's Parcel Boundary



**PILOT FLYING J TRAVEL CENTER
TULARE, CALIFORNIA**
Figure 3: Assessor's Parcel Map

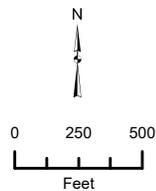
Data sources: Tulare County GIS. Map date: November 18, 2015

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Legend

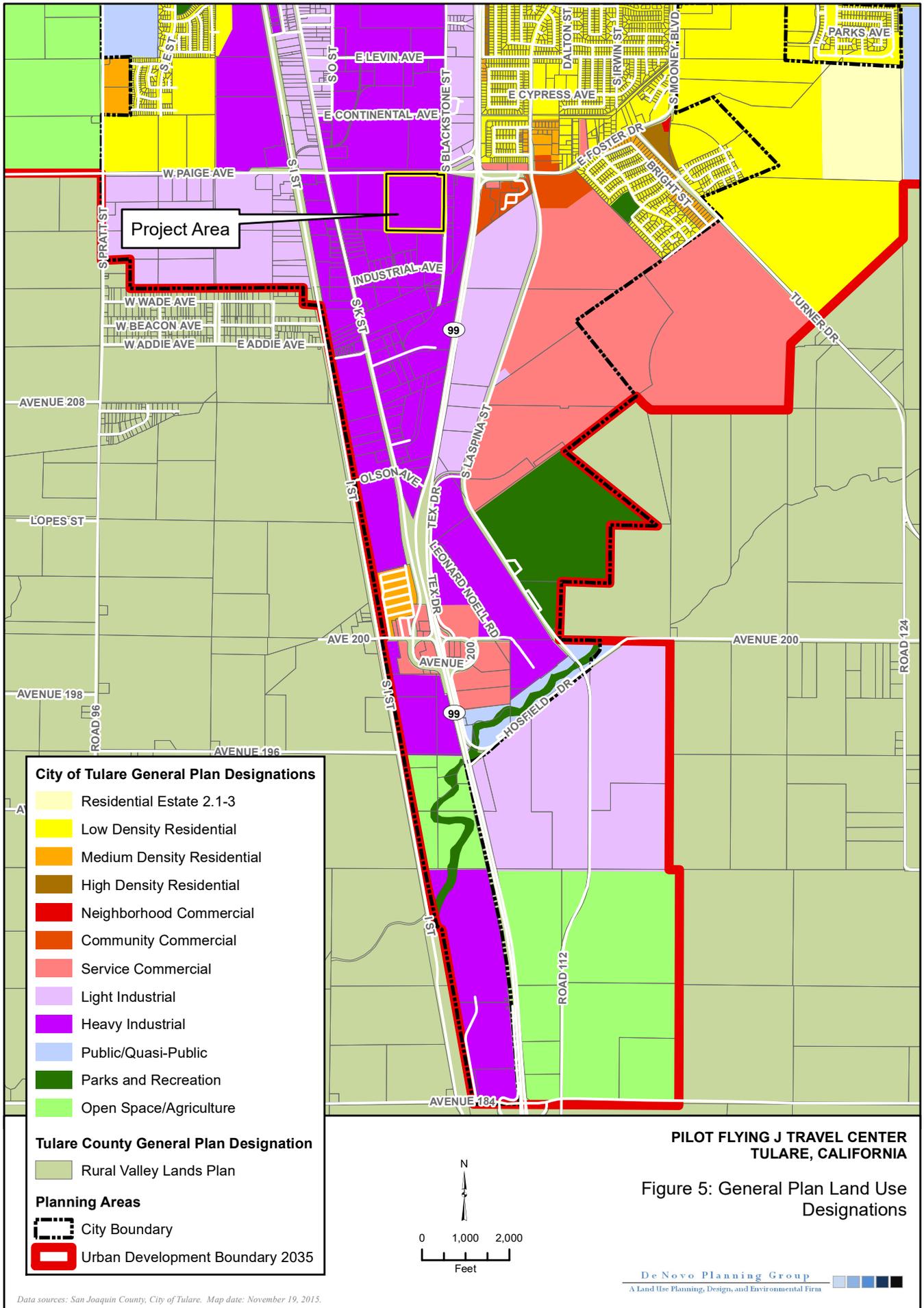
- Area to be Developed
- Project Boundary
- City Limits



**PILOT FLYING J TRAVEL CENTER
TULARE, CALIFORNIA**

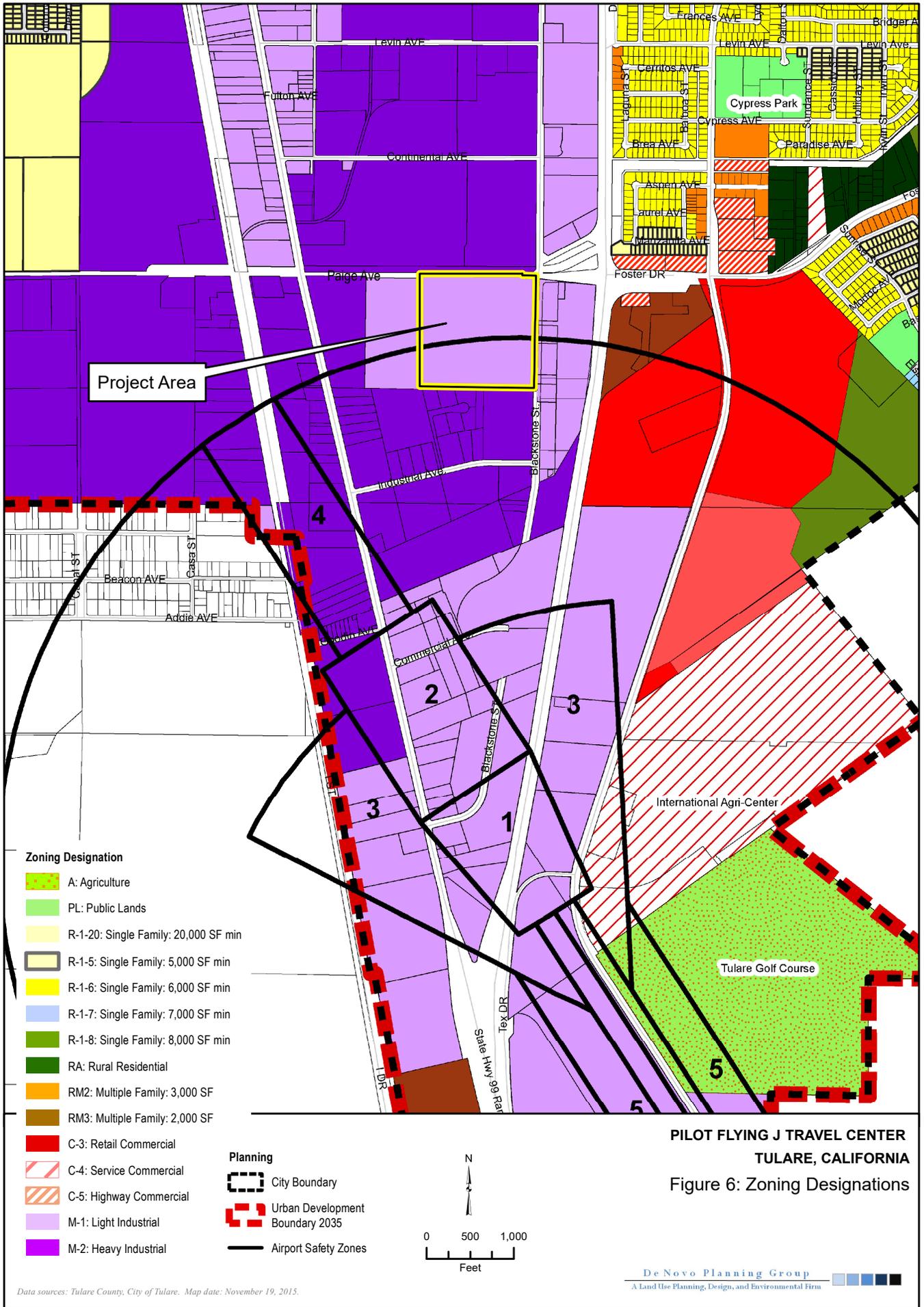
Figure 4: Aerial Photo

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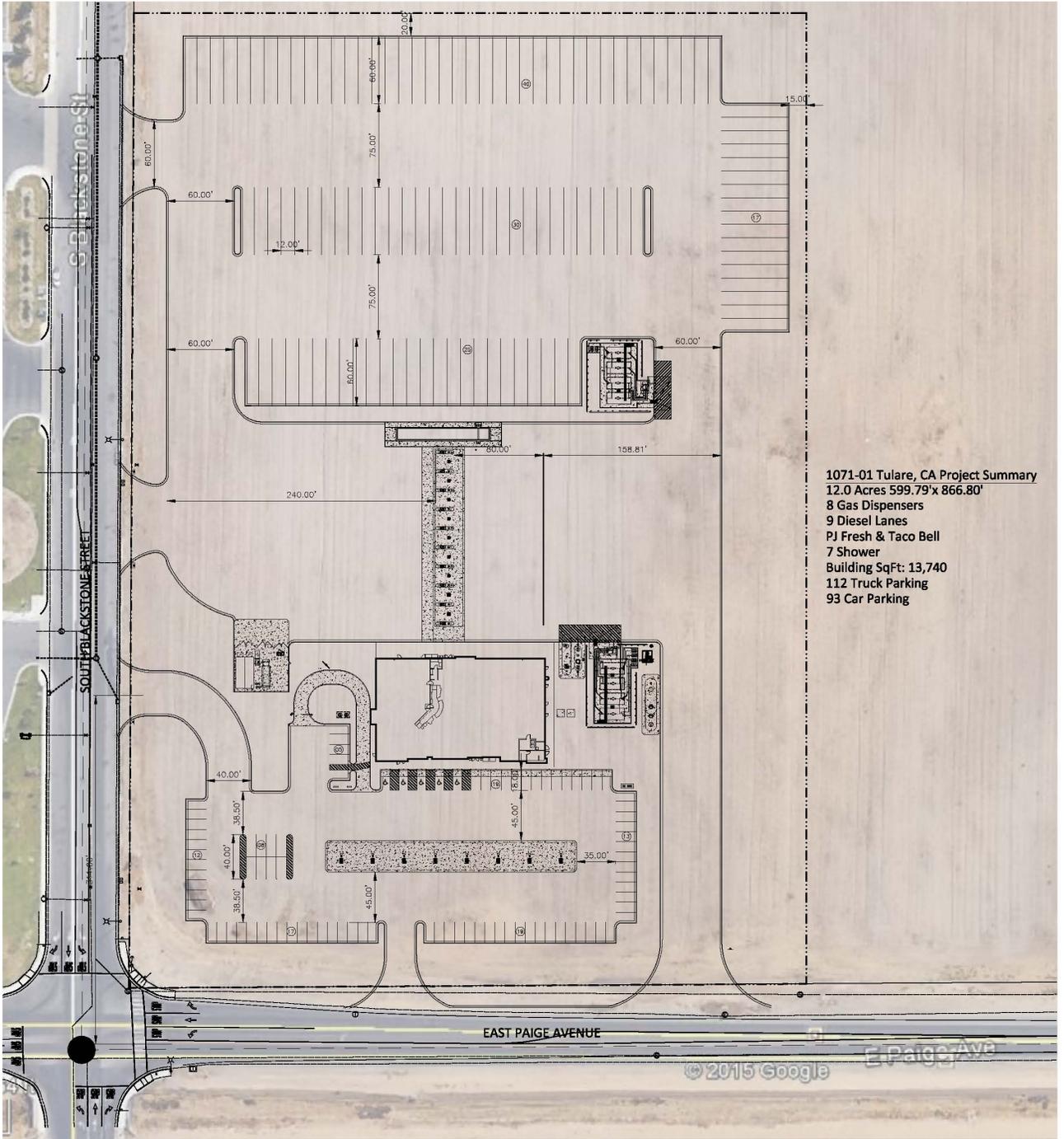


Data sources: San Joaquin County, City of Tulare. Map date: November 19, 2015.

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1071-01 Tulare, CA Project Summary
 12.0 Acres 599.79'x 866.80'
 8 Gas Dispensers
 9 Diesel Lanes
 PJ Fresh & Taco Bell
 7 Shower
 Building SqFt: 13,740
 112 Truck Parking
 93 Car Parking



**PILOT FLYING J TRAVEL CENTER
 TULARE, CALIFORNIA**

Figure 7: Site Plan



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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.

X	Aesthetics		Agriculture and Forest Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources	X	Geology/Soils
X	Greenhouse Gasses	X	Hazards and Hazardous Materials	X	Hydrology/Water Quality
X	Land Use/Planning		Mineral Resources	X	Noise
	Population/Housing	X	Public Services		Recreation
X	Transportation/Traffic	X	Utilities/Service Systems	X	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS:

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 be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
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
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when 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.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

I. AESTHETICS-- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d): It has been determined that the potential impacts on aesthetics caused by the proposed project will require a more detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project will have a potentially significant impact on aesthetics. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will provide a discussion of viewsheds, proximity to scenic roadways and scenic vistas, existing lighting standards, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on aesthetics. This section of the environmental impact report will identify applicable General Plan policies that protect the visual values located along public roadways and surrounding land uses, and will also address the potential for the project to substantially impair the visual character of the project vicinity. The analysis will address the proposed design and landscaping plans developed by the applicant and provide a narrative description of the anticipated changes to the visual characteristics of the project area as a result of project implementation and the conversion of the existing on-site land uses to travel serving uses. The analysis will address potential impacts associated with light spillage onto adjacent properties during nighttime activities.

II. AGRICULTURE AND FOREST RESOURCES-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), e): The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program. The Department of Conservation Farmland Mapping and Monitoring Program (FMMP) does delineate the project site as Farmland of Local Importance. However the project area is designated for industrial uses by the City of Tulare General Plan Land Use Map, and the City's Zoning Code. Photo reconnaissance of the area shows that the project site is not currently under agricultural production, and historical imagery shows no evidence of agricultural production in the last 20 years. Additionally, the City of Tulare, the local agency with land use authority over the project site, does not designate the project site for agricultural use.

Based on the absence of agricultural production, and agricultural resources including: Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the project site, this CEQA topic is not relevant to the proposed project and does not require further analysis.

Response b): There are no Williamson Act contracts on, or adjacent to the project site. Additionally, the project site is not designated by the City of Tulare for agricultural uses. Therefore, the project would not conflict with existing zoning for, or cause rezoning of agricultural land, and would not conflict with a Williamson Act contract. This CEQA topic is not relevant to the proposed project and does not require further analysis.

Responses c), d): There are no forest resources or zoning for forest lands located on the project site, or nearby within the City of Tulare. This CEQA topic is not relevant to the proposed project and does not require further analysis.

III. AIR QUALITY-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e): Based on the current air quality conditions in the air basin it has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the five environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will include an air quality analysis that presents the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on air quality. The project site is located within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The air quality analysis will include the following:

- Regional air quality and local air quality in the vicinity of the project site will be described. Meteorological conditions in the vicinity of the project site that could affect air pollutant dispersal or transport will be described. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.
- Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed. The ARB-approved CalEEMod computer model will be used

to estimate regional mobile source and particulate matter emissions associated with the construction of the proposed project.

- Long-term (operational) increases in regional criteria air pollutants will be quantitatively assessed for area source, mobile sources, and stationary sources. The ARB-approved CalEEMod computer model will be used to estimate emissions associated with the proposed project. Exposure to odorous or toxic air contaminants will be assessed through a screening method as recommended by the SJVAPCD.
- Local mobile-source CO concentrations will be assessed through a CO screening method as recommended by the SJVAPCD.
- Diesel Particulate Matter (DPM), and Benzene refueling emissions will be assessed through a Health Risk Assessment screening method which will include The Hotspots Analysis and Reporting Program Version 2 (HARP 2) and AERMOD View. Modeling will be as recommended by the SJVAPCD.

IV. BIOLOGICAL RESOURCES-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	X			
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
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?	X			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X			
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?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), f): Based on the documented special status species, sensitive natural communities, wetlands, and other biological resources in the region, it has been determined that the potential impacts on biological resources caused by the proposed project will require a detailed analysis. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on biological resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will provide a summary of local biological resources, including descriptions and mapping of plant communities, the associated plant and wildlife

species, and sensitive biological resources known to occur, or with the potential to occur in the project vicinity. The analysis will conclude with a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented in order to reduce impacts on biological resources and to ensure compliance with the federal and state regulations.

V. CULTURAL RESOURCES-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d): Based on known historical and archaeological resources in the region, and the potential for undocumented underground cultural resources in the region, it has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will include an overview of the prehistory and history of the area, the potential for surface and subsurface cultural resources to be found in the area, the types of cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to cultural resources.

VI. GEOLOGY AND SOILS-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
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?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
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?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): It has been determined that the potential impacts from geology and soils will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from geology and soils. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will include a review of existing geotechnical reports, published documents, aerial photos, geologic maps and other geological and geotechnical literature pertaining to the site and surrounding area to aid in evaluating geologic resources

and geologic hazards that may be present. The environmental impact report will include a description of the applicable regulatory setting, a description of the existing geologic and soils conditions on and around the project site, an evaluation of geologic hazards, a description of the nature and general engineering characteristics of the subsurface conditions within the project site, and the provision of findings and potential mitigation strategies to address any geotechnical concerns or potential hazards.

This section will provide an analysis including thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with geology and soils.

Response e): The proposed project would connect to the municipal sewer system for wastewater disposal. Septic tanks or septic systems are not proposed as part of the project. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

VII. GREENHOUSE GAS EMISSIONS-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Implementation of the proposed project could generate greenhouse gases (GHGs) from a variety of sources, including but not limited to vehicle trips, vehicle idling, electricity consumption, water use, and solid waste generation. It has been determined that the potential impacts from greenhouse gas emissions by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from greenhouse gas emissions. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will include a greenhouse gas emissions analysis pursuant to the requirements of Executive Order S-3-05 and The Global Warming Solutions Act of 2006 (AB 32). The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in Climate Change & CEQA, which was prepared in coordination with the California Air Resources Board and the Governor’s Office of Planning and Research as a common platform for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. This analysis will consider a regional approach toward determining whether GHG emissions are significant, and will present mitigation measures to reduce impacts. The discussion and analysis will include quantification of GHGs generated by the project as well as a qualitative discussion of the project’s consistency with any applicable state and local plans to reduce the impacts of climate change.

The environmental impact report will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with greenhouse gas emissions.

VIII. HAZARDS AND HAZARDOUS MATERIALS-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
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?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
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?	X			
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), g), h): It has been determined that the potential impacts from hazards and/or hazardous materials by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the seven environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from hazards and/or hazardous materials. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will include a review of existing environmental site assessments and any other relevant studies for the project site to obtain a historical record of environmental conditions. The analysis will also include a review of recent records and aerial photographs. A site reconnaissance will be performed to observe the site and potential areas of interest. Property owners/managers will be interviewed to gather information on the current and historical use of the properties, and the potential for project implementation to introduce hazardous materials to and from the area during construction and operation. If environmental conditions are identified, mitigation measures, as applicable, will be identified to address the environmental conditions.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hazards and hazardous materials.

Responses f): There are no private airports or airstrips within the vicinity of the project site. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

IX. HYDROLOGY AND WATER QUALITY-- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a-f), and j): Flood hazards can result from failure of a water impoundment structure, such as a dam. Additionally, Human activities have an effect on water quality when chemicals, heavy metals, hydrocarbons (auto emissions and car crank case oil), and other

materials are transported with stormwater into drainage systems. Construction activities can increase sediment runoff, including concrete waste and other pollutants.

It has been determined that the potential impacts on hydrology and water quality caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on hydrology and water quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will evaluate the potential construction and operational impacts of the proposed project on water quality. This section will describe the surface drainage patterns of the project area and adjoining areas, and identify surface water quality in the project area based on existing and available data. This section will identify 303D listed impaired water bodies in the vicinity of the project site. Conformity of the proposed project to water quality regulations will also be discussed. Mitigation measures will be developed to incorporate Best Management Practices (BMPs), consistent with the requirements of the Central Valley Regional Water Quality Control Board (CVRWQCB) to reduce the potential for site runoff.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hydrology and water quality.

Response g), and h): There is no housing proposed as part of the project. Additionally, the project site is not located within the 100-year floodplain as delineated by the FEMA FIRM. As such, there is no potential for the proposed project to place housing, or structures which would impede or redirect flood flows within the 100-year floodplain. Therefore, this CEQA topic is not relevant to the proposed project and does not require further analysis.

Response j): There are no significant bodies of water near the project site that could be subject to a seiche or tsunami. Additionally, the project site and the surrounding areas are essentially flat, which precludes the possibility of mudflows occurring on the project site. This is a less than significant impact, and no additional analysis of this CEQA topic is warranted.

X. LAND USE AND PLANNING-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	X			

RESPONSES TO CHECKLIST QUESTIONS

Response a): As discussed previously, the project site is located within an area of commercial and industrial activities. The project does not include, or propose development within an area containing residential uses, and would not inhibit the circulation patterns of an established community. The proposed project characteristics are generally consistent with surrounding uses and activities. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

Response b), and c): It has been determined that the potential land use and planning impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of these environmental issues in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will include a detailed discussion of the project as it relates to the existing General Plan, Zoning Code, and other local regulations. The local, regional, state, and federal jurisdictions potentially affected by the project will be identified, as well as their respective plans, policies, laws, and regulations (including zoning), and potentially sensitive land uses. The proposed project will be evaluated for consistency the City of Tulare General Plan, the Zoning Ordinance, and other local planning documents. Planned development and land use trends in the region will be identified based on currently available plans. Reasonably foreseeable future development projects within the region will be noted, and the potential land use impacts associated with the project will be presented.

This section will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to ensure consistency with the existing and planned land uses.

XI. MINERAL RESOURCES-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): There are no significant deposits of mineral resources located on the project site, as delineated by the Mineral Resources and Mineral Hazards Mapping Program (MRMHMP). This CEQA topic is not relevant to the proposed project and does not require further analysis.

XII. NOISE -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
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 expose people residing or working in the project area to excessive noise levels?	X			
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e): Based on existing and projected noise levels along roadways and airports, adjacent rail lines, and the potential for noise generated during project construction and operational activities, it has been determined that the potential impacts from noise caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the five potentially significant environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from noise. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

The environmental impact report will include a noise study. The noise study will identify the noise level standards contained in the City of Tulare General Plan Noise Elements which are applicable to this project, as well as any germane, state and federal standards. Continuous (24-hour) and short-term noise measurements will be performed on the project site and in the project vicinity in order to quantify existing ambient noise levels from existing noise sources, including State Route 99. The noise study will provide an estimate of existing traffic noise levels

adjacent to the project-area roadways through application of accepted traffic noise prediction methodologies. Any significant noise sources other than local traffic within the project area will be identified and quantified through additional noise level measurements. The noise study will identify all significant noise impacts due to and upon development of the proposed project. The noise study will determine the land use compatibility of proposed industrial uses as it may affect existing noise sensitive receptors in the project area. An assessment of construction noise impacts and potential mitigation measures will also be provided. The study will present appropriate and practical recommendations for noise control aimed at reducing any noise impacts.

The environmental impact report will include thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with noise.

Responses f): There are no private airports or airstrips located within the immediate vicinity of the project site. As such, there is no potential for the project to expose people to excessive noise levels from private airport operations. This CEQA topic is not relevant to the proposed project and does not require further analysis.

XIII. POPULATION AND HOUSING-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a-c): There are no housing units located on, or proposed for the project site. Therefore, the project would not result in the displacement of people or housing. Sewer and water infrastructure and services would be extended to the project site, however no additional housing development is planned for the project area. Surrounding uses within the City include Light Industrial and Heavy Industrial uses designated by the City's General Plan and Zoning Code. Therefore, the proposed project would not induce substantial population growth to the area. This CEQA topic is not relevant to the proposed project and does not require further analysis.

XIV. PUBLIC SERVICES-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	X			
ii) Police protection?	X			
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a) i, ii, and v: Implementation of the proposed project would result in increased demand for police and fire protection in the Plan Area. The project may also increase demand for other public facilities. It has been determined that the potential impacts from increased demands on public services caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of these three environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on public services. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the environmental impact report.

During the preparation of the environmental impact report, the public service providers will be consulted in order to determine existing service levels in the project areas. This would include documentation regarding existing staff levels, equipment and facilities, current service capacity, existing service boundaries, and planned service expansions. Master plans from such public service providers and City policies, programs, and standards associated with the provision of public services will be presented in the environmental impact report.

The environmental impact report will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with public services.

Responses a) iii, and iv: There are no housing units proposed for the project site. As discussed previously, implementation of the proposed project would not lead to population growth, thus would not increase the use of park or school facilities, or trigger the need for new or expanded facilities in the City of Tulare. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

XV. RECREATION-- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?			X	
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?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): As discussed previously, implementation of the proposed project would not lead to population growth, and would not increase the use of existing recreational facilities, or trigger the need for new or expanded facilities in the City of Tulare. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

XVI. TRANSPORTATION/TRAFFIC-- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a- g): Based on existing and projected traffic volume levels along roadways, it has been determined that the potential traffic impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the City of Tulare will examine each of the environmental issues listed in the checklist above in the EIR and will determine whether the proposed project has the potential to have a significant impact from traffic. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is conducted in the EIR.

The environmental impact report will include a traffic impact study; will describe existing and future traffic conditions; and will identify the trips that will be generated by the project and the projected distribution of those trips on the roadway system. The EIR will analyze traffic impacts associated with the project under existing and cumulative conditions. Potential impacts

associated with site access, on-site circulation, and parking will also be addressed in the EIR. The following facilities will be analyzed under existing facilities (subject to further input by Caltrans and/or City of Tulare staff):

Based on a review of the project site plan, location of the Pilot Flying J Project on Paige Avenue, and Blackstone Street, and local and regional travel patterns, the following five (5) City of Tulare, and Caltrans study locations were identified:

1. S. Laspina Street/E. Paige Avenue
2. SR 99 NB Off-Ramp/E. Paige Avenue
3. S. Blackstone Street/E. Paige Avenue
4. SR 99 SB Off-Ramp/E. Paige Avenue
5. S K Street/E. Paige Avenue

The environmental impact report will describe AM peak period (6:30 AM to 8:30 AM) and PM peak period (4:30 PM to 6:30 PM) turning movement counts during a typical weekday for the five study intersections.

The project's trip generation will be estimated using a combination of trip generation rates from *Trip Generation, 9th Edition*, Institute of Transportation Engineers (2012), and observed trip generation for other similar Pilot Flying J Projects throughout California's Central Valley.

Impacts to the bicycle, pedestrian, rail, and transit facilities and services will be also evaluated. Significant impacts will be identified in accordance with the established criteria. Mitigation measures will be identified to lessen the significance of impacts.

The environmental impact report will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with transportation/traffic.

XVII. UTILITIES AND SERVICE SYSTEMS-- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a-g): Implementation of the proposed project would result in increased demands for utilities to serve the project. As such, the City of Tulare will examine each of the environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact to utilities and service systems. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The environmental impact report will analyze wastewater, water, and storm drainage infrastructure, as well as other utilities (i.e. solid waste, gas, electric, etc.), that are needed to serve the proposed project. The wastewater assessment will include a discussion of the proposed collection and conveyance system, treatment methods and capacity at the treatment plants, disposal location(s) and methods, and the potential for recycled water use for irrigation. The environmental impact report will analyze the impacts associated with on-site and off-site

construction of the conveyance system, including temporary impacts associated with the construction phase. The proposed infrastructure will be presented. This will likely include a system of gravity pipes, pump station(s), and a forcemain(s). The environmental impact report will provide a discussion of the wastewater treatment plants that are within proximity to the project site, including current demand and capacity at these plants. The analysis will discuss the disposal methods and location, including environmental impacts and permit requirements associated with disposal of treated wastewater.

The storm drainage assessment will include a discussion of the proposed drainage collection system including impacts associated with on-site and off-site construction of the storm drainage system. The environmental impact report will identify permit requirements and mitigation needed to minimize and/or avoid impacts. The proposed infrastructure will be presented. This will likely include a system of gravity pipes, storage basin(s), pump station(s), forcemain(s), and an outfall to the local waterways. This section will include a consistency review of the storm drainage system with the City's Storm Water Management Plan, Storm Drain System Master Plan, and Utility Master Plan.

The environmental impact report will include an assessment for consistency with the City's 2010 Urban Water Management Plan. The Urban Water Management Plan update will serve as the basis for determining the available water supplies to meet the demands under normal, single-dry, and multiple-dry year conditions.

The environmental impact report will analyze the impacts associated with on-site and off-site construction of the water system, including temporary impacts associated with the construction phase. The environmental impact report will also identify permit requirements and mitigation needed to minimize and/or avoid impacts, and will present the proposed infrastructure as provided by the project site engineering reports.

The environmental impact report will also address solid waste collection and disposal services for the proposed project. This will include an assessment of the existing capacity and projects demands. The assessment will identify whether there is sufficient capacity to meet the project demands.

The environmental impact report will provide thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with utilities and service systems.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
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)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): It has been determined that the potential for the proposed project to: degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; eliminate important examples of the major periods of California history or prehistory; create cumulatively considerable impacts; or adversely affect human beings will require more detailed analysis in an environmental impact report. As such, the City of Tulare will examine each of these environmental issues in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on these environmental issues. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

REPORT PREPARERS

This document was prepared by De Novo Planning Group, Inc. of El Dorado Hills under the direction of the City of Tulare. De Novo Planning Group staff participating in document preparation included the following:

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