



City of Parlier, California
NOTICE OF DETERMINATION

FILE
E201410000089
APR 08 2014

TO: Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

FROM: The City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

FRESNO COUNTY CLERK
By ASandley
DEPUTY

☒ County Clerk, County of Fresno

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code

Project Title: Vesting Tentative Tract Map No. 6038, General Plan Amendment, Prezone, and Annexation to the City of Parlier

State Clearinghouse Number (if submitted to OPR): Not Applicable

Contact Person: Bruce O'Neal, Contract Planner 559/256-4250

Project Location: The project site is 20.03 acres located on the northwest quadrant of Parlier and Mendocino Avenues (APN 355-021-08).

Project Description: The project consists of Vesting TTM 6038 for 58 single-family lots, Lot 59 for multifamily development, rezoning of the site, and annexation to the City of Parlier.

This is to advise that the City of Parlier has approved the above-described project and has made the following determinations regarding the project:

1. The project will ____, will not ☒ have a significant effect on the environment.
2. ____ An EIR was prepared pursuant to the provisions of CEQA.
☒ A Negative Declaration was prepared pursuant to the provisions of CEQA

The EIR or Negative Declaration and record of project approval may be examined at the City of Parlier, 1100 E. Parlier Avenue, Parlier, CA 93648.

3. Mitigation measures were ☒, were not ____, made a condition of approval of the project.
4. A Statement of Overriding Considerations was ____, was not ☒, adopted for this project.

Signature

Contract Planner
Title

Date: 4/3/14

CITY OF PARLIER MITIGATED NEGATIVE DECLARATION

Filed with: County Clerk

Finding: The City of Parlier has determined that the project described below will not have a significant effect on the environment following incorporation of mitigation measures; therefore, preparation of an Environmental Impact Report is not required.

Lead Agency: City of Parlier

Project Applicant: Adobe Development Corporation
6670 N. West Avenue, Suite 102
Fresno, CA 93711

Project Title, File No.: Vesting TTM 6038; Plan Amendment; and Prezone/Annexation to the City of Parlier

Project Location: The project site is 20.03 acres located on the northwest corner of Parlier and Mendocino Avenues (APN 355-021-08).

Project Description: The project consists of Vesting TTM 6038 for 58 single family lots and Lot 59 which is proposed for multifamily development. A General Plan Amendment is proposed to shift approximately five acres of High Density Residential designated on the Parlier General Plan from the corner of Parlier and Mendocino Avenues to Lot 59 of the tract map adjacent to Martinez Elementary School. This High Density designation would allow for up to 90 units of multifamily housing. The single family portion of the tract map would be prezoned R-1 while Lot 59 would be prezoned R-3. Should the project be approved by the City, an application would be submitted to the Fresno Local Agency Formation Commission (LAFCO) for annexation to the City.

Environmental Assessment: The Initial Study for this project is available for review at the City of Parlier Community Development Department, 1100 E. Parlier Avenue, Parlier, CA.

Justification for Negative Declaration: The City of Parlier has completed the preparation of an Initial Study for the project described above. The Initial Study did not identify any potentially significant environmental effects that would result from the proposed activity after incorporation of mitigation measures. Accordingly, approval of a Mitigated Negative Declaration for the project is in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The City finds that the proposed project can be adequately served by public services including public utilities (sewer and water), police and fire protection services, and the Parlier Unified School District. It will not have a negative aesthetic effect, will not affect any rare or endangered species of plant or animal or the habitat of such species, or interfere with the movement of any resident or migratory fish or wildlife species. It will not adversely affect water quality, contaminate public water supplies, or cause substantial flooding, erosion, or siltation. It will not have a significant effect on air quality, transportation or circulation systems, noise, light and glare, and land use. No significant cumulative impacts will occur from this project.

Contact Person: Mr. Shun Patlan, Community Development Director - Phone: (559) 646-3545.

E201410000089

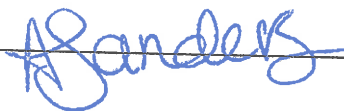
STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt # E201410000089

Lead Agency: CITY OF PARLIER Date: 04/08/2014
County Agency of Filing: FRESNO COUNTY CLERK Document No: E201410000089
Project Title: VESTING TENTATIVE TRACE MAP NO. 6038, GENERAL PLAN AMENDMENT, PREZONE
Project Applicant Name: CITY OF PARLIER Phone Number: (559) 256-4250
Project Applicant Address: 1100 E. PARLIER AVENUE, PARLIER, CA 93648
Project Applicant: LOCAL PUBLIC AGENCY

ADMINISTRATION FEE	\$	50.00
NOTICE OF DETERMINATION	\$	2181.25
Total Received	\$	2231.25

Signature and title of person receiving payment: _____





City of Parlier

Response to Comments

Initial Study Proposed Mitigated Negative Declaration

**Vesting TTM 6038; General Plan Amendment;
and Prezone/Annexation to the City of Parlier**
(Adobe Development Corporation)

March 2014

Prepared for the City of Parlier by

Land Use Associates
286 W. Cromwell Avenue
Fresno, CA 93711

An Initial Study was prepared for Vesting TTM 6038; General Plan Amendment; and Prezone/Annexation to the City of Parlier. The Initial Study identified no significant effects to the environment with the incorporation of mitigation measures. On this basis, a Mitigated Negative Declaration has been prepared. The proposed Mitigated Negative Declaration was circulated for public comment and two written comments were received and are attached.

1. The San Joaquin Valley Air Pollution Control District comments that the project would have no significant impacts on air quality but would be subject to various rules and regulations of the District, including Rule 9510 (Indirect Source Review) and payment of any required mitigation fees.
2. The Fresno County Fire Protection District has no significant concerns with the proposal. The comment letter list lists various requirements of the District for review and approval.

The comment letters do not change the conclusions of the Mitigated Negative Declaration or result in additional mitigation measures. On this basis, it is recommended that the Mitigated Negative Declaration be adopted by the Parlier City Council.



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



January 21, 2014

Shun Patian
City of Parlier
Community Development Office
1100 East Parlier Avenue
Parlier, CA 93648

Agency Project: Proposed Mitigated Negative Declaration for Vesting TTM 3038; General Plan Amendment; and Prezone/Annexation to the City of Parlier

District CEQA Reference No: 20140006

Dear Shun Patian:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of 58 single family lots and 90 units of multifamily development located in Parlier, CA. The District offers the following comments:

1. Based on information provided to the District, project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that project specific criteria pollutant emissions would have no significant adverse impact on air quality.
2. Based on information provided to the District, at full build-out the proposed project would be equal to or greater than 50 residential dwelling units. Therefore, the District concludes that the proposed project would be subject to District Rule 9510 (Indirect Source Review).

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org

www.healthyairliving.com

If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

3. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.
4. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Ms. Debbie Johnson at (559) 230-5817.

Sincerely,

David Warner

Director of Permit Services

Debbie Johnson

for
Arnaud Marjollet

Permit Services Manager

DW: dj



FRESNO COUNTY FIRE

PROTECTION DISTRICT

210 South Academy Avenue
Sanger, California 93657
Telephone: (559) 493-4300
Fax: (559) 875-7451
www.fresnocountyfire.org

January 13, 2014

Shun Patlan, City of Parlier

643 Quince Street
Mendota, Ca. 93640
Bus (559) 655-4298
Fax (559) 655-4064

Transmitted by Email to: commdev@parlier.ca.us

RE: **Reference Application #: TTM#6038**

Name of Applicant: ADOBE DEVELOPMENT CORP

Address of Project: NWC PARLIER & MENDOCINO AVE

City, State & Zip of Project: PARLIER, CA

Fresno County Fire Protection District (FCFPD) has performed a preliminary review of the project, and has not identified any significant concerns with the overall proposal. All application types stated below **SHALL** comply with California Code of Regulations Title 24 – Fire Code. After you have received your FCFPD conditions of approval for your project, submit your plans to the City of Parlier Building and Planning for review and approval. It is the **Applicants Responsibility** to deliver **three** sets of reviewed and approved plans (1 original, 2 copies) to the FCFPD.

Application Types

Site Plan Review (SPR)	Initial Study Application (ISA)
Director Review Application (DRA)	Variance Application (VA)
Conditional Use Permit (CUP)	General Plan Application (GPA)
Tentative Parcel Map (TPM, TPMW)	Tentative Tract Map (TTM)
Pre-Application for Certificate of Compliance (PCOC)	

Your project may be subject to joining the Community Facilities District (CFD). Before plans are submitted to the FCFPD please visit our website at www.fresnocountyfire.org and fill out the Fire Permit Application to submit with your plans. A determination will be made and information provided to you on how to join the CFD based on your application.

Please contact the FCFPD at **(559) 493-4359** to schedule an over the counter meeting to discuss the specific requirements for your project. Failure to schedule an appointment with the FCFPD will effect your ability to obtain a final for you're project.

Please Note – requirements for your project may include but are not limited to:

Water Flow Requirements
Water Storage Requirements
Fire Pumps
Road Access

Fire Hydrants
Fire Sprinklers Systems
Fire Alarm Systems
Premises Identification

Sincerely,

MARK J JOHNSON
Interim Fire Chief

By



ERIC WATKINS, BATTALION CHIEF
Law Enforcement/Fire Prevention



City of Parlier

Initial Study Proposed Mitigated Negative Declaration

**Vesting TTM 6038; General Plan Amendment;
and Prezone/Annexation to the City of Parlier**
(Adobe Development Corporation)

December 2013

Prepared for the City of Parlier by

Land Use Associates
286 W. Cromwell Avenue
Fresno, CA 93711

CITY OF PARLIER

PROPOSED MITIGATED NEGATIVE DECLARATION

Filed with: County Clerk

Finding: The City of Parlier has determined that the project described below will not have a significant effect on the environment following incorporation of mitigation measures; therefore, preparation of an Environmental Impact Report is not required.

Lead Agency: City of Parlier

Project Applicant: Adobe Development Corporation
6670 N. West Avenue, Suite 102
Fresno, CA 93711

Project Title, File No.: Vesting TTM 6038; Plan Amendment; and Prezone/Annexation to the City of Parlier

Project Location: The project site is 20.03 acres located on the northwest corner of Parlier and Mendocino Avenues (APN 355-021-08).

Project Description: The project consists of Vesting TTM 6038 for 58 single family lots and Lot 59 which is proposed for multifamily development. A General Plan Amendment is proposed to shift approximately five acres of High Density Residential designated on the Parlier General Plan from the corner of Parlier and Mendocino Avenues to Lot 59 of the tract map adjacent to Martinez Elementary School. This High Density designation would allow for up to 90 units of multifamily housing. The single family portion of the tract map would be rezoned R-1 while Lot 59 would be rezoned R-3. Should the project be approved by the City, an application would be submitted to the Fresno Local Agency Formation Commission (LAFCO) for annexation to the City.

Environmental Assessment: The Initial Study for this project is available for review at the City of Parlier Community Development Department, 1100 E. Parlier Avenue, Parlier, CA.

Justification for Negative Declaration: The City of Parlier has completed the preparation of an Initial Study for the project described above. The Initial Study did not identify any potentially significant environmental effects that would result from the proposed activity after incorporation of mitigation measures. Accordingly, approval of a Mitigated Negative Declaration for the project is in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The City finds that the proposed project can be adequately served by public services including public utilities (sewer and water), police and fire protection services, and the Parlier Unified School District. It will not have a negative aesthetic effect, will not affect any rare or endangered species of plant or animal or the habitat of such species, or interfere with the movement of any resident or migratory fish or wildlife species. It will not adversely affect water quality, contaminate public water supplies, or cause substantial flooding, erosion, or siltation. It will not have a significant effect on air quality, transportation or circulation systems, noise, light and glare, and land use. No significant cumulative impacts will occur from this project.

Contact Person: Mr. Shun Patlan, Community Development Director - Phone: (559) 646-3545.

INITIAL STUDY

Vesting TTM 6038 General Plan Amendment; and Prezone/ Annexation to the City of Parlier (Adobe Development Corporation)

This document has been prepared to facilitate an objective assessment of the potential environmental impacts associated with the proposed project described below. The Initial Study has been prepared in accordance with the requirements of CEQA and the CEQA Guidelines. The Initial Study is an informational document designed to aid decision-makers in their deliberations on the project. The Parlier City Council will consider the information contained in this document prior to making a decision to approve or deny the project. Fresno LAFCO will also use the Initial Study for its deliberations on the proposed annexation of the project site to the City of Parlier.

Project Description/Proposal: The project consists of project entitlements to allow development of a 58-unit subdivision on a portion of a 20.03 acre site located at the northwest quadrant of Parlier and Mendocino Avenues. The western 5.2 acres of the parcel are proposed for 90 multifamily units and would be developed as a future phase. The site is currently fallow land.

Vesting Tentative Tract Map 6038: The vesting tentative tract map provides 58 single family residential lots with a minimum lot size of 6,000 square feet. Lot 59 on the western portion of the site is proposed for multifamily development.

General Plan Amendment: The Parlier General Plan adopted in 1999 designates approximately five acres at the corner of Parlier and Mendocino Avenues for High Density Residential land use. High Density allows up to 21.8 units per acre. It is proposed by the applicant that the General Plan be amended by shifting the High Density designation to the western side of the project site adjacent to Martinez Elementary School on Lot 59 of the tract map. That portion of the site now designated High Density would be amended to Medium Density Residential.

Prezoning: In accordance with LAFCO requirements, the site must be prezoned prior to annexation. Prezoning is proposed to R-1 for the single family portion of the project and to R-3 for Lot 59.

Annexation to the City of Parlier: The site is unincorporated and requires annexation to the City. The site is currently zoned AE-20 (Fresno County). Prezoning and approval of the tract map are requirements of the annexation process and would only become effective with recording of the annexation.

Figure 1 shows the location on the Parlier General Plan as well as the proposed General Plan amendment. Figure 2 is the specific APN location. Figure 3 shows Vesting TTM 6038 and the proposed prezoning.

Background

In 2007, Vesting TTM 5438 was submitted to the City of Parlier by Mission Homes for the subject property. No initial study was prepared and the project did not move forward. The City determined that the application, and therefore the map, has expired due to inactivity. A new application was filed for the property using the old map number, and the City determined that a new tract map number must be requested from Fresno County. Vesting TTM 6038 has been assigned to the map, and the Initial Study references the new map number when analyzing potential project impacts.

Figure 1: General Plan Location and Proposed General Plan Amendment

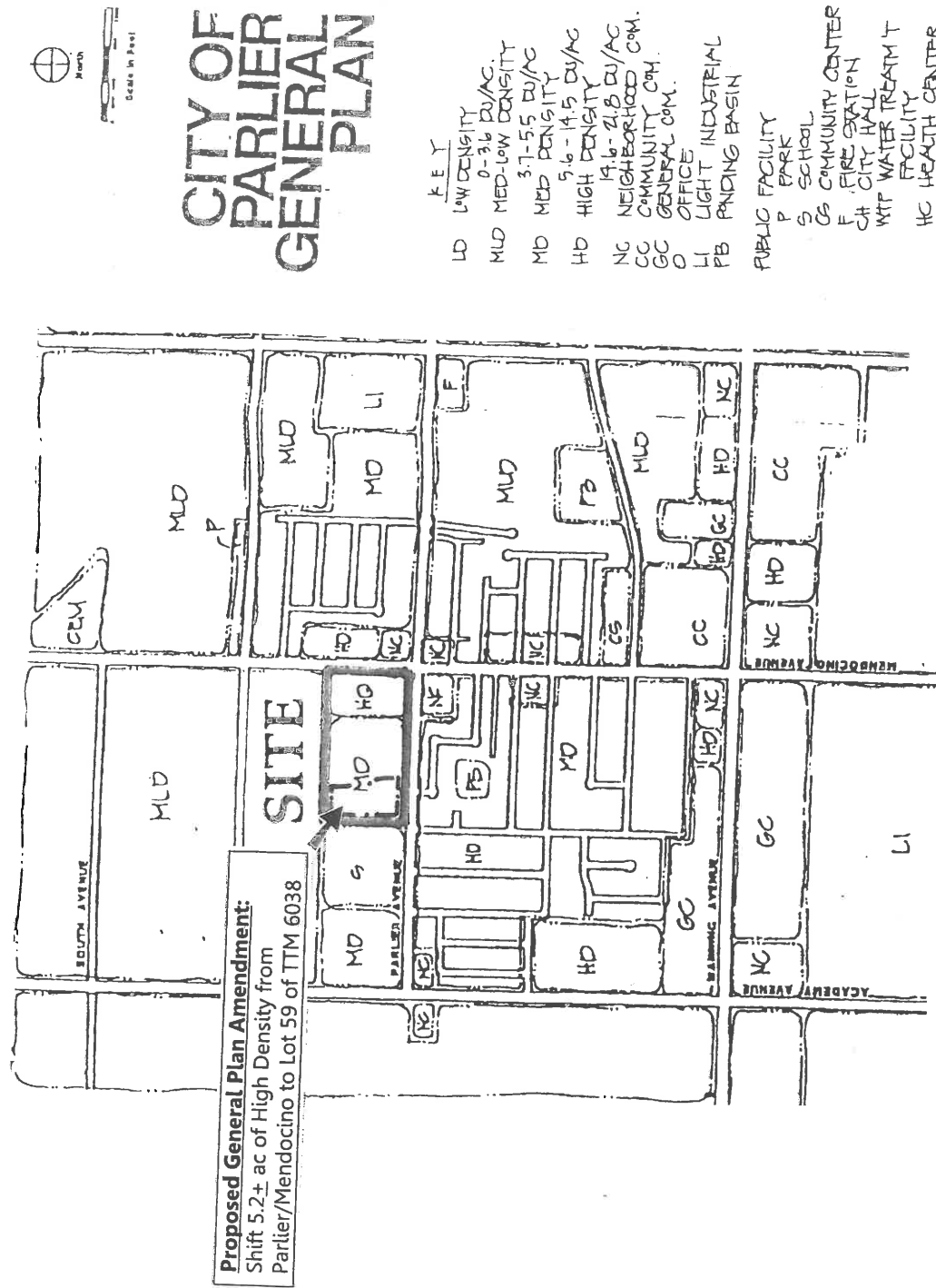
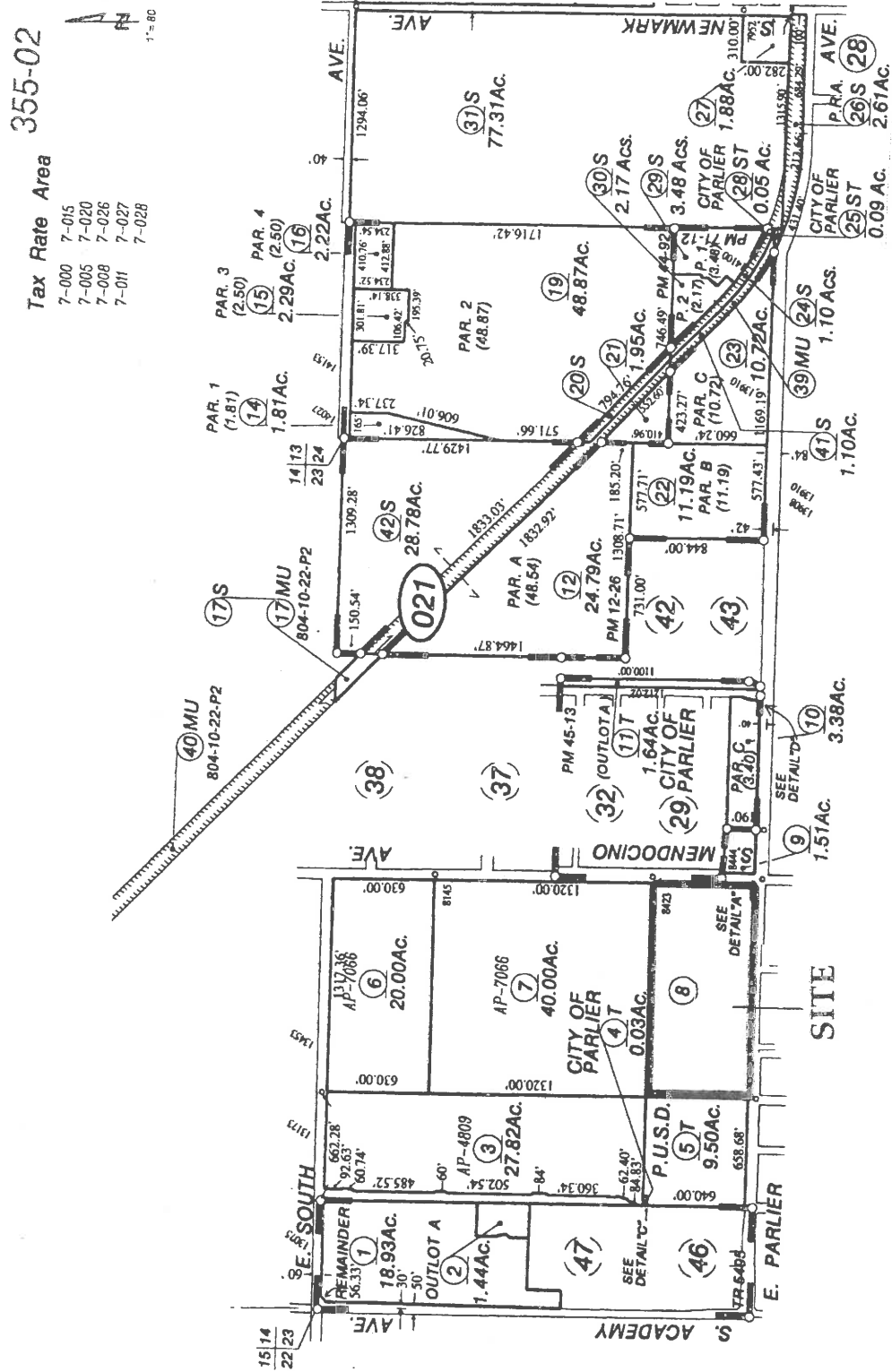


Figure 2: APN Location



[illegible]

ENVIRONMENTAL CHECKLIST
VESTING TTM NO. 6038 AND PREZONE/ ANNEXATION

ENVIRONMENTAL DETERMINATION: On the basis of the evaluation of the impact areas contained within the Environmental Checklist:

- ☐ 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 because mitigation measures have been proposed to reduce identified impacts to a less than significant level and have been 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. An ENVIRONMENTAL IMPACT REPORT is required, but it shall focus 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

December 2, 2013

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less Than Significant Impact With Mitigation. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level.

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the issue area. "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.

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a source of substantial light or glare which would adversely affect day or nighttime views ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. The visual environment will change from a rural, farming viewshed to an urban setting. Site development will alter the existing visual environment as the area north of the site remains in agricultural use. This is considered a temporary condition, however, as lands directly to the north are planned for residential uses and properties to the northwest are approved for single family development and have been annexed. Land south of Parlier Avenue is developed with residential uses, and the subject site is adjacent to Martinez Elementary School on the west. East of the site are apartments and a grocery store. This is a developing urban area, and site development could be considered infill of vacant urban property. The general plan and zoning ordinance contain standards for landscape setbacks and general architectural character that will limit visual impacts to a less than significant level.

b) No Impact. The project site does not contain scenic resources including trees, rock outcroppings, or historic buildings.

c) No Impact. The proposed residential project will not degrade the existing visual character or quality of the site and its surroundings

d) Less Than Significant Impact. The proposed residential project will not create a new source of substantial light or glare that would adversely affect day or nighttime views. Standard residential street lighting will conform to city standards and is needed for safety and security.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on maps of the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Less Than Significant Impact. The site is 20.03 acres in size and has been used for many years for agriculture and, although now fallow, was recently planted to fruit trees. Because the site is planned for urban development and is proposed for annexation, it is unlikely that productive farming would continue. Lands outside the City's Sphere of Influence will be preserved for long-term agriculture. Growth within the City will reduce the potential for development on prime agricultural land outside the City and conversion of this agricultural land to urban uses is not considered significant.

A right-to-farm covenant will be required by both the City of Parlier as a condition of tract map approval and by Fresno LAFCO as a condition of annexation.

b) No Impact. The project site is planned for urban uses and is not subject to a Williamson Act Contract. Land to the north planned for residential development is subject to a Williamson Act Contract. A notice of non-renewal was filed on this property and the Fresno County Board of Supervisors approved the tentative cancellation. As this time, however, the property owner has not paid the cancellation fees and the contract remains in effect.

c) No Impact. There is no forest land in the Parlier area.

d) No Impact. There is no forest land in the Parlier area.

e) No Impact. The project will not involve other changes in the existing environment that could result in conversion of farmland as the site is within the City's Sphere of Influence, is planned for urban use, and will provide for long-term residential development and growth for the City.

III. AIR QUALITY

Projects under consideration by Parlier are referred to the San Joaquin Valley Air Pollution Control District (SJVAPCD) for review and comment. Recommended mitigation measures provided by the Air District are typically incorporated in the project prior to approval.

Would the project:		Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Substantially alter air movement, moisture, or temperature, or cause any substantial change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) No Impact. The Project is within the San Joaquin Valley Air Basin managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb). The CAAQS also set standards for sulfates, lead, hydrogen sulfide, Vinyl Chloride and visibility.

Areas are classified under the Federal Clean Air Act as either "attainment" or "non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. The California Air Resources Board (CARB) determines attainment relative to the State standards. The San Joaquin Valley (SJV) is designated as a State and Federal non-attainment area for O₃, and PM_{2.5} and a Federal attainment area for PM₁₀. It is a State and Federal attainment area for CO, SO₂, NO₂, and Pb (SJVAPCD, 2013).

The Project would not conflict with or obstruct the implementation of air quality management standards. Standards set by the SJVAPCD, CARB, and Federal agencies relating to the Project would continue to apply.

b) Less Than Significant Impact. The San Joaquin Valley is designated as a Federal and State non-attainment area for O₃ and PM_{2.5}, and a Federal attainment area for PM₁₀. The SJVAPCD is the regional agency that regulates air permitting and maintains an extensive air quality monitoring network to measure criteria pollution concentrations throughout the San Joaquin Valley air basin.

The project includes 58 single family dwellings and 90 units of multifamily housing. The assumption is that construction on the multifamily units will not be concurrent with the single family portion but will be subsequent to completion of that phase. The total project area to be developed is approximately 20 acres of vacant land. When the project is occupied, the primary source of pollutants will be passenger vehicles. At buildout, estimated traffic generation would be 1,151 daily weekday trips, of which 90 would occur during the a.m. peak and 114 would occur during the p.m. peak. The CalEEMod Version 2013.2.2 (see Attachment A) was used to estimate construction and operation emissions for the project. The recommendations of SJVAPCD staff in regards to emission calculations and estimated fleet mixes were also followed. The modeling results are provided in Table 1 and are under the thresholds of significance for tons of emissions per year.

Table 1: Project Construction and Operation Emissions

	VOC (ROG) (tons/year)	NO_x (tons/year)	PM₁₀ (tons/year)
Total Project Unmitigated Construction & Operation Emissions (Single Family)	2.05	3.47	1.17
Total Project Unmitigated Construction & Operation Emissions (Multifamily)	2.49	5.15	1.17
Total Project Emissions	4.54	8.62	2.34
Threshold of Significance (per year)	10	10	15

Source: CalEEMod, Version 2013.2.2

Regulation VIII measures, listed in Table 2, are SJVAPCD mandated requirements for any type of ground moving activity and would be adhered to during construction of the Project. Implementation of Regulation VIII measures would reduce construction related PM₁₀ emission impacts to less than significant. As demonstrated in Table 1, Project construction and operation emissions would be under the significance threshold, and are therefore considered less than significant.

**Table 2: San Joaquin Valley Air Pollution Control District
Regulation VIII Control Measures for Construction Emissions of PM₁₀**

All disturbed areas, including storage piles, which are not actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizers/suppressants, covered with a tarp or other similar cover, or vegetative ground cover.
All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions during construction using water or chemical stabilizer suppressant.
All land clearing, grubbing, scraping, excavation, land leveling, grading cut and fill, and demolition activities during construction shall be effectively controlled of fugitive dust emissions utilizing application of water or pre-soaking.
When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from top of container shall be maintained.
All operations shall limit, or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site at the end of each workday.
Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

In addition, the project will be subject to Rule 9510, Indirect Source Review, which will require calculation of air emissions and payment of fees, as applicable, to mitigate project impacts.

c) Less Than Significant Impact. During construction, air quality impacts would be less than SJVAPCD thresholds for non-attainment pollutants and operation of the project would not result in impacts to air quality standards for criteria pollutants. Accordingly, net increases of non-attainment criteria pollutants would not be significant for the proposed project.

d) Less Than Significant Impact. Section 3 of the Guide for Assessing and Mitigating Air Quality Impacts defines a sensitive receptor as a location where human populations, especially children, seniors, and sick persons are present and where there is a reasonable expectation of human exposure to pollutants. Sensitive receptors normally refer to people with heightened sensitivity to localized, rather than regional pollutants. There are several hundred residences and a school within one mile of the project site; however, concentrations of pollutants would not pose a hazardous threat to any sensitive receptors as emissions resulting from the project would be below significance thresholds. The impact would be less than significant.

e) No Impact. The Project would not be a source of odors; therefore, there would be no impact.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any candidate, sensitive, or special status species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Less Than Significant Impact. The site has been disturbed by agricultural uses. As fallow land, the site is regularly disked for fire prevention and does not provide intrinsic habitat value for transient and foraging special status animals. Therefore, potential habitat for any species with special status has been greatly diminished.

b) No Impact. The project site contains no riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

c) No Impact. The project site contains no federally protected wetlands as defined by Section 404 of the Clean Water Act.

d. No Impact. The project site contains no watercourses or wildlife movement corridors.

e. No Impact. The project will not conflict with any local policies or ordinances protecting biological resources.

f. No Impact. There are no adopted Habitat Conservation Plans in the Parlier area.

III. CULTURAL RESOURCES

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

a) Less Than Significant Impact. There are no known historical resources located on the project site. Should archeological or human remains be encountered during development, the proposed project shall comply with the requirements of CEQA that regulate archaeological and historical resources (Public Resources Code Section 21083.2 and 21084.1), and all local, state and federal regulations that regulate archaeological and historical resources.

b) Less Than Significant Impact. Although there are no known archaeological resources located in the study area, the project could result in disturbance of subsurface archaeological resources during excavation and/or grading. If this occurs, the developer will comply with the requirements of CEQA that regulate archaeological and historical resources (Public Resources Code Section 21083.2 and 21084.1), and all local, state and federal regulations that regulate archaeological and historical resources.

c) Less Than Significant Impact. There are no known paleontological resources located in the study area. The project may have the potential to directly or indirectly destroy a paleontological resource. If any paleontological materials are uncovered during project activities, work in the area shall halt until professional resources evaluation and/or data recovery excavation can be planned and implemented.

d) Less Than Significant Impact. Should any human remains be discovered during grading and construction, the Fresno County Coroner must be notified immediately. The Coroner has two working days to examine the remains and 24 hours to notify the Native American Heritage Commission [NAHC] if the remains are Native American. The most likely descendants then have 24 hours to recommend proper treatment or disposition of the remains, following NAHC guidelines.

VI. GEOLOGY AND SOILS

Would the project:		Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a)	Expose people or structures to potential substantial adverse effects involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| d) Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting septic tanks or alternative disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a.

i. **Less Than Significant Impact.** Due to the geology of the Parlier area and its distance from active faults, the potential for seismic impacts is minimal. Potential seismic hazards will be addressed through compliance with *The California Building Code* enforced by the City of Parlier to ensure the safe construction of all structures and facilities.

ii. **Less Than Significant Impact.** The most likely source of potential ground shaking is the San Andreas Fault and the Owens Valley fault systems. Taking into account the distance to these faults, the potential for ground motion is minimal.

iii. **No Impact.** Soil types are coarse and not conducive to liquefaction. In addition, the maximum ground surface accelerations attributed to this area are too low to produce the shock necessary to initiate liquefaction.

iv. **No Impact.** The project will not result in or expose people to potential impacts from landslides or mudflows.

b. **No Impact.** Standard required construction practices and compliance with City ordinances and regulations, *The California Building Code*, and adherence to professional engineering design approved by the City will mitigate potential soil erosion impacts from the project.

c. **No Impact.** The project site is not located on unstable soils.

d. **No Impact.** The project site is not located on expansive soils.

e. **No Impact.** The development will be served by the Parlier Wastewater Treatment Plant.

VII. GREENHOUSE GAS EMISSIONS

Would the project:		Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b) Less Than Significant Impact With Mitigation. Efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and proactive approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations were applied to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05 to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the year 2020, and 3) 80% below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan that includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team. Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change.

Project construction emissions and project operations would not exceed SJVAPCD thresholds of significance. In addition, Regulation VIII measures would be implemented, further decreasing potential emissions. The Project would not significantly contribute to the emission of GHGs.

The SJVAPCD has adopted its *Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA* (SJVAPCD 2009). The guidance provides initial screening criteria for climate change analyses, as well as draft guidance for the determination of significance.

The effects of project-specific GHG emissions are cumulative, and therefore climate impacts are addressed as a cumulative, rather than a direct impact. The guidance for determining significance of impacts has been developed from the requirements of AB 32 and addresses potential cumulative impacts that a project's GHG emissions could have on climate change. Since climate change is a global phenomenon, no direct impact would be identified for an individual land development project. The following criteria are used to evaluate whether a project would result in a significant impact for climate change:

- Does the project comply with an adopted plan for reduction or mitigation of GHG emissions? If no, then
- Does the project achieve 29% GHG reductions by using approved Best Performance Standards? If no, then
- Does the project achieve AB 32 targeted 29% GHG emission reductions compared with Business As Usual (BAU)? (A significance threshold of 29% below "business as usual" levels is considered to demonstrate that a project would be consistent with the goals of AB 32)

Because neither the ARB nor the City of Parlier has adopted a plan for reduction of GHG with which the project can demonstrate compliance and because Best Performance Standards have not been adopted for specific development projects, the goal of 29% below Business As Usual for emissions of GHG is used as a threshold of significance for this analysis.

Mitigation

SJVAPCD's guidance document, *Appendix J: GHG Emission Reduction Measures – Development Projects*, contains measures to reduce energy usage, water usage, and vehicle miles traveled. Several of these measures are included as mitigation for TTM 6038, along with estimated percent reductions in GHG emissions. The percent reductions were obtained either from the CAPCOA Appendix B listing (CAPCOA 2008), or from the SJVAPCD's Interim GHG Emission Reductions Calculator (SJVAPCD 2010).

1. The project shall provide a pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site. Project design shall include a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities and streets. Streets within the project shall have sidewalks on both sides. Pedestrian facilities and improvements such as wider sidewalks and traffic calming are implemented wherever feasible to minimize pedestrian barriers. All site entrances provide pedestrian access. Estimated GHG reduction: 1 – 10%
2. Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and nonresidential uses that impede bicycle or pedestrian circulation are eliminated. Estimated GHG reduction: 1 – 10%
3. The Project shall install Energy Star labeled roof materials. Estimated GHG reduction: 0.5–1%
4. The Project shall optimize building's thermal distribution by separating ventilation and thermal conditioning systems. Estimated GHG reduction: 1 – 10%
5. The Project shall provide a pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site. Estimated GHG reduction: 0.50%
6. Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Estimated GHG reduction: 1%

In addition, the project includes the following features that are included in Appendix J of the *Guidance* document:

- Entire project is located within one-half mile of an existing/planned Class I/Class II bike lane & project design includes a comparable network that connects the project to the existing offsite facility. Estimated GHG reduction: 0.63%

- Project is oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between project and existing/planned adjacent uses is minimized or nonexistent. Estimated GHG reduction: 0.50%
- The project has at least three of the following on site and/or offsite within one-quarter mile: residential development, retail development, park, open space, or office. Estimated GHG reduction: 3%
- The project provides multiple and direct street routing (grid style). External connections are bike/pedestrian pathways and access points, or streets with safe and convenient bicycle and pedestrian access that connect the project to adjacent streets, sidewalks, and uses. Streets internal to the project should connect to streets external to the project whenever possible. Estimated GHG reduction: 1%

In addition to these features, implementation of state and federal standards to reduce GHG emissions from vehicles will further reduce overall emissions from the project. The USEPA recently granted the waiver for California for its greenhouse gas emission standards for motor vehicles. Accordingly, the Pavley standards for vehicle emission reductions will be in effect in the future for TTM 5438.

The standards require GHG emission reductions from vehicles by approximately 30% by 2016. Due to vehicle phase-in, it was assumed that the Pavley standards would reduce vehicle emissions vehicles by 20%. The Low Carbon Fuel Standard is anticipated to reduce overall emissions from vehicles by an additional 10%.

Since 2002, power suppliers in California have been required to procure a certain percentage of electricity from renewable sources known as the Renewables Portfolio Standard (RPS). In 2008, the Governor issued an Executive Order setting a RPS standard at 33% by 2020. According to the SJVAPCD, the use of the RPS is a Best Performance Standard for emissions associated with electricity consumption. It is assumed that 20% of electricity would be supplied by renewables, reducing emissions from electricity use by 20%.

With implementation of GHG reduction measures, combined with GHG vehicles emission reductions and RPS reductions, the proposed Project will meet the significance threshold to reduce operational GHG emissions by 29%. The proposed Project would therefore be consistent with the goals of AB 32, and would not result in a significant impact on global climate.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:		Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| c) | Emit hazardous emissions or handle hazardous or materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) | Be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) | Expose people or structures to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) **No Impact.** The project is not expected to use or generate hazardous materials. Any transport of hazardous materials will be subject to local, state, and federal regulations.
- b) **No Impact.** See above response.
- c) **No Impact.** See above response.
- d) **No Impact.** The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
- e) **No Impact.** The project site is not located within an airport land use plan or within two miles of a public airport or public use airport.
- f) **No Impact.** The project site is not located within the vicinity of a private airstrip.
- g) **No Impact.** The project will not interfere with an adopted emergency response plan.
- h) **No Impact.** The project site is not within an area subject to wildland fires.

IX. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The proposed development will comply with all City ordinances and standards to assure proper grading and drainage. Storm water will be drained into an approved storm water ponding system. Compliance with all local, state, and federal regulations will prevent violation of water quality standards or waste discharge requirements.

Prior to performing any earthwork on the property, the developer shall file a N.O.I. (Notice of Intent) with the State of California and a SWPPP (Stormwater Pollution Protection Plan) shall be prepared for the site and filed with the City Engineer.

b) Less Than Significant Impact. The proposed project will be served by the City of Parlier water system. The City is planning additional wells to serve the project area and as a result, no impacts to the water system or area groundwater are expected.

In 2010, the City entered into a cooperative agreement with the Consolidated Irrigation District for groundwater recharge. Under terms of the agreement, the City will pay an annual fee which will be used to purchase land and construct groundwater recharge basins for delivery of excess surface water by CID. The cooperative agreement and the resulting groundwater recharge program will reduce potential impacts to groundwater to a less than significant level.

c) No Impact. Standard required construction practices and compliance with state and federal regulations, City ordinances and regulations, *The California Building Code*, and adherence to professional engineering design approved by the City of Parlier will reduce or eliminate impacts from the project.

d) No Impact. The proposed project will not result in an altered drainage pattern as surface runoff will follow normal drainage patterns into an approved storm water ponding system. The project will not increase run-off that would result in flooding on or off-site.

e) No Impact. The project will not create or contribute run-off water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off.

f) No Impact. The project will not otherwise degrade water quality through storm runoff or wastewater generation.

g) Less Than Significant Impact. The project site is not located within the limits of a 100-year floodplain as identified on the applicable FEMA Flood Insurance Rate Map.

h) Less Than Significant Impact See above response.

i) No Impact. There are no levees or dams involved with the project and the site is sufficiently removed from the Kings River floodplain to reduce potential flooding as a result of dam failure.

j) No Impact. The project area has no potential for seiche, tsunami, or mudflow.

X. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any land use plan 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 to avoid or mitigate an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

a) **No Impact.** The proposed project will not physically divide the Parlier community as the project is a planned urban area and is adjacent to existing residential development and an elementary school.

b) **Less Than Significant Impact.** The Parlier General Plan designates the site for residential development. As shown in Figure 1, the eastern end of the site adjacent to Mendocino (approximately 5 acres) is designated High Density which is most appropriate for multifamily development. The balance of the site is designated Medium Density which is most appropriate for single family homes. The applicant, however, has proposed a General Plan Amendment to shift the High Density designation from the corner of Parlier and Mendocino Avenues to the western portion of the site adjacent to Martinez Elementary School. This proposed amendment is reflected in TTM 6038 which includes Lot 59 for multifamily development and proposes single family homes in the area now designated for High Density.

Lot 59 is 5.2 acres in size and is proposed for up to 90 multifamily units by the applicant. This is below the 113 units which would be permitted by the General Plan for the High Density designation (5.2 acres at 21.8 units/ac.). This reduction in units which would reduce overall impacts of the project, including associated traffic and air quality. There is no site plan for the multifamily development and it is assumed that the project would be constructed sometime after completion of the single family portion of the project. When the lot is proposed for development in the future, site plan review will be required by the Parlier Zoning Ordinance, including a public hearing before the City Council, allowing additional input from neighborhood residents.

The single family portion of the site is proposed to be rezoned to the R-1 district to permit minimum lot sizes of 6,000 square feet. The tract map as submitted has minimum lot sizes of 6,000 square feet, but many of the lots are in the 6,720 to 14,139 square foot range. The multifamily portion of the site would be rezoned to the R-3 district. Both the R-1 and R-3 districts are consistent with the General Plan designations of Medium and High Density.

- c) **No Impact:** There are no adopted habitat conservation plans in the Parlier area.

XI. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Result in the loss of availability of a mineral resource of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** There are no mineral resources known to exist on or near the project site.

b) **No Impact.** The project site is not delineated on the General Plan as a locally important mineral resource recovery site.

XII. NOISE

Would the project:

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

a) Less Than Significant Impact. The Noise Element of the General Plan establishes a land use compatibility criterion of 60 dB L_{dn} for exterior noise levels and 45 dB L_{dn} for interior noise levels within residential land uses. Noise levels within future homes on the site are expected to be within acceptable limits for residential areas and noise will be generated primarily by increased residential traffic.

b) Less Than Significant Impact. Although noise will be generated during grading and construction, the project will not result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.

c) No Impact. The project has the potential to create new noise levels typical of residential areas; however, ambient noise levels within residential neighborhoods are not considered significant.

d) No Impact. The project will bring about temporary increases in noise during grading and construction. It is not anticipated that these new noise levels will result in a substantial temporary increase in ambient noise levels above levels existing without the project.

e) No Impact. The project is not located within an airport land use plan nor within two miles of a public use airport.

f) No Impact. The project is not located within the vicinity of a private airstrip.

XIII. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project will provide new housing that will serve the existing and projected population of the community and is not considered growth inducing.

b) **No Impact.** The project will not displace existing housing.

c) **No Impact.** The project will not displace people.

XIV. PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less than Significant Impact With Mitigation	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 service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)

i. **Less Than Significant Impact.** Fire protection services to the project site will be provided by the Fresno County Fire Protection District which anticipates that service can be provided to the project without adverse affects. An agreement is in place between the City and District for cost reimbursement and no significant impacts to fire services are anticipated as a result of the proposed development.

ii. **Less Than Significant Impact.** Police protection services will be provided by the Parlier Police Department. No significant impacts to police services are anticipated as a result of the proposed development. The police department has had no comment on the proposed project.

iii. **Less Than Significant Impact.** The project will generate additional student enrollment to schools within the Parlier Unified School District. At an average of 1.0 students per household (combined single family and multifamily units) the project is expected generate 148 K-12 students. Students are expected to attend Martinez Elementary School (74 students), Parlier Middle School (44 students), and Parlier High School (30 students). The project was discussed with acting Superintendent Jeanette Johnson who did not identify major concerns with increased student enrollment from the project. To mitigate impacts brought by new development, Parlier Unified levies development fees for all new residential development. Any new development will be subject to development fees in place at the time fee certificates are obtained.

iv. **Less Than Significant Impact** The project will not adversely impact existing parks. The project applicant will dedicate park land or pay park development fees for park space in accordance with City requirements.

v. **No Impact.** The project will not have additional impacts on other public facilities.

XV. RECREATION

Would the project:	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Would the project increase the use of existing or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** Development of the subdivision may result in an increase in use of existing parks or recreational facilities but will not result in the physical deterioration of these facilities. A future park will be provided within the adjacent subdivision to the northwest and the proposed project will contribute park development fees.

b) **No Impact.** See above response.

XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a) Conflict with a plan establishing performance measures for the circulation system, taking into account all modes of transportation and components of the circulation system, including intersections, streets, highways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, level of service standards and travel demand measures, or other standards established for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted plans regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Less Than Significant Impact with Mitigation. In order to assess traffic impacts, Yamabe & Horn Engineering, Inc., was retained to amend a previous traffic impact study (TIS) prepared in October 2011 for Tract 5495, Phase II and Tract 5607, located northwest of the project site. The amended TIS is summarized in this initial study. The complete *Amendment to Traffic Impact Study, Tract 6038*, (November 2013) is on file with the City of Parlier. The report includes *Appendix A - Traffic Data Sheets*, and *Appendix B - Intersection Level of Service (LOS) Analysis*. The appendices should be consulted for additional detail on the analysis.

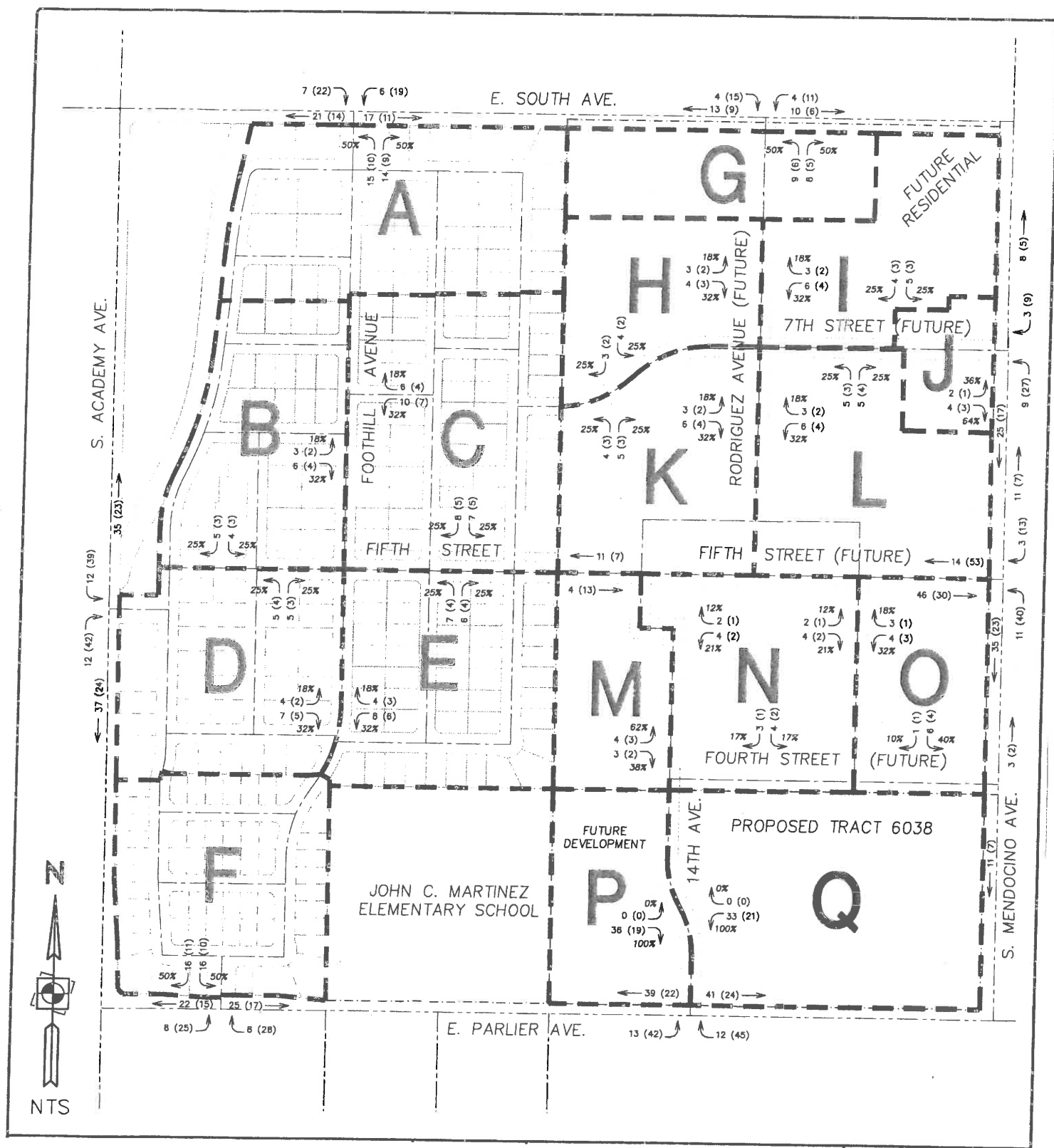
The proposed project site was designated as Zone P and Q in the previous TIS. The current layout of the project shows the 58 single family lots in combined Zone Q and an outlot (Lot 59) as a multi-family development which is designated as Zone P (see Figure 4). Both of these zones are part of the study. The alignment of proposed 14th Avenue remains the same. For the purpose of this study, the project opening day is anticipated for the year 2014.

The primary purpose of the amended TIS is to determine the impact of the project to the intersection of Parlier Avenue and proposed 14th Avenue. This analysis is important because 14th Avenue is the primary entrance and exit for the project and is approximately 430 feet east of Martinez Elementary School. The time periods of the study are weekday peak hours, which are 7:00 AM – 9:00 AM (AM Peak Hours) and 4:00 – 6:00 PM (PM Peak Hours).

This study analyzes three different scenarios:

1. Existing plus Project Conditions
2. Cumulative plus Project Conditions
3. Cumulative plus Project in 20 Years Conditions

Figure 4: Study Zones and Pending + Project Trip Distribution



The Level of Service (LOS) threshold as established by the City of Parlier is LOS "C" or better, to be maintained throughout the circulation network. Fresno County also has an LOS "C" threshold. As a result, LOS "C" was used to evaluate the potential significance of impacts to the study intersection and road segments. Tables 3 and 4 show LOS criteria for all-way stop sign controlled intersections and signalized intersections.

Table 3: Level of Service Criteria for All-Way Stop-Controlled Intersections

Average Control Delay (s/veh)	Level of Service By volume to capacity ratio $v/c \leq 1.0$	Description
0-10	A	Little or no traffic delay. All drivers find freedom of operation. Very rarely more than one vehicle in queue.
> 10-15	B	Short traffic delay. Some drivers begin to consider the delay troublesome. Seldom there is more than one vehicle in queue.
> 15-25	C	Normal traffic delay. Most drivers feel restricted, but tolerably so. Often there is more than one vehicle in queue.
> 25-35	D	Long traffic delay. Drivers feel restricted. Most often, there is more than one vehicle in queue.
> 35-50	E	Very long traffic delay. Drivers find delays approaching intolerable levels. There is frequently more than one vehicle in queue. This level denotes a state in which the demand is close or equal to the probable maximum number of vehicles that can be accommodated by the movement.
> 50	F	Stop and go traffic delay. Very constrained flow. Represents an intersection failure situation that is caused by geometric and/or operational constraints external to the intersection.

Source: Highway Capacity Manual (HCM2010), Transportation Research Board, 2010, Chapter 20.

Unless the approach LOS are significantly different from the intersection LOS, results of analyses of different scenarios will be presented showing the average control delay and corresponding LOS as the aggregate of a whole intersection delay, pursuant to HCM 2010.

Table 4: Level of Service Criteria for Signalized Intersections

Average Control Delay (s/veh)	Level of Service By volume to capacity ratio $v/c \leq 1.0$	Description
0-10	A	Progression is very favorable. Most vehicles arrive during green signal and do not stop. Short cycle lengths may also contribute to low delay.
> 10-20	B	Progression is good and/or cycle lengths are short. More vehicles stop than for LOS A, causing higher levels of average delay.
> 20-35	C	Progression is fair and/or cycle lengths are longer. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.
> 35-55	D	Progression is unfavorable, cycle lengths are long, or has a high flow rate to capacity ratio. Many vehicles stop, and the proportion of vehicles not stopping diminishes. Individual cycle failures are obvious.
> 55-80	E	Progression is poor, cycle lengths are long, and has a high flow rate to capacity ratio. Individual cycle failures are frequent occurrences.
> 80	F	Progression is very poor, cycle lengths are long. Many individual cycle failures. Arrival flow rates exceed the capacity of the intersection. This level is considered unacceptable to most drivers.

Source: Highway Capacity Manual (HCM2010), Chapter 16 Exhibit 18-4.

Analysis. LOS analyses were performed for the study intersection using industry standard Synchro 8 software by Trafficware which utilizes Highway Capacity Manual (HCM) 2010 methodologies in its calculation of approach control delays. For an unsignalized intersection, if the analyses indicate an unacceptable LOS for the intersection or particular approach due to high traffic volumes but not enough to warrant a traffic signal, this study will test different lane modifications to mitigate the intersection or particular approach.

When the LOS falls below the acceptable level, a traffic signal warrant analysis would be performed. The investigation of the need for a traffic signal at any intersection is standardized by the *California Manual of Uniform Traffic Control Devices* (MUTCD). With the nature of this study to collect traffic counts for peak hour conditions, the only traffic signal warrant checked was Warrant 3, Peak Hour. MUTCD further states that, "the satisfaction of a traffic signal warrant or warrants shall not in itself required the installation of a traffic control signal." Therefore, prior to proceeding with a final determination to install a traffic signal, an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location (*California Manual of Uniform Traffic Control Devices, 2006, Chapter 4C*).

Scenario 1: Existing plus Project Traffic Conditions

Traffic counts were performed on Tuesday, October 22, 2013, pursuant to the acceptable standards as specified in Caltrans' *Guide for the Preparation of Traffic Impact Studies*. Existing traffic count data is included in Appendix A of the complete TIS on file with the City of Parlier.

The project consists of 58 single family lots for Tract 6038 and 90 units for future multifamily residential development. To estimate the number of trips, data from the latest Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition*, were used. Table 5 shows estimated trips for the project.

Table 5: Project Trip Generation

Land Use	ITE Code	Zone	Units	Average Weekday		7-9 AM Peak Hour			4-6 PM Peak Hour		
				Rate	Total	Rate % Split	Enter	Exit	Rate % Split	Enter	Exit
MFR	220	P	90	6.65	599	0.51 20 / 80	10	36	.062 65 / 35	37	19
SFR	210	Q	58	9.52	552	0.75 25 / 75	11	33	1.00 63 / 57	37	21
Total					1,151		21	69		74	40

MFR = Multifamily Residential; SFR = Single Family Residential

Trip distribution for the project and pending projects are shown on Figure 4. It is assumed that all project traffic will enter and exit at the Parlier/14th intersection and then proceed either east or west on Parlier Avenue. Additional traffic would occur at the intersection from other pending projects in the area.

The intersection of Parlier and 14th will be a one-way stop-controlled T-intersection controlling southbound traffic. Figure 5 shows proposed lane configurations for the intersection. At this location, 14th would be a local street while Parlier is a collector. The existing plus project traffic volumes at the study intersection are presented in Figure 6. Based on these volumes and the proposed lane configuration, the intersection was analyzed to obtain the level of service and is presented in Table 6. All traffic data sheets are included in the Appendix B of the complete TIS on file with the City of Parlier. As shown below, the study intersection is operating at an acceptable LOS.

Figure 5: Proposed Lane Configuration

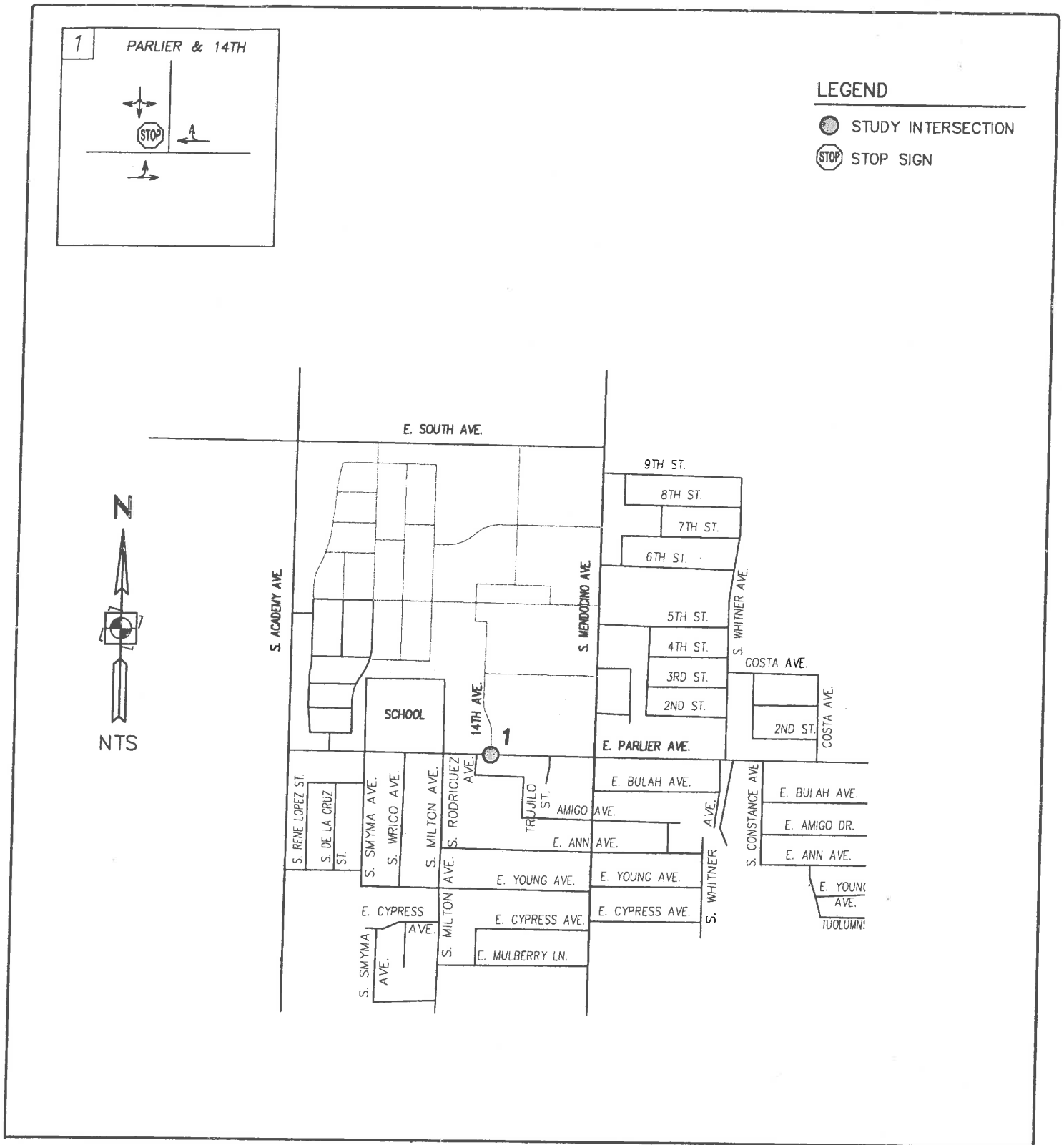


Figure 6: Existing Plus Project Volumes

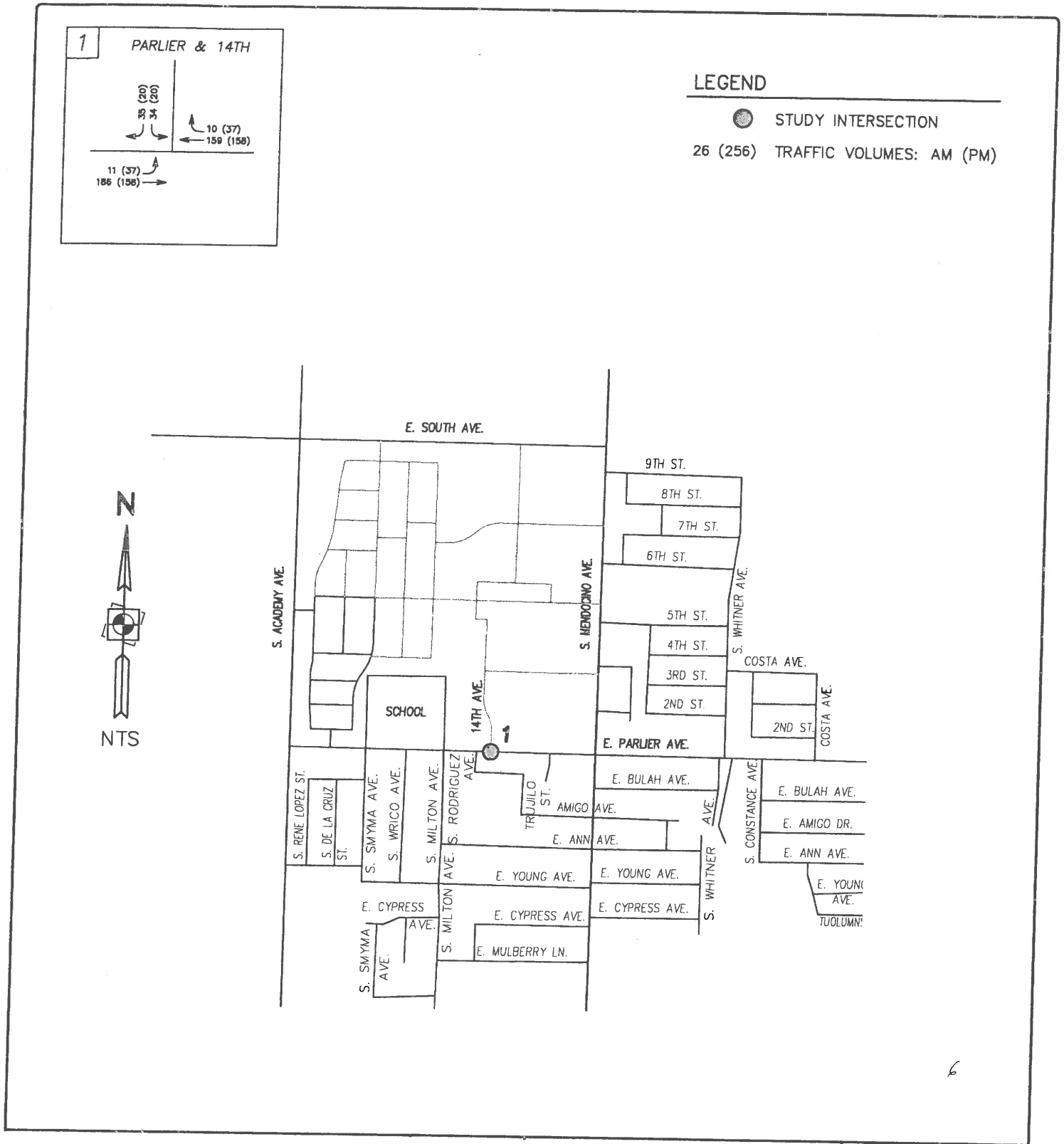


Table 6: Level of Service for Scenario 1: Existing plus Project Traffic Conditions

Node	Intersection	Intersection Control	Peak Hour	Delay (s/veh)	LOS
1	Parlier & 14 th	One-way stop	AM	1.7	A
			PM	1.8	A

Scenario 2: Cumulative Plus Project Conditions

From the previous TIS, the other pending residential projects to the north of the proposed Project were assumed to be constructed in year 2015. Under this scenario, the study intersection was analyzed using the traffic volumes as follows: the existing traffic volumes that were projected to year 2015 using an appropriate growth rate and other pending projects, plus the proposed project. Based on previous discussions with City staff, an annual growth factor of 2.5% is used for this study.

The AM and PM peak hour traffic volumes for the cumulative conditions plus proposed project are shown in Figure 7. The same lane configuration for Parlier Avenue and 14th Avenue were applied. Table 7 presents the control delays for each peak hour with the corresponding level of service. All intersection levels of service calculation results are within acceptable standards.

Table 7: Level of Service for Scenario2: Cumulative plus Project Traffic Conditions

Node	Intersection	Intersection Control	Peak Hour	Delay (s/veh)	LOS
1	Parlier & 14 th	One-way stop	AM	1.9	A
			PM	1.9	A

Scenario 3: Year 2035 Cumulative Plus Project Conditions

To analyze the level of service for all study intersections under this scenario, the traffic volumes to be analyzed are the combination of the background traffic volumes projected to the year 2035, pending project's trips, and trips from the proposed project.

Figure 8 shows traffic volumes for cumulative conditions plus the proposed project in 2035 for AM and PM peak hours. The results of the LOS analyses are presented in Table 8. All intersection levels of service calculation results are contained in Appendix B of the complete TIS on file with the City of Parlier. The study intersection is projected to operate above the acceptable level of service

Table 8: Level of Service for Scenario 3: Cumulative Plus Project Traffic Conditions

Node	Intersection	Intersection Control	Peak Hour	Delay (s/veh)	LOS
1	Parlier & 14 th	One-way stop	AM	1.7	A
			PM	1.6	A

Figure 7: Cumulative Plus Project Volumes

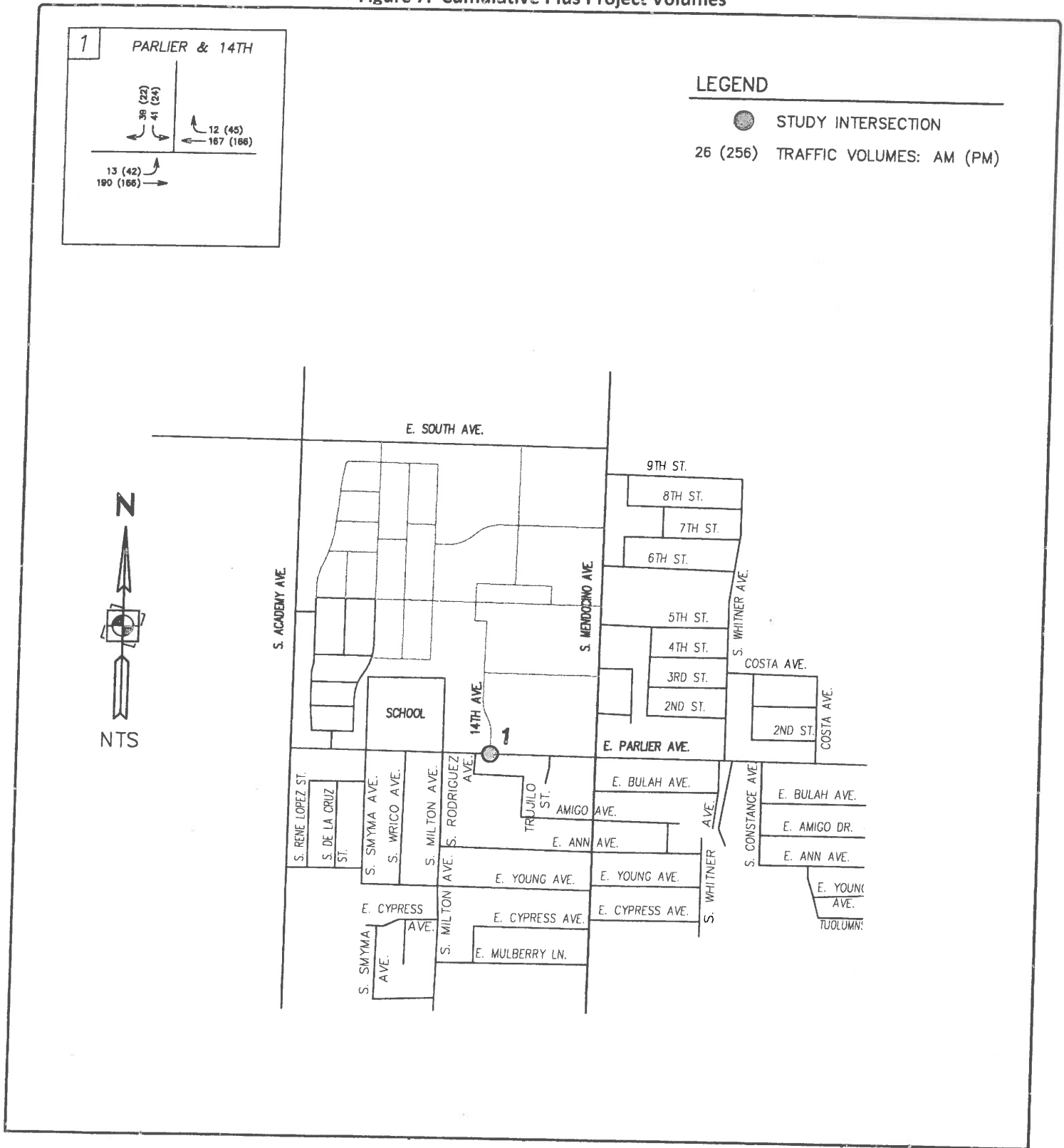
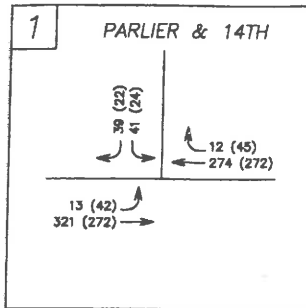


Figure 8: Cumulative Plus Project Volumes

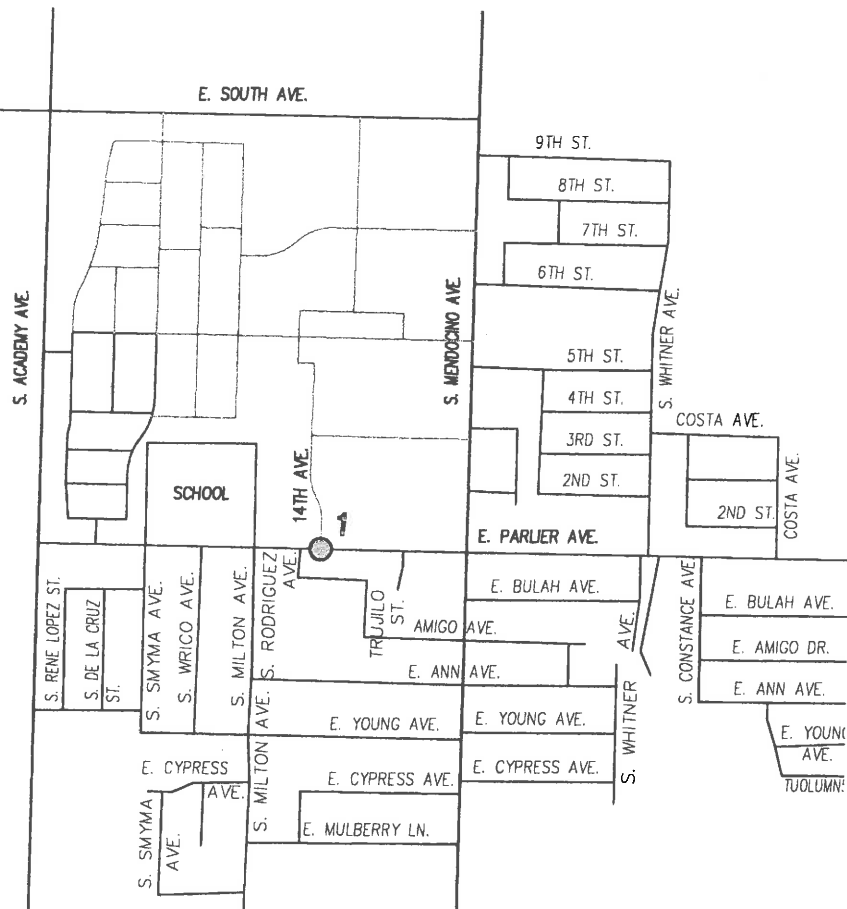


LEGEND



STUDY INTERSECTION

26 (256) TRAFFIC VOLUMES: AM (PM)



Conclusions and recommendations of the TIS show that for each scenario - Existing Plus Project Conditions; Cumulative plus Project Conditions; and Year 2035 Cumulative Plus Project Conditions – the Parlier/14th study intersection is expected to operate at an acceptable LOS "A."

Parlier and Mendocino Avenues are planned collectors and have adequate capacity to serve the project while maintaining the City's LOS standard of "C." The project will not cause an increase in traffic that is substantial in relation to the existing traffic load and planned capacity of the street system.

b) No Impact. The General Plan standard is LOS "C". See above response.

c) No Impact. The project will not affect air traffic

d) Less than Significant Impact. The street system within TTM 6038 will be designed to accommodate safe residential traffic movements and incorporate features such as non-through streets and other traffic calming measures. These features will reduce speed and minimize traffic hazards. Additional right-of-way and landscaping improvements along Mendocino and Parlier frontages adjacent to the project site will be installed by the developer in accordance with City standards and these roadway improvements will also mitigate potential hazards.

e) No Impact. The current and proposed street system in the area will be adequate for emergency access.

f) No Impact. Residential uses are required to provide adequate off-street parking per standards established in the Parlier Zoning Ordinance.

g) No Impact. The project will not conflict with programs supporting alternative transportation. Mendocino Avenue and Parlier Avenue will be striped for bicycle lanes.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:		Potentially Significant Impact	Less than Significant Impact With Mitigation	Less than Significant Impact	No Impact
a)	Exceed wastewater treatment requirements of the Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require the construction or expansion of water or wastewater facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Require the construction or expansion of storm drainage facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) | Result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) | Be served by a landfill with sufficient capacity to accommodate the project's needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) **No Impact.** The project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board.

b) **No Impact.** The project will be served by existing water and wastewater collection and treatment systems. The water system for this subdivision will be required to connect to the existing City network in two places to provide a redundant water supply. In addition to connection to an existing 8-inch water line in Parlier Avenue, another connection is required to the existing 8-inch water main in Mendocino Avenue. A minimum 15-foot water main easement will be required for the connection to the Mendocino line.

Sewer effluent will be drained to the existing 15-inch interceptor in 14th Avenue. Since this development will enjoy the benefits of the previously installed interceptor sewer trunk, the developer will be required to pay a reimbursement fee by agreement for use of the interceptor sewer.

c) **Less Than Significant Impact.** The proposed project will drain to the planned regional basin for this area, located approximately 1,400 feet to the northwest. The basin has been excavated to the extent necessary to accommodate the run-off from TTMs 5495 and 5607 to the west. The improvement plans for TTM 5607 include a large pipe for storm water to be constructed to the northwest corner of the proposed project. The project will be required to connect to that pipe for drainage to the regional basin. It is the developer's responsibility to acquire legal access across adjacent land to connect to the storm drain pipe. The regional basin was built on Outlot "A" of TTM 5495 and may require expansion to accommodate storm drainage from TTM 6038.

d) **No Impact.** The City has sufficient groundwater resources to serve the proposed development and will cooperate with the Consolidated Irrigation District in a groundwater recharge program

e) **No Impact.** The City has sufficient capacity to serve the proposed development.

f) **No Impact.** The American Avenue landfill has sufficient capacity to serve future growth in the City of Parlier.

g) **No Impact.** The project will comply with federal, state, and local statutes and regulations related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Less Than Significant Impact. The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the Project would have a less than significant effect on the local environment. The Project would involve no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory. The impact would be less than significant.

b) Less Than Significant Impact With Mitigation. Implementation of the identified Project-specific mitigation measures and compliance with applicable codes and other required regulations would reduce the magnitude of any impacts associated with the project to a less than significant level.

c) No Impact. The Project would not result in substantial adverse effects on human beings, either directly or indirectly.

Attachment A

Summary of CalEEMod Version 2013.2.2 Modeling Results

Adobe Single Family Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	58.00	Dwelling Unit	14.83	104,400.00	166

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2014
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW/hr)	641.35	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - lot size = 14.83 acres

Construction Phase -
estimate on construction schedule
Grading -

Vehicle Emission Factors - District's residential fleet mix

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Zero woodstoves

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	14.00
tblConstructionPhase	NumDays	300.00	186.00
tblConstructionPhase	NumDays	30.00	9.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	PhaseStartDate	10/11/2014	10/13/2014
tblGrading	AcresOfGrading	22.50	75.00
tblLandUse	LotAcreage	18.83	14.83
tblVehicleEF	HHD	0.07	0.02
tblVehicleEF	LDA	0.44	0.51
tblVehicleEF	LDT1	0.06	0.21
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LHD1	0.04	2.1000e-003
tblVehicleEF	LHD2	7.2530e-003	1.0000e-003
tblVehicleEF	MCY	6.5300e-003	3.1000e-003
tblVehicleEF	MDV	0.17	0.06
tblVehicleEF	MH	1.8750e-003	2.3000e-003
tblVehicleEF	MHD	0.02	9.3000e-003
tblVehicleEF	OBUS	2.0710e-003	0.00
tblVehicleEF	SBUS	8.0700e-004	1.0000e-003
tblVehicleEF	UBUS	1.7970e-003	3.9000e-003
tblWoodstoves	NumberCatalytic	14.83	0.00
tblWoodstoves	NumberNoncatalytic	14.83	0.00

2.0 Emissions Summary

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e				
Year	tons/yr																MT/yr			
2014	0.2059	1.9035	1.3171	1.5900e-003	0.2648	0.1156	0.3804	0.1257	0.1077	0.2334	0.0000	148.0925	148.0925	0.0382	0.0000	148.8943				
2015	1.2402	2.1178	1.4256	2.0800e-003	0.0141	0.1450	0.1590	3.7900e-003	0.1363	0.1400	0.0000	187.3678	187.3678	0.0433	0.0000	188.2762				
Total	1.4461	4.0212	2.7427	3.6700e-003	0.2789	0.2605	0.5394	0.1295	0.2439	0.3734	0.0000	335.4603	335.4603	0.0814	0.0000	337.1705				

Mitigated Construction

[illegible]

2.2 Overall Operational Unmitigated Operational

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Area	0.5227	5.2300e-003	0.4413	2.0000e-005	4.1000e-003	4.1000e-003	4.1000e-003	4.0800e-003	4.0800e-003	4.0800e-003	0.0000	25.8295	25.8295	1.2300e-003	4.6000e-004	25.9982
Energy	9.8000e-003	0.0838	0.0356	5.3000e-004	6.7700e-003	6.7700e-003	6.7700e-003	6.7700e-003	6.7700e-003	6.7700e-003	0.0000	226.3047	226.3047	7.7100e-003	2.9900e-003	227.3928
Mobile	0.5092	1.0404	5.4943	7.8600e-003	0.6070	0.0156	0.6227	0.1624	0.0143	0.1767	0.0000	643.0225	643.0225	0.0351	0.0000	643.7587
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	12.1307	0.0000	12.1307	0.7169	0.0000	27.1858
Water						0.0000	0.0000	0.0000	0.0000	0.0000	1.1989	8.3742	9.5731	0.1235	2.9900e-003	13.0925
Total	1.0417	1.1294	5.9713	8.4100e-003	0.6070	0.0265	0.6335	0.1624	0.0252	0.1876	13.3296	903.5309	916.8605	0.8844	6.4400e-003	937.4279

2.2 Overall Operational Mitigated Operational

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Area	0.5227	5.2300e-003	0.4413	2.0000e-005	4.1000e-003	4.1000e-003	4.1000e-003	4.0800e-003	4.0800e-003	4.0800e-003	0.0000	25.8295	25.8295	1.2300e-003	4.6000e-004	25.9982
Energy	9.8000e-003	0.0838	0.0356	5.3000e-004	6.7700e-003	6.7700e-003	6.7700e-003	6.7700e-003	6.7700e-003	6.7700e-003	0.0000	226.3047	226.3047	7.7100e-003	2.9900e-003	227.3928
Mobile	0.5092	1.0404	5.4943	7.8600e-003	0.6070	0.0156	0.6227	0.1624	0.0143	0.1767	0.0000	643.0225	643.0225	0.0351	0.0000	643.7587
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	12.1307	0.0000	12.1307	0.7169	0.0000	27.1858
Water						0.0000	0.0000	0.0000	0.0000	0.0000	1.1989	8.3742	9.5731	0.1235	2.9900e-003	13.0906
Total	1.0417	1.1294	5.9713	8.4100e-003	0.6070	0.0265	0.6335	0.1624	0.0252	0.1876	13.3296	903.5309	916.8605	0.8844	6.4300e-003	937.4260

Adobe Multifamily Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	95.00	Dwelling Unit	5.94	95,000.00	272

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2018

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	641.35	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Estimated calendar

Grading - default

Vehicle Emission Factors - default fleet mix

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	230.00	150.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	24.00
tblConstructionPhase	PhaseEndDate	2/16/2018	2/19/2018
tblConstructionPhase	PhaseStartDate	2/2/2018	2/5/2018
tblGrading	AcresOfGrading	5.50	10.00
tblProjectCharacteristics	Operational Year	2014	2018
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	LDA	0.44	0.51
tblVehicleEF	LDT1	0.06	0.21
tblVehicleEF	LDT2	0.16	0.17
tblVehicleEF	LHD1	0.04	2.1000e-003
tblVehicleEF	LHD2	7.0880e-003	1.0000e-003
tblVehicleEF	MCY	6.5270e-003	3.1000e-003
tblVehicleEF	MDV	0.17	0.06
tblVehicleEF	MH	1.8580e-003	2.3000e-003
tblVehicleEF	MHD	0.02	9.5000e-003
tblVehicleEF	OBUS	2.0590e-003	0.00
tblVehicleEF	SBUS	7.7300e-004	1.0000e-003
tblVehicleEF	UBUS	1.7520e-003	3.8000e-003
tblWoodstoves	NumberCatalytic	5.94	0.00
tblWoodstoves	NumberNoncatalytic	5.94	0.00

2.0 Emissions Summary

Unmitigated Construction

Year	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
2018	1.1936	2.6441	2.2658	3.4800e-003	0.3047	0.1571	0.4617	0.1512	0.1468	0.2980	0.0000	299.0449	299.0449	0.0667	0.0000	300.4450
Total	1.1936	2.6441	2.2658	3.4800e-003	0.3047	0.1571	0.4617	0.1512	0.1468	0.2980	0.0000	299.0449	299.0449	0.0667	0.0000	300.4450

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
2018	1.1936	2.6441	2.2658	3.4800e-003	0.3047	0.1571	0.4617	0.1512	0.1468	0.2980	0.0000	299.0446	299.0446	0.0667	0.0000	300.4447
Total	1.1936	2.6441	2.2658	3.4800e-003	0.3047	0.1571	0.4617	0.1512	0.1468	0.2980	0.0000	299.0446	299.0446	0.0667	0.0000	300.4447

[illegible]

2.2 Overall Operational**Unmitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.4862	8.2500e-003	0.7106	4.0000e-005		6.7500e-003	6.7500e-003		6.7200e-003	6.7200e-003	0.0000	42.3069	42.3069	1.9300e-003	7.5000e-004	42.5814
Energy	7.5500e-003	0.0645	0.0275	4.1000e-004		5.2200e-003	5.2200e-003		5.2200e-003	5.2200e-003	0.0000	180.9244	180.9244	6.2300e-003	2.3600e-003	181.7881
Mobile	0.3701	0.7584	4.0067	8.9300e-003	0.6883	0.0113	0.6997	0.1842	0.0104	0.1946	0.0000	640.6363	640.6363	0.0272	0.0000	641.2080
Waste						0.0000	0.0000		0.0000	0.0000	8.8707	0.0000	8.8707	0.5242	0.0000	19.8798
Water						0.0000	0.0000		0.0000	0.0000	1.9637	13.7164	15.6801	0.2023	4.8900e-003	21.4447
Total	0.8639	0.8312	4.7447	9.3800e-003	0.6883	0.0233	0.7116	0.1842	0.0224	0.2065	10.8344	877.5840	888.4184	0.7619	8.0000e-003	906.9019

2.2 Overall Operational**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.4862	8.2500e-003	0.7106	4.0000e-005		6.7500e-003	6.7500e-003		6.7200e-003	6.7200e-003	0.0000	42.3069	42.3069	1.9300e-003	7.5000e-004	42.5814
Energy	7.5500e-003	0.0645	0.0275	4.1000e-004		5.2200e-003	5.2200e-003		5.2200e-003	5.2200e-003	0.0000	180.9244	180.9244	6.2300e-003	2.3600e-003	181.7881
Mobile	0.3701	0.7584	4.0067	8.9300e-003	0.6883	0.0113	0.6997	0.1842	0.0104	0.1946	0.0000	640.6363	640.6363	0.0272	0.0000	641.2080
Waste						0.0000	0.0000		0.0000	0.0000	8.8707	0.0000	8.8707	0.5242	0.0000	19.8798
Water						0.0000	0.0000		0.0000	0.0000	1.9637	13.7164	15.6801	0.2023	4.8900e-003	21.4415
Total	0.8639	0.8312	4.7447	9.3800e-003	0.6883	0.0233	0.7116	0.1842	0.0224	0.2065	10.8344	877.5840	888.4184	0.7619	7.9900e-003	906.8988