COUNTY OF TULARE

RESOURCE MANAGEMENT AGENCY

5961 South Mooney Boulevard
Visalia, CA 93277

Derrel's Mini Storage Project

Draft Environmental Impact Report

March, 2015

Prepared by
County of Tulare Resource Management Agency
Planning Branch
Environmental Planning Division

Table of Contents

Draft Environmental Impact Report
Derrel's Mini Storage Project

Executive Summary

Chapter 1 - Introduction

Chapter 2 - Project Description, Objectives, and Environmental Setting

Chapter 3 - Impact Analysis

Chapter 4 - Summary of Cumulative Impacts

Chapter 5 - Alternatives

Chapter 6 - Economic, Social, & Growth Inducing Effects

Charts

Figures

Tables

Appendices

Appendix "A": An Air Quality and Greenhouse Gases Evaluation conducted by RMA staff is included as Appendix "A" (Chapter 3.3 – page 1 and Chapter 3.3-7 page 1)

Appendix "B": Evaluation conducted by consultants Live Oaks Associates is included as Appendix "B" (Chapter 3.4 – page 1)

Appendix "C": A Record Search conducted by Southern San Joaquin Valley Historic Resources Information Culture, Bakersfield is included as Appendix "C" (Chapter 3.5 – page 1)

Appendix "D": A Traffic Impact Analysis prepared by consultant Peter's Engineering, Inc., is included as Appendix "D" (Chapter 3.16 - page 3.16-1)

Appendix "E": A Water Use Memorandum prepared by consultant Peter's Engineering, Inc., is included as Appendix "E" (Chapter 3.17 - page 3.17-1)

Appendix "F": California Water Service Company – "Will Serve" letter, is included as Appendix "F".

Appendix "G": Board of Supervisors Agenda, Approval of General Plan Initiation #12-002, Derrel's Mini Storage, is included as Appendix "G" (Chapter 3.2 – page 3.21-1)

Board of Supervisors Resolution No. 2014-0420, General Plan initiation (GPI 12-002), is included as Appendix "G"

(Memorandum of Understanding (MOU) between City of Visalia and Tulare County, dated November 19, 2012, is included as Appendix "G".

Appendix "H": Notice of Preparation/ Agency Comment Letters responding to NOP: A copy of the Notice of Preparation is included in Appendix "H", including copies of comment letters received in response to the NOP; Notice of Completion, and Notice of Availability

Comment Letter – Department of Transportation, dated 1/6/2015, is included in appendix "H".

EXECUTIVE SUMMARY

This Draft Environmental Impact Report (DEIR) will conclude that the proposed Derrel's Mini Storage (Project or Proposed Project) will not result in a substantial adverse impact on the environment

The EIR has been prepared consistent with the California Environmental Quality Act (CEQA). Its intent is to inform the public and the Tulare County Planning Commission of the potential environmental impacts the proposed Project would have on environmental factors as specified in the CEQA Guidelines. This EIR, in its entirety, addresses and discloses potential environmental effects associated with construction and operation of the proposed Project, including direct, indirect, and cumulative impacts in the following environmental factors:

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

Although the Mandatory Findings of Significance is not a resource per se, it is required as it provides a summary conclusion of the Project's potential for Long Term Impacts, Cumulative Impacts, Impacts to Species, to Historical Resources, and Human Beings. It is at this discussion where the EIR concludes that no significant adverse environmental impacts from the Project will occur.

The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public disclosure document designed to provide local and state governmental agency decision makers with an objective analysis of potential environmental consequences to support informed decision-making. This EIR (**State of California Clearinghouse #2014121067**) has been prepared by Tulare County in accordance with CEQA Guidelines §15120 through §15131 and §15161 regulating EIRs to i) evaluate the environmental consequences of the proposed Derrel's Mini Storage Project, ii) discuss alternatives to the proposed Project, and iii) propose mitigation measures that will offset, minimize or avoid identified significant environmental impacts. This document focuses on issues determined to be potentially significant as discussed in the Initial Study and the public scoping process completed for this project, as well as comments received on the Notice of Preparation (NOP) circulated by Tulare County in December 19, 2014. Pursuant to CEQA Guidelines §15082, the Notice of Preparation (NOP) for the Proposed Project was circulated for review and comment on December 19, 2014 and circulated for a 30-day comment period ending January 19, 2015. A Scoping Meeting was duly noticed and held on January 7, 2015 at 5961 South Mooney Boulevard, Visalia, CA, in the Tulare County Resource Management Agency, Main Conference Room. No comments were received during this meeting.

PROJECT DESCRIPTION

The proposed Project includes a proposed General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001). GPA 14-007, which will amend the Tulare County Land Use Element of the General Plan to change the land use designation on a 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial." PZ 14-001, is a request to change from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The proposed zone change would allow, as noted in the zoning code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[1]

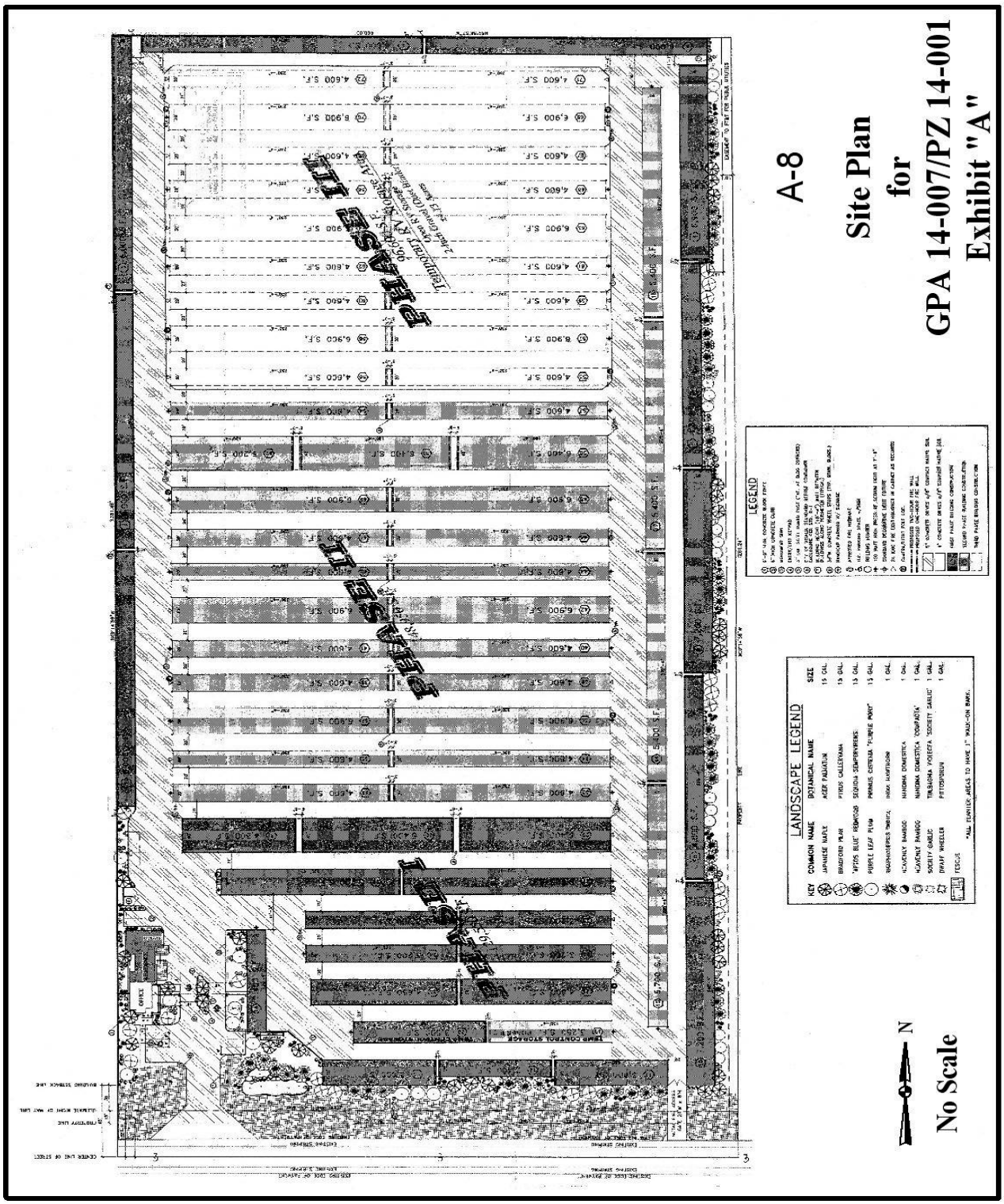
The proposal for the site consists of the phased construction of 19.33 acre mini- storage facility. Phase 1 consists of 129,550 square feet; Phase 2 consists of 148,950 square feet, and Phase 3 consists of 96,600 square feet. RV storage will be used on the Phase 2 portion of the site, moving to Phase 3 as the earlier phases are constructed with the eventuality of the entire site constructed as mini storage units if necessary to meet market demands. It is possible that Phase 3 will remain as RV storage. The applicant approximates a ten-year full build-out of the entire proposed Project site. It should be noted that the entire Project site perimeter will include a wall around the entire site as part of Phase 1.

PROJECT LOCATION

The site is located at the northwest corner of Avenue 280 (Caldwell Avenue) and South Roeben Street, about $^1/_2$ mile west of Road 100 (Akers Road). The 19.33-acre proposed Project site (APN 119-230-007) is located within the unincorporated area of Tulare County adjacent to the City Limits of Visalia. The Project area situated in relatively level terrain and is predominantly rural to the northwest, west, and southwest; and predominantly urban in nature to the east and southeast. The only natural feature remaining in the area includes Evans Ditch (irrigation ditch) located immediately south of the Project site (south of Avenue 280 (Caldwell Avenue)). Figure ES-1 shows the proposed Project Site Plan.

[1] Tulare County Zoning Ordinance, page 13

Figure ES-1
Site Plan



PROJECT OBJECTIVES

The following objectives have been proposed by the Project developer, as presented in the "Project Description".

- Efficient Business Operations - The proposed Project is intended to implement Derrel's Mini Storage strategic business plan by planning, designing, constructing, and operating a facility which is economically, technologically and environmentally feasible with Tulare County.

- Minimize Costs - The Project site area is currently vacant; as such land clearing or removal of existing structures is not necessary. To minimize land cost, the proposed Project would be developed on a vacant site formerly used for agricultural operations. Additional land acquisitions cost would be avoided as the applicant is the owner of the subject site as opposed to having to purchase a different location. Services **on another location would increase operational costs.**

- Storage Screening - Tulare County General Plan Policy LU-5.3 requires adequate landscaping and screening of industrial storage areas to minimize visual impacts and enhance the quality of the environment. The proposed Project includes provisions or landscaping to obstruct views from surrounding areas.

TULARE COUNTY OBJECTIVES

Tulare County's General Plan Policies that are in with the Project's purpose and objectives are included in each CEQA Checklist Resource chapter contained in Chapters 3-1 thru 3-17. Two hundred nineteen (219) General Policies apply to this Project; below is a summary of some of those policies:

LU-5.3	Storage Screening
LU-7.6	Screening
LU-7.14	Contextual and Compatible Design
LU-7.19	Minimize Lighting Impacts
SL-1.1	Natural Landscapes
SL-1.2	Working Landscapes
ERM-1.15	Minimize Lighting Impacts
ERT-5.18	Night Sky Protection
AG-1.1	Primary Land Use
AG-1.3	Williamson Act
AG-1.4	Williamson Act in UDBs and HDBs
AG-1.6	Conservation Easements
AG-1.7	Preservation of Agricultural Lands
AG-1.8	Agriculture within Urban Boundaries
AG-1.9	Agricultural Preserves Outside Urban Boundaries
AG-1.10	Extension of Infrastructure into Agricultural Areas
AG-1.11	Agricultural Buffers
AG-1.17	Agricultural Water Resources.
LU-2.6	Industrial Development
AQ-1.7	Support Statewide Climate Change Solutions

AQ-1.8	Greenhouse Gas Emissions Reduction Plan/Climate Action Plan
AQ-1.9	Support Off-Site Measures to Reduce Greenhouse Gas Emissions
AQ-1.10	Alternative Fuel Vehicle Infrastructure
PF-1.2	Location of Urban Development
PF-4.1	CACUABs for Cities
LU-3.8	Rural Residential Interface
PF-4.14	Compatible Project Design
PF-4.17	Cooperation with Individual Cities
PF-4.18	Future Land Use Entitlements in a CACUDB
PF-4.19	Future Land Use Entitlements in a CACUAB
PF-4.21	Application of the RVLP Checklist to Control Development in a CACUAB
ED-1.5	Regional Cooperation
ED-3.1	Diverse Economic Base
HS-3.1	Airport Land Use Compatibility Plan
PFS-1.4	Standards of Approval
RVLP-1.4	Determination of Agriculture Land
PF 1.6	Appropriate Land Uses By Location
AG 1.6	Conservation Easements
LU 1.1	Smart Growth and Healthy Communities
LU 1.2	Innovative Development
LU 1. 10	Roadway Access
LU 2.1	Agricultural Lands
LU 2.3	Open Space Character
LU 4.5	Commercial Building Design
LU 7.3	Friendly Streets
LU 7.4	Streetscape Continuity
LU 7. 7	Parking Location
LU 7.1 O	Gateway/Entry Points
LU 7.17	Shared Parking Facilities
LU 7.19	Minimize Glare
ED 2.4	Job Quality Diversity
SL 1.1	Natural Landscapes
LU-5.5	Access
LU-7.3	Friendly Streets
LU-7.4	Streetscape Continuity
TC-1.13	Land Dedication for Roadways and Other Travel Modes
TC-1.14	Roadway Facilities
TC-1.15	Traffic Impact Study

PROJECT BENEFITS STATEMENT

The Project will provide the following public and private benefits to Tulare County:

- Prevention of Farmland Conversion;
- Creation of sixty (60) jobs during the 18-month construction period;
- Creation of six (6) permanent jobs once the facility is operational;
- Increased tax revenue;

- Mini storage facilities help keep neighborhoods clean by preventing outdoor clutter (for example, they provide space to store items out of their garages, thereby allowing residents to park their cars in the garage and off the driveway.);
- The facility will provide RV and boat storage thereby removing the need for RV or boat storage in front of a residence and/or to comply with local ordinances that do not allow RV or boat storage in residential areas ;
- Mini storage can also serve as an incubator of small business by providing an affordable place for start-up companies to store goods;
- Mini storage provides storage for old medical and legal files at one-fourth the cost of office space;
- Low water user (for example, the use would consume less water than the an agricultural land-use);
- Compatible with all other uses and serve as a buffer between residential, commercial, industrial and agriculture;
- A mini storage facility can contribute to reducing urban sprawl by allowing new homes to be smaller and have less closet space for storage as mini storage provides extra space at low cost; and
- Landscaping that beautifies the Road 280 (Caldwell Avenue) corridor.

SUMMARY OF CHAPTERS

Chapter 1 Introduction

The Introduction discussion contained in Chapter 1 consists of a Project Summary; Identification of Potentially Significant Impacts; Consideration of Significant Impacts; Mitigation Measures; Organization of the EIR; and Environmental Review Process. Below is a summary of each of these components within Chapter 1:

Project Summary: (See Project Description, above) The proposed Project includes a proposed General Plan Amendment (No. GPA 14-007) to amend the Tulare County Land Use Element of the General Plan land use designation on the 19.33-acre site from "Agriculture" to "Commercial or Light Industrial." Change of Zone (No. PZ 14-001) is a request to change from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. As noted in the Zoning Code, the use is allowed in the C-3 Zone, to wit, – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[2]

The proposal would be developed in three phases: Phase 1 consists of 129,550 square feet; Phase 2 consists of 148,950 square feet, and Phase 3 consists of 96,600 square feet. RV storage will be used on the Phase 2 portion of the site, moving to Phase 3 as the earlier phases are constructed with the eventuality of the entire site constructed as mini storage units if necessary to meet market demands. It is possible that Phase 3 will remain as RV storage.

Local Regulatory Context: The Tulare County General Plan Update 2030 was adopted on August 28, 2012. As part of the General Plan, an EIR and background report were prepared. The General Plan background report contained contextual environmental analysis for the General Plan. The Housing Element for 2009-2014 was adopted on May 8, 2012, and certified by State of California Department of Housing and Community Development on June 1, 2012.

[2] Tulare County Zoning Ordinance, page 13

Identification of Potentially Significant Impacts: Indicates that the EIR must identify potentially significant impacts consistent with CEQA Guidelines Section 15002 (h).

Consideration of Significant Impacts: Indicates that the EIR must consider significant impacts consistent with CEQA Guidelines Section 15126.2,

Mitigation Measures: Indicates that the EIR is required to contain mitigation measures consistent with CEQA Guidelines Section 15126.4

Organization of the EIR: Summarizes the content of each Chapter in the EIR.
Environmental Review Process: Summarizes steps taken prior to release of the draft EIR such as the Notice of Preparation, Scoping Meeting, and comments received from persons and/or agencies in response to the Notice of Preparation.

Chapter 2 Project Description, Objectives, and Environmental Setting

In order to orient the reader to this EIR, Chapter 2 provides an Introduction which describes the need for this EIR, the three phases of the Total site acreage is approximately 19.33 acres: Phase 1 consists of 129,550 square feet; Phase 2 consists of 148,950 square feet, and Phase 3 consists of 96,600 square feet. RV storage will be used on the Phase 2 portion of the site, moving to Phase 3 as the earlier phases are constructed with the eventuality of the entire site constructed as mini storage units. The applicant approximates a ten year full build-out of the Project site.

The land where the storage facility will occur is currently undeveloped.

In summary, Chapter 2 contains the following:

- Project Location: The proposed Project will be located at the northwest corner of Avenue 280 (Caldwell Avenue and South Roeben Street, about $^1/_2$ mile west of Road 100 (Akers Road).
- Vicinity of Project Site: Unincorporated area of Tulare County as shown in Figure 2-1.
- Surrounding Land Uses: Predominantly Agriculture to the north, south, and west, five (5) large lot single-family residences to the east. The proposed Project is located between the Visalia Urban Area Boundary and the Visalia Urban Development Boundary. Evans Ditch (an irrigation ditch) is located south of the Project site. Visalia Municipal Airport is located to the northwest.
- Project Setting: Describes the proposed use, summary of Project facilities, construction at the site, operational parameters, and a detailed description of the Project.
- Regulatory Setting: Applicable statutes, rules, regulations, standards, policies, etc. of the County of Tulare, local or special districts, utilities, and State and Federal government.
- Project Objectives (See pages ES-4)

Chapter 3 Impact Analysis [of Resources]

The CEQA Guidelines includes a Checklist of resources that must be addressed in an EIR. These resources are listed earlier on page ES-1. There are 17 specific resources and a Mandatory Findings of Significance discussed in Chapter 3. The resources are discussed in separate sections of Chapter 3 and each section is structured as follows:

- Summary of Findings;

- Introduction, including Thresholds of Significance;
- Environmental Settings;
- Regulatory Settings such as applicable Federal, State, and Local laws, statutes, rules, regulations, and policies;
- Impact Evaluation including Project Impacts, Cumulative Impacts, Mitigation Measures, and Conclusion;
- Definitions and Acronyms; and
- References.

Some resources required expertise to evaluate the potential Project's impact to the resource. As such, qualified experts prepared studies, evaluations, assessments, modeling, etc. (studies) to quantify and/or qualify potential resource impacts. The studies are contained in Appendices "A" through "E". Among the studies are air quality, biological, cultural (archaeological, historical, cultural), greenhouse gases, and traffic.

Chapter 4 Summary of Cumulative Impacts

A critically important component of an EIR is the Cumulative Impacts discussion. Chapter 4 discusses a Cumulative Impact Analysis under CEQA; Past, Present, Probable Future Projects; and Summary of Cumulative Impacts. Whereas a project in and of itself may not result in an adverse environmental impact, its cumulative effect may. Section 15130 of the CEQA Guidelines requires a discussion of cumulative impacts. Section 15355 includes a Discussion of Cumulative Impacts, and defines Cumulative Impacts as "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

With the exception of Air Quality, Greenhouse Gas Emissions, Biological, and Hydrological resources, Chapter 4 defines Tulare County as the geographic extent of the impact analysis. The geographic area is considered the appropriate extent because:

1. The proposed Project is geographically located in Tulare County;
2. Tulare County is the Lead Agency;
3. Tulare County General Plan policies apply to the proposed Project;

The basis for other resource specific cumulative impact analysis includes:

- Air Quality and Green House Gas Emissions are: based on the San Joaquin Valley Air Basin;
- Mandatory Findings of Significance are: based on the San Joaquin Valley, the State California, and the Western United States;
- Biological Resources are: based on the San Joaquin Valley, the State of California, and the Western United States; and,
- Hydrology is: based on the Tulare County, the Tulare Lake Basin, and, the Tule Lake Sub-basin aquifer.

The Summary of Cumulative Impacts section discusses mitigable and unmitigable impacts. Checklist item criteria that would result in no impacts or less than significant impacts are discussed in the Chapter 3 and not reiterated in Chapter 4. As noted in Chapter 4, there are no –Significant and Unavoidable Impacts; and Less

than Significant Impacts with Mitigation are summarized in Table 4-3 (Checklist Items with Less than Significant with Mitigation). Project-level and cumulative impacts that do not need mitigation; these impacts are listed in Table 4-3. Chapter 8 contains a complete list of Mitigation Measures to be implemented as part of the proposed Project. Chapter 4 also contains a No Impacts summary in Table 4-4 (Checklist Items with No Impacts).

Chapter 5 Alternatives

CEQA Guidelines Section 15126.6 requires that a reasonable range of Alternatives to the proposed Project be discussed in the EIR. The proposed Project site is the superior location. The conclusion contained in Chapter 5 is based on the criteria established for the site, an evaluation of a reasonable potential site, and the 5 reasonable Alternatives. The four (4) Alternatives evaluated are:

Alternative 1 – No Project;

Alternative 2 – Alternative Location;

Alternative 3 – Reduced size of entire Project site;

Alternative 4 – Alternative configuration;

The proposed Alternatives were analyzed based on five (5) evaluation criteria which include each of the objectives of the Project and the assessment of the potential environmental impacts. Each Alternative considered did not meet all the evaluation criteria as identified in Table 5-2 (Alternatives Evaluation Criteria) contained in Chapter 5. Following is a summary of the Alternatives:

Alternative 1 - No Project: The No Project Alternative, by definition, would not meet the objectives of the proposed Project. This section discusses the mandatory "No-Project" alternative. Although this Alternative would lessen overall environmental impacts, it would also reduce the State of California's ability to achieve a number of environmental goals. Under the No-Project alternative, the activities and improvements discussed in Chapter 2 of this Draft EIR would not be implemented. These include the following:

- General Plan Amendment;
- Change of Zone; and
- Development of the site to the proposed mini-storage operation.

For the reasons summarized above, and discussed in greater detail in Chapter 5 of this DEIR, Alternative 1 is inferior to the proposed Project.

Alternative 2 –Alternative Location: Alternative 2 is the development of the proposed Project on an entirely different location. An alternative site is typically the most complex, costly, and time-consuming, alternative to implement. Whereas, the proposed Project site was purchased by the Applicant in 2006 specifically for the purpose of developing the proposed mini-storage use, an alternative location would require a siting study by the Applicant where alternative parcels would be evaluated against a set of economic, engineering, environmental, and permitting criteria. Once a site is selected, local acquisition would proceed. Environmental review and obtaining local and state entitlements would follow prior to construction activities. It may be challenging to find available land which would have to be acquired that would allow this type of use without re-initiating the entitlement process once the Applicant has prepared sufficient project description information. A different site location would not necessarily provide reduced site specific environmental issues and would require preparation of new technical studies. Further, a revised

or new environmental document, including the new technical studies, would have to be recirculated to and reviewed by applicable local, regional, state, and/or state agencies and interested persons.

The environmental considerations associated with an Alternative site would be highly dependent on several variables, including physical site conditions, surrounding land use, site access, and suitability of the local roadway network. Physical site conditions include land, air, water, biology, noise, or objectives of historic or aesthetic significance, and would affect the nature and degree of direct impacts, needed environmental control systems, mitigation, and permitting requirements. Site access and ability of the local roadway network to accommodate increased vehicular without excessive and costly off site mitigation could be an important project feasibility issue. A

As noted in Chapter Alternatives, the applicant evaluated three (3) sites within the City of Visalia as follows:

- One site was located east of Mooney Boulevard, as such it did not meet Derrel's marketing strategy to locate a site in southwest Visalia;
- All three sites were too close to an existing Derrel's Mini Storage (near Caldwell Avenue and Santa Fe Street),
- One site was too small, thus it did not meet the size criteria,
- One site was not for sale and also lacked necessary infrastructure

The applicant concluded that that none of these alternative sites suited the business needs in serving the southwest Visalia area. As such, the proposed Project site is the superior location to meet the business needs of the applicant.

Alternative 2 would be cost prohibitive for the Applicant to implement, would not be consistent with Project objectives, would have unknown environmental impacts and permitting requirements, and would take years to implement.

As such, this alternative typically results in a substantial increase in the costs and time to meet the objectives of the proposed Project.

Alternative 3 – Reduced size of entire Project site: Alternative 3 would result in a reduced footprint consisting of less square footage for storage. Such reduction would result in cost inefficiencies as the cost-to-return ratio would result in a nonviable, non-sustainable business investment. From an operational point of view, the reduction in size would result in an underutilized parcel and operational inefficiencies and would not achieve the economic objectives of the proposed Project.

Some of the environmental impacts associated with development of this site on a smaller scale would result in similar or less impacts than those discussed in this Draft EIR for the proposed Project. However, as noted earlier, the reduced size would not achieve the economic objectives of the proposed Project.

For the reasons discussed above, Alternative 3 is inferior to the proposed Project.

Alternative 4: Alternative Configuration: This Alternative would not reduce environmental impacts, as the potential impacts identified in this document are not related to site layout. Due to the rectangular shape of the parcel (that is, short frontage and rear, and lengthy sides) and its location immediately adjacent to

Avenue 280 (Caldwell Avenue), the proposed layout cannot be altered as it is the most space efficient design. Further, access and egress will occur from and to Avenue 280 (Caldwell Avenue) thereby limiting the configuration as proposed. Although physically possible, it would not result in reducing potential impacts beyond the impacts discussed in various resource Chapters. Lastly, most of the environmental issues associated with Alternative 4 would be similar to those of the proposed Project.

For the reasons discussed above, Alternative 4 is inferior to the proposed Project.

As discussed in Alternatives 1 through 4, each of the Alternatives could result in more adverse environmental impacts as specified on the CEQA resources Checklist. Therefore, the proposed Project is the Environmentally Superior Alternative.

Chapter 6 Economic, Social, & Growth Inducing Impacts

This Chapter discusses the Economic, Social, and Growth Inducing effects of the Project. It contains Table 6-1 which provides the CEQA requirements and a summary of the impact analysis as follows:

- Economic Effects - The proposed Project will not result in negative impacts to the region. It may result in an increase in economic benefits to the region, since the proposed Project will provide one new and permanent job and approximately 60 temporary construction-related jobs during the estimated 18-month construction period.
- Social Effects - The Project will not result in a disproportionate effect on minority populations, low income populations, or Native Americans. The proposed Project would not create nor pose any adverse environmental justice issues.
- Growth Inducing Effects – The Project will not result in significant growth inducing impacts. The proposed Project will provide one (1) new and permanent job and approximately 60 temporary construction-related jobs. The Project will not result in new housing. Growth inducing impacts will be less than significant.

The overall conclusion contained in Chapter 6 is that implementation of the proposed Project will result in less than significant environmental impacts, either individually or cumulatively, caused by either economic, social, or growth inducing effects.

Chapter 7 Immitigable Impacts

This discussion provides determinations consistent with CEQA Guidelines Sections 15126.2 (b) Environmental Effects That Cannot Be Avoided, 15126.2 (c) Irreversible Impacts, and Statement of Overriding Considerations.

This Project will not result in any significant and unavoidable impacts. All impacts have been found to be less than significant, or have been mitigated to a level considered less than significant. The resources committed to the Project are standard resources necessary for the construction and operation of the proposed solid waste facility and ancillary operations. A Statement of Overriding Considerations is not necessary or required based on the analysis contained in the "Environmental Impacts That Cannot Be Avoided", "Irreversible Impacts", and "Infeasible Alternative Mitigation Measures" sections in Chapter 7. The Project's benefits are discussed in Chapter 7, and it is the RMA's conclusion that the Project's merits would not result in any unavoidable and ummitigable impact as concluded in the Statement of Overriding Considerations discussion.

Chapter 8 Mitigation Monitoring and Reporting Program

A summary of the Mitigation Monitoring and Reporting Program is contained at the end of this Executive Summary. CEQA Section 21081.6 requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment. The mitigation monitoring and reporting program is required to ensure compliance during a project's implementation. Consistent with CEQA requirements, the Mitigation Monitoring and Reporting Program contained in this EIR include the following elements:

- **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

Chapter 9 EIR Preparation

Key persons from the County of Tulare and the consulting firms that contributed to preparation of the Draft Environmental Impact Report (Draft EIR) are identified as follows:

The sitting Tulare County Board of Supervisors, the sitting Tulare County Planning Commission, Tulare County Resource Management Agency Director (Michael C. Spata), Planning Branch Director (Michael Washam), Chief Environmental Planner (Hector Guerra), Chief of the Planning and Project Processing Division (Aaron Bock), Environmental Planning Division staff (Richard Walker, Planner IV; and Susan Simon, Planner III), and Planning and Project Processing Division staff Charles Przybylski (Planner III) are noted.

This EIR could not have been accomplished without the consulting firms that prepared technical studies to support the analyses contained herein. Peter's Engineering Group prepared the traffic impact study and Live Oak Associates prepared the biological evaluation. Technical studies to support the analyses contained in this environmental impact report are included as Appendices.

SUMMARY OF POTENTIAL IMPACTS & MITIGATION MEASURES

The following table is a summary of the Mitigation Monitoring Program:

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Aesthetics							
1-1	Landscape screening shall be placed and sufficiently maintained along Avenue 280 (Caldwell Avenue) to screen Project activities from the public right-of-way. A landscape plan shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Issuance of building permits	County of Tulare Planning Department			
1-2	Fencing shall be maintained to preserve appropriate screening of the Project site activities.	Ongoing monitoring	Issuance of building permits	County of Tulare Planning Department			
1-3	All exterior lighting shall be so adjusted as to deflect direct beams away from public roadways and adjacent properties.	Prior to issuance of building permits and Ongoing monitoring	Issuance of building permits	County of Tulare Planning Department			
Cultural Resources							
5-1	In the event that archaeological or paleontological resources are discovered during site excavation, the County shall require that grading and construction work on the project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the property owner shall retain a qualified archaeologist/paleontologist to make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/on going monitoring / submittal of Report of Findings, if applicable	County of Tulare Planning Department			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
5-2	The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the project.	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/on going monitoring / submittal of Report of Findings, if applicable	County of Tulare Planning Department			
5-3	Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/on going monitoring / submittal of Report of Findings, if applicable	County of Tulare Planning Department			

Mitigation Monitoring Reporting Program							
Mitigation Measure	**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**			
				Initials	**Date**	**Remarks**
the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission. b. The descendant fails to make a recommendation; or							

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	c. The landowner or his authorized representative rejects the recommendation of the descendent						
Geology & Soils							
6-1	Comply with construction BMPs for erosion and a SWPPP (if required) during construction-related activities. Provide sound civil design for surface water management, and employ post-construction operational controls to limit erosion, such as measures to effectively control dust.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
6-2	Secure a permit from the Tulare County Environmental Health Department (TCEHD or EHD) for an on-site septic disposal system and comply with permit conditions. The permit application will require an engineered design report. The engineered design report should include percolation testing and address the recommendations of the Geologic and Geotechnical Feasibility Report	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare EHD			
Hazards & Hazardous Materials							
8-1	The contractor implements a health and safety plan prior to initiating construction. The plan will outline measure that will be employed to protect construction workers and the public from exposure to hazardous materials during construction activities.	Prior to issuance of building permits	Ongoing monitoring	County of Tulare EHD			
Hydrology & Water Quality							
9-1	The applicant shall prepare and submit a SWPPP to Tulare County prior to the issuance of a building permit. The facility operators shall prepare, retain on site, and implement a SWPPP as part of the General Stormwater Permit.	Prior to issuance of building permits	Permit from Central Valley Water Board	County of Tulare Planning Department			
9-2	If the facility is located within access of a sanitary sew	Prior to issuance of building permits	Permit to Operate from	County of Tulare Environmental			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	access point (1320 feet), then the site shall be required to connect to the sanitary sewer for sewage disposal. If the site is not within the 1320 feet of an access point, then an individual sewage disposal system can be utilized.		Central Valley Water Board	Health Department			
9-3	New sewage disposal systems shall be designed by an Engineer, Registered Environmental Health Specialist, Geologist, or other competent persons, all of whom must be registered and/or licensed professionals knowledgeable and experienced in the field of sewage disposal system and design. The specifications and engineering data for the system shall be submitted to the TCEHD for review and approval prior to the issuance of a building permit.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
9-4	Leach fields should not be located under structures, pavement, or areas subject to vehicle traffic.	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Environmental Health Department			
9-5	The drainage system, including the berms, and the retention pond and drainage swale facilities shall be designed, and the plans stamped by a registered Professional Engineer, of whom must be registered and/or licensed in California, and have professional knowledge and experience in the field of on-site drainage and detention facility design. The specifications and engineering data for the drainage system and detention facilities shall be submitted to the	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Planning Department			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	Public Works Department and TCEHSD for review and approval prior to the issuance of a building permit.						
9-6	The Applicant shall connect to and receive water service from the California Water Service Company.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
9-7	All new construction shall have water conserving fixtures (water closets, low flow showerheads, low flow sinks, etc.) New urinals shall also conserve water through waterless, zero flush, or other water conservation technique and/or technology.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
9-8	The proposed Project shall conform to the Water Efficient Landscaping Ordinance.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
Noise							
12-1	The hours of future construction shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday or weekends (if allowed by the County) where residential uses are within 200 feet of where the activity is taking place. If residential uses are beyond 300 feet limited work hours are not required.	Prior to issuance of building permits	Issuance of building permits and complaint responsive	County of Tulare Planning Department			
Utilities							
17-1	The applicant shall prepare a SWPPP prior to construction and keep it on site per the NPDES requirements.	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Environmental Health Department			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
17-2	Compliance with the NPDES permit, preparation and implementation of SWPPP, and the filing of a NOI with the CVRWQCB.	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Planning Department			
17-3	Design a retention basin as necessary, sized to retain storm water on site.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Project will not result in any significant and unavoidable impacts on any resource.

SUMMARY OF ALTERNATIVES

In the Alternatives Analysis, this Draft EIR identified and analyzed four Alternatives to the proposed Project. These Alternatives are listed below:

Alternative 1 – No Project;
Alternative 2 – Alternative Location;
Alternative 3 – Reduced size of entire Project site; and
Alternative 4 – Alternative configuration;

STATEMENT OF OVERRIDING CONSIDERATIONS

Based on the analysis contained in this EIR, No Environmental Impacts That Cannot Be Avoided and in the No Irreversible Impact sections of this Chapter, a Statement of Overriding Considerations is not necessary.

REFERENCES

CEQA Guidelines

INTRODUCTION
Chapter 1

PROJECT SUMMARY

The Equitybak L.P., (Derrel's Mini Storage) Project (APN: 119-230-007), is located at the northwest corner of Avenue 280 (Caldwell Avenue) and South Roeben Street, about $^1/_2$ mile west of Road 100 (Akers Road). The 19.33-acre proposed Project site is located within the unincorporated area of Tulare County adjacent to the City Limits of Visalia. The applicant, Equitybak, L.P, is proposing a general planning amendment, zone change, and development of a 19.33-acre site for a Service Commercial use (mini-storage and recreational vehicle parking) with a phasing plan based on economic, marketing, timing, and other criteria.

The proposed Project includes a proposed General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001). GPA 14-007 is proposed to amend the Tulare County Land Use Element of the General Plan by changing the land use designation on the 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial". PZ 14-001 is a proposed to re-zone the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The proposed zone change would allow, as noted in the Tulare County Zoning Ordinance, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[1]

The proposal for the site consists of the phased construction of 19.33 acre mini- storage facility. Phase 1 consists of 129,550 square feet; Phase 2 consists of 148,950 square feet, and Phase 3 consists of 96,600 square feet. RV storage will be used on the Phase 2 portion of the site, moving to Phase 3 as the earlier phases are constructed with the eventuality of the entire site constructed as mini storage units if necessary to meet market demands. It is possible that Phase 3 will remain as RV storage. The applicant approximates a ten year full build-out of the entire proposed Project site. It should be noted that the entire Project site perimeter will include a wall around the entire site as part of Phase 1.

LOCAL REGULATORY CONTEXT

The Tulare County General Plan Update 2030 was adopted on August 28, 2012. As part of the General Plan, a Background Report and an EIR were prepared. The General Plan Background Report contained contextual environmental analysis for the General Plan. Also, the Tulare County Housing Element for 2009-2014 was adopted on May 8, 2012, and certified by State of California Department of Housing and Community Development on June 1, 2012.

[1] Tulare County Zoning Ordinance, page 13

SCOPE AND METHODOLOGY

The County of Tulare has determined that a project level EIR fulfills the requirements of CEQA and is the appropriate level evaluation to address the potential environmental impacts of the proposed project. A project level EIR is described in Section 15161 of the State CEQA Guidelines as one that examines the environmental impacts of a specific development project. A project level EIR must examine all phases of the project, including planning, construction, and operation.

This document addresses environmental impacts to the level that they can be assessed without undue speculation (CEQA Guidelines Section 15145). This *Draft Environmental Impact Report (DEIR)* acknowledges this uncertainty and incorporates these realities into the methodology to evaluate the environmental effects of the Plan, given its long term planning horizon. The degree of specificity in an EIR corresponds to the degree of specificity of the underlying activity being evaluated (CEQA Guidelines Section 15146). Also, the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project (CEQA Guidelines Sections 15151 and 15204(a)).

CEQA Guidelines Section 15002 (a) specifies that, "[t]he basic purposes of CEQA are to:

(1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved."[2]

CEQA Guidelines Section 15002 (f) specifies that, "[a]n environmental impact report (EIR) is the public document used by the governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the possible environmental damage… An EIR is prepared when the public agency finds substantial evidence that the project may have a significant effect on the environment… When the agency finds that there is no substantial evidence that a project may have a significant environmental effect, the agency will prepare a "Negative Declaration" instead of an EIR..."[3]

Pursuant to CEQA Guidelines Section 15021 Duty to Minimize Environmental Damage and Balance Competing Public Objectives:

"(a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.

(1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.

[2] CEQA Guidelines, Section 15002 (a)
[3] Ibid. Section 15002 (f)

(2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

(b) In deciding whether changes in a project are feasible, an agency may consider specific economic, environmental, legal, social, and technological factors.

(c) The duty to prevent or minimize environmental damage is implemented through the findings required by Section 15091.

(d) CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment."[4]

IDENTIFICATION OF POTENTIALLY SIGNIFICANT IMPACTS

CEQA Guidelines Section 15002 (h) addresses potentially significant impacts, to wit, "CEQA requires more than merely preparing environmental documents. The EIR by itself does not control the way in which a project can be built or carried out. Rather, when an EIR shows that a project could cause substantial adverse changes in the environment, the governmental agency must respond to the information by one or more of the following methods:

(1) Changing a proposed project;

(2) Imposing conditions on the approval of the project;

(3) Adopting plans or ordinances to control a broader class of projects to avoid the adverse changes;

(4) Choosing an alternative way of meeting the same need;

(5) Disapproving the project;

(6) Finding that changes in, or alterations, the project are not feasible.

(7) Finding that the unavoidable, significant environmental damage is acceptable as provided in Section 15093."[5] (See Chapter 7)

This *Draft EIR* identifies potentially significant impacts that could be anticipated to result from implementation of the proposed Project. Significant impacts are defined as a "substantial or potentially substantial, adverse change in the environment" (Public Resources Code Section 21068). Significant impacts must be determined by applying explicit significance criteria to compare the future Project conditions to the existing environmental setting (CEQA Guidelines Section 15126.2(a)).

The existing setting is described in detail in each resource section of Chapter 3 of this document and represents the most recent, reliable, and representative data to describe current regional

[4] Op. Cit. Section 15021
[5] Op. Cit. Section 15002 (h)

conditions. The criteria for determining significance are also included in each resource section in Chapter 3 of this document.

CONSIDERATION OF SIGNIFICANT IMPACTS

Pursuant to CEQA Guidelines Section 15126.2, "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[6]

MITIGATION MEASURES

CEQA Guidelines Section 15126.4 specifies that:

(1) An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy.

(A) The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed by the lead, responsible or trustee agency or other persons which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR.

(B) Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way.

[6] Op. Cit. Section 15126.2

(C) Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant. Examples of energy conservation measures are provided in Appendix F.

(D) If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed. (*Stevens v. City of Glendale* (1981) 125 Cal.App.3d 986.)

(2) Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments. In the case of the adoption of a plan, policy, regulation, or other public project, mitigation measures can be incorporated into the plan, policy, regulation, or project design.

(3) Mitigation measures are not required for effects which are not found to be significant.

(4) Mitigation measures must be consistent with all applicable constitutional requirements, including the following:

(A) There must be an essential nexus (i.e., connection) between the mitigation measure and a legitimate governmental interest. *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987); and

(B) The mitigation measure must be "roughly proportional" to the impacts of the project. *Dolan v. City of Tigard*, 512 U.S. 374 (1994). Where the mitigation measure is an ad hoc exaction, it must be "roughly proportional" to the impacts of the project. *Ehrlich v. City of Culver City* (1996) 12 Cal.4th 854.

(5) If the lead agency determines that a mitigation measure cannot be legally imposed, the measure need not be proposed or analyzed. Instead, the EIR may simply reference that fact and briefly explain the reasons underlying the lead agency's determination."[7]

ORGANIZATION OF THE EIR

Executive Summary: The Executive Summary Chapter summarizes the analyses in this Draft Environmental Impact Report.

CHAPTER 1: Provides a brief introduction to the Environmental Analyses required by the California Environmental Quality Act (CEQA).

CHAPTER 2: Describes the proposed Project in detail. This Chapter also includes the objectives of the proposed Project. The environmental setting is described and the regulatory context within which the proposed Project is evaluated is outlined.

CHAPTER 3: Contains the Environmental Analyses in response to each CEQA Checklist Item. Within each resource, the analysis includes the following:

Summary of Findings

Each chapter notes a summary of findings.

[7] Op. Cit. Section 15126.4

Introduction

Each chapter begins with a summary of impacts, pertinent CEQA requirements, thresholds of significance, and contains applicable definitions and/or acronyms.

Environmental Setting

Each environmental factor analysis in Chapter 3 outlines the environmental setting for each environmental factor. In addition, methodologies are explained when complex analyses are required.

Regulatory Setting

Each environmental factor analysis in Chapter 3 outlines the regulatory setting for that resource.

Project Impact Analysis

Each evaluation criteria is reviewed for potential Project-specific impacts.

Cumulative Impact Analysis

Each evaluation criteria is reviewed for potential cumulative impacts.

Mitigation Measures

Mitigation Measures are proposed as deemed applicable.

Conclusion

Each conclusion outlines whether recommended Mitigation Measures will, based on the impact evaluation criteria, substantially reduce or eliminate potentially significant environmental impacts. If impacts cannot be mitigated, unavoidable significant impacts are identified.

Definitions/Acronyms

Where applicable, sub-chapters of Chapter 3 have applicable definitions and/or acronyms.

References

Reference documents used in each chapter are listed at the end of each sub-chapter.

CHAPTER 4: Summarizes the cumulative impacts addressed in Chapter 3.

CHAPTER 5: Describes and evaluates alternatives to the proposed Project. The proposed Project is compared to each alternative, and the potential environmental impacts of each are analyzed.

CHAPTER 6: Evaluates or describes CEQA-required subject areas: Economic Effects, Social Effects, and Growth Inducement.

CHAPTER 7: Evaluates or describes CEQA-required subject areas: Environmental Effects That Cannot be Avoided, Irreversible Impacts, and Statement of Overriding Considerations.

CHAPTER 8: Provides a Mitigation Monitoring and Reporting Program that summarizes the environmental issues, the significant mitigation measures, and the agency(ies) responsible for monitoring and reporting on the implementation of the mitigation measures.

CHAPTER 9: Outlines persons preparing the EIR and sources utilized in the Analysis.

APPENDICES: Following the text of this *Draft EIR*, several appendices and technical studies have been included as reference material.

ENVIRONMENTAL REVIEW PROCESS

Notice of Preparation

Pursuant to CEQA Guidelines §15082, the Notice of Preparation (NOP) for the Proposed Project was circulated for review and comment on December 19, 2014 and circulated for a 30-day comment period ending January 20, 2015. Tulare County RMA received several comments on the NOP. Comments were received from the following agencies, individuals, and/or organizations:

- State of California Department of Transportation (Caltrans) via e-mail January 6, 2015.

A copy of the NOP is included in **Appendix "H"**, including copies of comment letters received in response to the NOP

Consistent with CEQA Guidelines Section 15103, "Responsible and Trustee Agencies, and the Office of Planning and Research shall provide a response to a Notice of Preparation to the Lead Agency within 30 days after receipt of the notice. If they fail to reply within the 30 days with either a response or a well justified request for additional time, the lead agency may assume that none of those entitles have a response to make and may ignore a late response."[8]

A Scoping Meeting was duly noticed and held on January 7, 2015 at 5961 South Mooney Boulevard, Visalia, CA, in the Tulare County Resource Management Agency, Main Conference Room. No comments were received during this meeting.

Section 15093 of the State CEQA Guidelines requires decision-makers to balance the benefits of a proposed project against any unavoidable adverse environmental effects of the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, then the decision-makers may adopt a statement of overriding considerations, finding that the environmental effects are acceptable in light of the project's benefits to the public.

Draft Environmental Impact Report

As noted in CEQA Guidelines § 15105 (a), a Draft EIR that is submitted to the State Clearinghouse shall have a minimum **review period of 45-days**. This *Draft EIR* will be circulated publicly for comment on **March 27, 2015**. Following completion of the 45-day public review period ending **May 11, 2015,** staff will prepare responses to comments and a *Final EIR* will be prepared. The *Final EIR* will then be forwarded to the County of Tulare Planning Commission for consideration of certification. Notwithstanding an appeal to the County of Tulare Board of Supervisors, a Notice of Determination will then be filed with the County Tulare County Clerk and also forwarded to the State of California, Office of Planning and Research.

[8]Op. Cit. Section 15103

ORGANIZATIONS CONSULTED

1) County of Tulare Resource Management Agencies (Planning Branch, Public Works)
2) City of Visalia
3) County of Tulare Health and Human Services Agency
4) California Department of Fish and Wildlife
5) California Department of Transportation (Caltrans), District 6
6) Regional Water Quality Control Board, Central Valley Region 5
7) San Joaquin Valley Unified Air Pollution Control District
8) Tulare County Airport Land Use Commission
9) U.S. Fish and Wildlife Service
10) Federal Aviation Administration

Project Description & Objectives
Chapter 2

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000 et seq.), the County of Tulare Resource Management Agency (RMA) is preparing this Environmental Impact Report (EIR) to evaluate the environmental effects associated with the Equitybak, L.P (Derrel's Mini Storage) Project.

The proposed Project includes a proposed General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001). GPA 14-007, which will amend the Tulare County Land Use Element of the General Plan to change the land use designation on a 19.33-acre parcel from "Agriculture" to "Commercial." PZ 14-001 is a request to change from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The proposed zone change would allow, as noted in the Tulare County Zoning Code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[1]

PROJECT LOCATION

The proposed Derrel's Mini Storage (Project) is located at the northwest corner of Avenue 280 (Caldwell Avenue) and South Roeben Street alignment, about $^1/_2$ mile west of Road 100 (Akers Street). The proposed Project is located in the unincorporated portion of Tulare County, adjacent to the City Limits of Visalia (See **Figure 2-1**, Vicinity Map). State Route (SR) 99 is approximately one mile west of the site.

The Project site consists of one 19.33-acre parcel (APN 119-230-007). As shown on the Site Plan (See **Figure 2-2**), the Project site is currently in agricultural row crops.

VICINITY OF PROJECT SITE

Property to the north of the Project site is zoned AE-20 and contains agricultural uses, and the Visalia Municipal Airport (approximately 0.75 miles northwest, See **Figure 2-2**). Property west of the Project site is outside the City of Visalia's Urban Development Boundary. Property east of the Project site is zoned AE-20 and includes residential uses. Property south of the Project site is zoned AE-20 and includes agricultural uses. Avenue 280 (Caldwell Avenue) is adjacent to the southern border of the Project site. Evans Ditch (an irrigation ditch) is located south of the site on the south side of Avenue 280 (Caldwell Avenue).

[1] Tulare County Zoning Ordinance, page 13

ZONING AND LAND USE

The Project site is designated as Agricultural in the Tulare County General Plan and is zoned AE-20 (Exclusive Agricultural – 20 acre minimum). The proposed Project includes a proposed General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001); GPA 14-007 which will amend the Tulare County Land Use Element of the General Plan to change the land use designation on a 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial"; and PZ 14-001 is a request to change from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres.

EXISTING USE(S)

The Project site is currently in agricultural row crops.

PROJECT DESCRIPTION

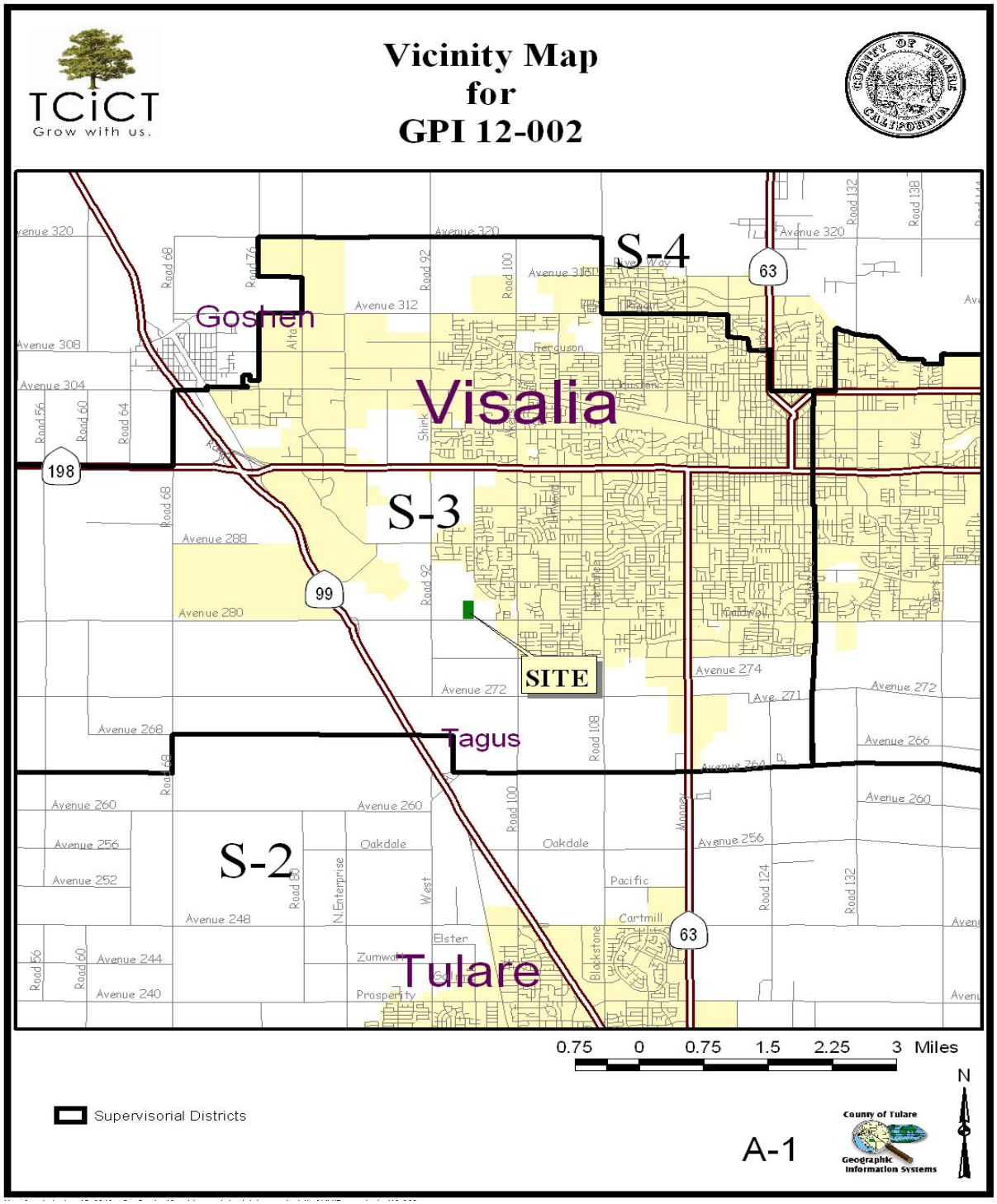
In addition to the proposed General Plan Amendment (No. GPA 14-007) and Change of Zone (No. PZ 14-001) noted earlier, the proposal for the site consists of the phased construction of 19.33 acre mini- storage facility with resident/manager residences and office. Phase 1 consists of 129,550 square feet; Phase 2 consists of 148,950 square feet, and Phase 3 consists of 96,600 square feet. RV storage will be used on the Phase 2 portion of the site, moving to Phase 3 as the earlier phases are constructed with the eventuality of the entire site constructed as mini storage units if necessary to meet market demands. It is possible that Phase 3 will remain as RV storage. The applicant approximates a ten year full build-out of the entire proposed Project site. It should be noted that the entire Project site perimeter will include a wall around the entire site as part of Phase 1.

HOURS/DAYS OF OPERATION AND NUMBER OF EMPLOYEES

The applicant is requesting the following hours/days of operations and anticipated number of employees.

- Hours/days of operations: 7:00 a.m. to 7:00 p.m., seven days a week.
- Number of employees: six employees including one Resident/Manager

Figure 2-1
Vicinity Map



PROJECT OBJECTIVES

Objective #1): Efficient Business Operations

The proposed Project is intended to implement Equitybak's, L.P (Derrel's Mini Storage) strategic business plan by planning, designing, constructing, and operating a facility which is economically, technologically and environmentally feasible.

Objective 2): Minimize Costs

The Project site area is currently vacant; as such land clearing or removal of existing structures is not necessary. To minimize land cost, the proposed Project will be developed on a vacant site formerly used for agricultural operations. Additional land acquisitions cost would be avoided as the applicant is the owner of the subject site as opposed to having to purchase a different location. Services on another location would increase operational costs.

Objective 3): Storage Screening

Tulare County General Plan Policy LU-5.3 requires adequate landscaping and screening of industrial storage areas to minimize visual impacts and enhance the quality of the environment. The proposed Project includes provisions or landscaping to obstruct views from surrounding areas.

PROJECT BENEFITS

Project Benefit # 1: Prevention of Farmland Conversion

As a component of the Design Features of the proposed Project, the applicant will immediately purchase a temporary agricultural easement at a ratio of 1 acre of developed property for 1 acre of conserved agricultural land (a 1:1 ratio). This amount of 1:1 ratio is represented by 19.33 acres on like site within the County. Any replacement acreage will be to the satisfaction of the Planning Director of Tulare County. This land will stay in active agriculture until the land is prepared for development, as indicated by an application being made to the County for development of a project on like property. At that time, the applicant will purchase an agricultural land conservation easement, of like agricultural land within the County, on the entire 19.33 acres to be maintained and kept in agriculture in perpetuity.

The "ultimate" agricultural easement shall be placed on other suitable and agriculturally compatible property, of the same soil types and arability, within Tulare County; at a replacement ratio of 1:1, and to be established as an agricultural easement in perpetuity. The site lacks irrigation water, which historically have resulted in sub-optimal/economically unproductive dry-farming. As such, the proposed Project would assist the State in meeting renewable portfolio standards on property that is not currently being put to the highest and best use.

The proposed zone change would allow, as noted in the Tulare County Zoning Code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[2]

Project Benefit #2: Job Creation

The proposed Project will create approximately sixty (60) temporary, short-term construction-related jobs during the 18-month construction period and six (6) permanent jobs in Tulare County.

Project Benefit #3: Increase Business needs to southwest Visalia

The proposed Project meets the business needs in serving the southwest Visalia area. Mini storage facilities help keep neighborhoods clean by preventing outdoor clutter (for example, they provide space to store items out of their garages, thereby allowing residents to park their cars in the garage and off the driveway.)

The facility will provide RV and boat storage thereby removing the need for RV or boat storage in front of a residence and/or to comply with local ordinances that do not allow RV or boat storage in residential areas.

Mini storage can also serve as an incubator of small business by providing an affordable place for start-up companies to store goods.

Mini storage provides storage for old medical and legal files at one-fourth the cost of office space.

Project Benefit #4: Implementation of Countywide 2030 General Plan Policies

Tulare County's General Plan Policies that are in with the Project's purpose and objectives are included in each CEQA Checklist Resource chapter contained in Chapters 3-1 thru 3-17. Two hundred nineteen (219) General Policies apply to this Project.

[2] Tulare County Zoning Ordinance, page 13

REFERENCES

Tulare County General Plan Update 2030, adopted August 28, 2012

Tulare County General Plan Background Report, December 2010

Tulare County Zoning Ordinance

California Environmental Quality Act Guidelines

Aesthetics
Chapter 3.1

SUMMARY OF FINDINGS

Impacts of the proposed Project are determined to be less than significant with mitigation. A detailed review of potential impacts is provided in the analysis as follows.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

CEQA requires that significant impacts on the environment be identified and, where possible, measures be added to minimize or eliminate impacts (CEQA Guidelines Section 15382). A "[s]ignificant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…" (CEQA Guidelines Section 15382). With respect to aesthetics, potentially significant CEQA impacts include visual impacts to scenic highways, the visual character of the site, and impacts from lighting.

This section describes the existing visual environment in the vicinity of the Project area using accepted methodology to evaluate aesthetic/visual landscape quality and light/glare. Aesthetic considerations tend to be subjective. The methodologies used to evaluate aesthetic impacts to visual character are qualitative in nature, and are based on photographic documentation of the site and surrounding area.

The proposed Project site is located in the agricultural (Valley) portion of Tulare County. The Environmental Setting section describes scenic and aesthetic resources in the region, with special emphasis on the proposed Project site and vicinity. The Regulatory setting provides a description of applicable State and local regulatory policies. A description of the potential impacts of the proposed Project is also provided and includes the identification of feasible mitigation to avoid or lessen the impacts.

The analyses of the existing visual setting and potential visual impacts resulting from the proposed Project are based primarily on information provided by the Project applicant.

Thresholds of Significance:

- Impact on a scenic vista
- Impact on a scenic highway
- Impact on visual quality
- Creation of glare or impacts on nighttime views

ENVIRONMENTAL SETTING

Visual Character of the Region

Tulare County is located in a predominately agricultural region of central California. The terrain in the County varies. The western portion of the County includes a portion of the San Joaquin Valley (Valley), and is generally flat, with large agricultural areas with generally compact towns interspersed. In the eastern portion of the County are foothills and the Sierra Nevada mountain range. The Project site is located on the Valley floor, which is very fertile and has been intensively cultivated for many decades. The economic base of the Valley region includes agriculture and related industries such as agricultural packing and shipping operations and small and medium sized manufacturing plants make up the economic base of the Valley region. Many communities are small and rural, surrounded by agricultural uses such as row crops, orchards, and dairies. From several locations on major roads and highways through out the County, electric towers and telephone poles are noticeable. Mature trees, residential, commercial, and industrial development, utility structures, and other vertical forms are highly visible in the region because of the flat terrain. Where such vertical elements are absent, views are expansive. Most structures are small; usually one story in height, through occasionally two story structures can be seen commercial or industrial agricultural complexes. The County provides a wide range of views from both mobile and stationary locations [1]

Existing Visual Conditions

The Project site is located north of Avenue 280 (Caldwell Avenue) approximately ½ mile west of Road 100 (Akers Road). The northeast corner of the site is near Visalia's City limits. The topography of the Project site is relatively flat. Evans Ditch (an irrigation ditch) is located south of the Project site. Avenue 280 is a County road; however, it is not identified in the Tulare County General Plan as a Scenic Highway or Scenic County Road. Land uses in the Project vicinity are predominantly agricultural, and rural residential. The Project site is surrounded by agricultural fields to the north, west and south, and five (5) large lot single-family residences to the east.

[1] Tulare County 2030 General Plan: Recirculated Draft EIR (RDEIR), page 3.1-11

Figure 3.1-1

View looking Northeast toward Project site from Avenue 280 (Caldwell Avenue)

Figure 3.1-2

View looking Southwest from Project site toward Avenue 280 (Caldwell Avenue)

Figure 3.1-3

View looking West toward Project site from Avenue 280 (Caldwell Avenue)

Figure 3.1-4

View looking Northeast toward Project site and So. Roeben Street

Figure 3.1-5

View looking North toward So. Roeben Street

Figure 3.1-6

View looking South toward So. Roeben Street

Figure 3.1-7

View looking Southeast from Project site

Figure 3.1-8

View looking westbound on Avenue 280 (Caldwell Avenue)

REGULATORY SETTING

The following environmental regulatory settings were summarized, in part, from information contained in the Tulare County General Plan Update 2030 Recirculated Draft EIR (February 2010).

Federal Agencies & Regulations –

None that apply to the proposed Project.

State Agencies & Regulations

Title 24 Outdoor Lighting Standards

Title 24 Outdoor Lighting Standards were adopted by the State of California Energy Commission (CEC) (Title 24, Parts 1 and 6, Building Energy Efficiency Standards (Standards) on November 5, 2003 and went into effect on October 1, 2005. The changes included new requirements for outdoor lighting, which vary according to which "lighting Zone" the equipment is in. The CEC defines rural areas as Lighting Zone 2. Existing outdoor lighting systems are not required to meet these lighting allowances.

Scenic Highway Program

The California Scenic Highway Program was established by the state Legislature in 1963 for the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. The state laws governing the scenic highways program are found in The Streets and Highways Code Sections 260-263. In Tulare County, portions of State Routes 190,198, and 180 are eligible for state scenic highway designation.[2]

Local Policy & Regulations

"The scenic landscapes in Tulare County will continue to be one of the County's most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent."[3]

County Scenic Roadways

"Tulare County's existing General Plan identifies State designated scenic highways and County designated eligible highways. There are three highway segments designated as eligible by the State. These include State Route 198 from Visalia to Three Rivers, State Route 190 from Porterville to Ponderosa, and State Route 180 extending through Federal land in the northern portion of Tulare County. State Route 198 closely follows around Lake Kaweah and the Kaweah River, while State Route 190 follows around Lake Success and the Tule River. Both Scenic Highways travel through agricultural areas of the valley floor to the foothills and the Sierra

[2] Tulare County 2030 General Plan, Goals and Policies Report Part 1, page 7-5
[3] TCGPU Goals and Policies Report, p. A-2

Nevada Range. Additionally, the General Plan Update identifies preserving the rural agricultural character of SR 99 and SR 65 as valuable to the County and communities."[4]

As the proposed Project site is not within or adjacent to an existing or potential Scenic Highway, nor is it located within or adjacent to County designated eligible highways, the analysis below will demonstrate that no impact will occur as a result of the Project.

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within the County of Tulare. General Plan policies that relate to the proposed Project are listed below.

SL-1.1 Natural Landscapes - During review of discretionary approvals, including parcel and subdivision maps, the County shall as appropriate, require new development to not significantly impact or block views of Tulare County's natural landscapes. To this end, the County may require new development to:

Be sited to minimize obstruction of views from public lands and rights-of-ways,

1. Be designed to reduce visual prominence by keeping development below ridge lines, using regionally familiar architectural forms, materials, and colors that blend structures into the landscape,
2. Screen parking areas from view,
3. Include landscaping that screens the development,
4. Limit the impact of new roadways and grading on natural settings, and
5. Include signage that is compatible and in character with the location and building design.

SL-1.2 Working Landscapes - The County shall require that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape by:

1. Referencing traditional agricultural building forms and materials,
2. Screening and breaking up parking and paving with landscaping, and
3. Minimizing light pollution and bright signage.

LU-7.14 Contextual and Compatible Design - The County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.

SL-2.1 Designated Scenic Routes and Highways - The County shall protect views of natural and working landscapes along the County's highways and roads by maintaining a designated system of County scenic routes and State scenic highways by:

[4] Tulare County 2030 General Plan, Goals and Policies Report, page 7-2

1. Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
2. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
3. Formalizing a system of County scenic routes throughout the County (see Figure 7-1), and
4. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

LU-5.3 Storage Screening - The County shall require adequate landscaping and screening of industrial storage areas to minimize visual impacts and enhance the quality of the environment.

LU-7.6 Screening - The County shall require landscaping to adequately screen new industrial uses to minimize visual impacts.

LU-7.19 Minimize Lighting Impacts - The County shall ensure that lighting in residential areas and along County roadways shall be designed to prevent artificial lighting from reflecting into adjacent natural or open space areas unless required for public safety.

ERM-5.18 Night Sky Protection - Upon demonstrated interest by a community, mountain service center, or hamlet the County will determine the best means by which to protect the visibility of the night sky.

ERM-1.15 Minimize Lighting Impacts - The County shall ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one foot candle above ambient conditions.

City of Visalia's Scenic Landscapes Element

According to City of Visalia General Plan DEIR, Chapter Three at 3.13 Visual Resources, contains a number of policies that apply to the visual resource. Visalia General Plan policies that relate to the proposed Project are listed below:

SL-1.1 Natural Landscapes - During review of discretionary approvals, including parcel and subdivision maps, the County shall as appropriate, require new development to not significantly impact or block views of Tulare County's natural landscapes. To this end, the County may require new development to:

Be sited to minimize obstruction of views from public lands and rights-of-ways,

1. Be designed to reduce visual prominence by keeping development below ridge lines, using regionally familiar architectural forms, materials, and colors that blend structures into the landscape,

2. Screen parking areas from view,
3. Include landscaping that screens the development,
4. Limit the impact of new roadways and grading on natural settings, and
5. Include signage that is compatible and in character with the location and building design.

SL-1.2 Working Landscapes - The County shall require that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape by:

1. Referencing traditional agricultural building forms and materials,
2. Screening and breaking up parking and paving with landscaping, and
3. Minimizing light pollution and bright signage.

SL-2.4 New Billboards – Unless superseded by State law, the County shall prohibit billboards and other forms of offsite advertising along State scenic highways, County scenic routes, and within areas designated for agriculture and open space.

SL-3.2 Urban Expansion–Edges – The County shall design and plan the edges and interface of communities with working and natural landscapes to protect their scenic qualities by:

1. Maintaining urban separators between cities and communities,
2. Encouraging cities to master plan mixed-density neighborhoods at their edges, locating compatible lower density uses adjacent to working and natural landscapes, and
3. Protecting important natural, cultural, and scenic resources located within areas that maybe urbanized in the future.

LU-P-28 – Continue to use natural and man-made edges, such as major roadways and waterways within the City's Urban Area Boundary, as urban development limit and growth phasing lines.

LU-P-34 – Work with Tulare County to prevent urban development of agricultural land outside of the current growth boundaries and to promote the of use agricultural preserves, where they will promote orderly development.

LU-P-37 – Adopt specific development standards for scenic entryways (gateways) and roadway corridors into the City, including special setback and landscape standards, open space and park development, and/or land use designations.

These standards will apply to the west and east entries into Visalia along Highway 198 and to the "gateway boulevards" identified in the Transportation Element: Caldwell and Riggin Avenues; Shirk Road; and Lovers Lane.

LU-P-40 – Where possible, through the Site Plan Review process, retain native trees as landscape elements and for shading.

LU-P-72 – Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.

LU-P-106 – Develop performance standards to supplement and augment design standards to minimize the negative impacts (glare, signage, noise, dust, traffic) associated with the establishment of new or expansion of existing service commercial and industrial development.

Impact Evaluation

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Project Impact Analysis: ***Less Than Significant Impact***

The Project site is located in the Valley portion of the County, which is relatively flat. There are no scenic vistas on the Project site or in the vicinity. On clear days there is a view of foothills and the Sierra Nevada Mountains that can be seen to the east.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. The proposed Project (without mitigation), will be required to comply with the all requirements of the Tulare County General Plan 2030 Update. Because there are no scenic vistas on-site or in the Project vicinity, there will be no cumulative impacts related to this checklist item.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted previously, there will be ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Project Impact Analysis: ***Less Than Significant Impact***

There are no designated state scenic highways in the Project vicinity or in Tulare County. Portions of State Routes 190, 198, and 180 are eligible for state scenic highway designation, but are not located in the Project vicinity. The Project site is not visible from any of the Tulare County eligible state scenic highways. The nearest eligible scenic highway is State Route 99, located approximately one (1) mile west of the Project site. However, the site is not visible from SR 99. The Project site is vacant and does not currently have any trees, rock outcroppings, or historical buildings. The proposed Project will include storage structures and an office building (which will not exceed the maximum 75' height as specified in the C-3 zone). Therefore, ***Less Than Significant Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impacts***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project (without mitigation), will be required to comply with the all requirements of the Tulare County General Plan 2030 Update. Because there are no scenic vistas on-site or in the Project vicinity, there will be no cumulative impacts related to this Checklist Item.

As there are less than significant impacts on scenic vistas on-site or in the Project vicinity, there will be ***Less Than Significant Cumulative Impacts*** related to this Checklist item.

Mitigation Measure(s): ***None required.***

Conclusion: ***Less Than Significant Impacts***

As noted previously, there will be ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

Agricultural landscapes throughout Tulare County are often scenic and visually appealing. While the Project is not located on a scenic county road or eligible state scenic highway, the Project site is located in an area with large agricultural fields under cultivation which can be visually pleasing. There are several scattered rural residences east of the proposed Project.

Typical landscape features of Derrel's Min Storage facility

The Project will incorporate site design measures to screen the view of the site from both Avenue 280 (Caldwell Avenue) and Roeben Street (Road 96). Mitigation Measure 1-1 and 1-2 are outlined to enhance and maintain screening of the Project site. The Project-specific impacts to the visual character of the site and its surroundings will be ***Less Than Significant With Mitigation*.**

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR. As the proposed Project would not create any project specific visual impacts, the propose

Therefore, ***Less Than Significant Cumulative Impact,*** as identified in Mitigation Measures 1-1 and 1-2, will occur to the visual character of the site.

Mitigation Measure(s):

1-1 Landscape screening shall be placed and sufficiently maintained along Avenue 280 (Caldwell Avenue) to screen Project activities from the public right-of-way. A landscape plan shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.

1-2 Fencing shall be maintained to preserve appropriate screening of the Project site activities.

Conclusion: ***Less Than Significant Impact With Mitigation***

The proposed Project will result in ***Less Than Significant Project-specific and Cumulative Impacts With Mitigation,*** as specified in Mitigation Measures 1-1 and 1-2, as related to this Checklist Item.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

Lighting impacts from the Project are associated with the use of artificial light during the evening and nighttime hours. Impacts can include light emanating from building interiors (seen through windows) and light from exterior sources, including building or parking lot lighting, security lighting, street lighting, etc. Glare is typically a daytime occurrence caused by light reflecting off highly polished surfaces such as window glass. The most common impacts are from glare to nearby moving vehicles.

Glare is typically a daytime occurrence caused by light reflecting off highly polished surfaces such as window glass or polished metallic surfaces. It is not anticipated that the new structures will result in appreciable glare, since the structures will not have highly reflective surfaces. To ensure the minimization of glare, mitigation measure 3-1 is outlined below.

With implementation of Mitigation Measure 1-3, ***Less Than Significant Project-specific Impacts With Mitigation***, will occur to this Checklist Item.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will result in ***No Significant Impacts With Mitigation*** related to light and glare. As such, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s):

1-3 All exterior lighting shall be so adjusted as to deflect direct beams away from public roadways and adjacent properties.

Conclusion: ***Less Than Significant Impact With Mitigation***

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist item will occur with mitigation.

DEFINITIONS

Scenic landscapes - Landscapes that include agricultural lands, woodlands, forestlands, watercourses, mountains, meadows, structures, communities, and other types of scenery that contribute to the visual beauty of Tulare County.

Natural Landscapes - An expanse of naturally-formed scenery that contribute to the visual beauty of Tulare County.

Working Landscapes - These are landscapes shaped by human activities that produce economic commodities such as agricultural lands, ranch lands, and timber lands. They may also include picturesque commercial districts in communities, crops, orchards, agricultural structures, stands of timber, and canals."

Viewshed - An area of land, water, or other environmental features that is visible from a fixed vantage point. Viewsheds tend to be areas of particular scenic or historic value that are deemed worthy of preservation against development or other change. The preservation of viewsheds is typically the goal in the designation of open space areas, green belts, and urban separators.

REFERENCES

Caltrans, California Scenic Highway Program: "Frequently Asked Questions," which can be accessed at: http://www.dot.ca.gov/hq/LandArch/scenic/faq.htm

Caltrans, "Visual and Aesthetics Review," in Standard Environmental Reference, Chapter 27, which can be accessed at:
http://www.dot.ca.gov/ser/vol1/sec3/community/ ch27via/chap27via.htm

State of California, Governor's Office of Planning and Research, "Thresholds of Significance: Criteria for Defining Environmental Significance," *CEQA Technical Advice Series,* which can be accessed at: http://ceres.ca.gov/ceqa/more/tas/Threshold.html

City of Visalia General Plan, Final Draft Environmental Impact Report, March 2014 accessed at: http://www.visaliageneralplanupdate.com/pdf/eir/Visalia_EIR_3.13_Visual_Resources_032414.pdf

Tulare County 2030 General Plan, August 2012

Tulare County 2030 General Plan: Recirculated Draft EIR (RDEIR), February 2010

CEQA Guidelines

Agricultural Land and Forestry Resources
Chapter 3.2

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** to Agricultural Land and Forestry Resources. No mitigation measures will be required. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Agricultural Land and Forestry Resources. As required in CEQA Guidelines Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Agricultural Lands and Forestry Resources in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR, incorporated by reference and summarized below.

[1] CEQA Guidelines, Section 15126.2 (a)

Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The Department of Conservation identifies the location of prime Agricultural Land resource areas and Williamson Act Contract lands. Thresholds of potential significance will include the following:

- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
- Conflict with Williamson Act Contracts
- Convert Forest Land

ENVIRONMENTAL SETTING

"Tulare County exhibits a diverse ecosystems landscape created through the extensive amount of topographic relief (elevations range from approximately 200 to 14,000 feet above sea level). The County is essentially divided into three eco-regions. The majority of the western portion of the County comprises the Great Valley Section, the majority of the eastern portion of the County is in the Sierra Nevada Section, and a small section between these two sections comprises the Sierra Nevada Foothill Area.[2]

Agricultural Productivity

The Project site is located in the San Joaquin Valley portion of Tulare County. This area is characterized by rich, highly productive farmland. Agriculture is the most important sector in Tulare County's economy, and agriculture and related industries make Tulare County one of the two most productive agricultural counties in the United States, according to Tulare County Farm Bureau statistics.[3][4] Agricultural lands (crop and commodity production and grazing) also provide the County's most visible source of open space lands. As such, the protection of agricultural lands and continued growth and production of agriculture industries is essential to all County residents."[5]

The *2012 Tulare County Annual Crop and Livestock Report* listed Tulare County's total gross production value for 2012 as $6,210,693,000. Milk was the leading agricultural commodity in Tulare County in 2012, representing 29% of the total crop and livestock value. The 2012 report listed over 120 different commodities, forty-three of which had a gross value greater than $1 million. The top agricultural commodities in the County in 2012, based on total/gross value were milk, grapes, oranges, and cattle[6].

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP, 2010) indicates that agricultural lands in Tulare County included 859,991 acres of important farmland (designated as FMMP Prime, Farmland of Statewide Importance, Unique

[2] Tulare County 2030 General Plan RDEIR, page 3.11-5
[3] Tulare County Farm Bureau, "Agricultural Facts," http://www.tulcofb.org/index.php?page=agfacts
[4] Tulare County Agricultural Commissioner, 2011 Tulare County Agricultural Crop and Livestock Report, http://agcomm.co.tulare.ca.us/default/index.cfm/standards-and-quarantine/crop-reports1/
[5] Tulare County 2030 General Plan, page 3-4
[6] Tulare County Agricultural Commissioner, 2012 Tulare County Agricultural Crop and Livestock Report.

Farmland, or Farmland of Local Importance) and 440,042 acres of grazing land, for a total of 1,300,033 acres of agricultural land.

The Tulare County Subvention Report (November 21, 2012, see Table 3.2-1) notes that 1,069,299 acres of farmland with Tulare County is under California Land Conservation Act (Williamson Act) contracts; a program designed to prevent premature conversion of farmland to residential or other urban uses. As of January 1, 2012, there were 1,096,299 acres of farmland under Williamson Act or Farmland Security Zone contracts in Tulare County divided by the following categories: 571,904 acres of Williamson Act prime, 513,243 acres nonprime, and 11,152 acres of Farmland Security Zone lands (The acreage totals also include 6,040 acres of Williamson Act prime contract land in nonrenewal and 7,513 acres of Williamson Act of nonprime contract land in nonrenewal.)

Table 3.2-1
2012 Tulare County Lands under Williamson Act or Farmland Security Zone Contracts

Acres	Category
571,904	*Total prime = Prime active + NR Prime
513,243	*Total Nonprime = Nonprime active + NR Prime
11,152	Farmland Security Zone
1,096,299	TOTAL ACRES in Williamson Act and Farmland Security Zone contracts

**Prime total includes 6,039.75 acres in nonrenewal; Nonprime total includes 7,512.56 acres in nonrenewal*
Source: Data compiled from 2012 Tulare County Subvention Report

Important Farmland Trends

Using data collected by the FMMP, farmland acreage has been consistently decreasing for each two-year period since 1998. In the 2010 FMMP analysis, Tulare County lost 17,502 acres of important farmland, and 17,748 acres of total farmland between 2008 and 2010.[7]

"For Tulare County and the surrounding region, the reported major cause of this conversion is the downgrading of important farmlands to other agricultural uses (e.g., such as expanded or new livestock facilities, replacing irrigated farmland with non-irrigated crops, or land that has been fallow for six years or longer)."[8]

Proposed Project Site

The 19.33-acre proposed Project site is currently in agricultural row crops, silage corn.

Agricultural Crops and Yields

[7] California Department of Conservation, Division of Land Resource Protection, FMMP, "Tulare County 2008-2010 Land Use Conversion" Report, Table A-44
[8] Tulare County 2030 General Plan RDEIR, page 3.10 to 3.13

The crop values are provided herein for informational purposes. Corn silage was ranked number five among the top 15 crops grown in Tulare County for the year 2012 with a value of $262,170,000. The Tulare County 2012 Crop Report indicates an acre produced a yield of 29 tons with a crop value of $52 per ton.

The Project site yields and total value for corn silage are provided in Table 3.2-2.

Table 3.2-2
Project Site Crop Yield[9]

Crops	Bearing Acreage	Per Acre Yield/Ton	Total Tons	Unit Value per Ton ($)	Total Value ($)
Corn silage	16	29	464	52	24,128

Land Classifications

According to the FMMP, the proposed Project site is mapped as containing 19.33 acres of Prime Farmland.

Soil Suitability

Soils

Two soil mapping units have been identified on the Project Site, Akers-Akers, saline-sodic, complex, 0 to 2 percent slopes and Tagus Loam, 0 to 2 percent slopes (NRCS 2014). Both soil types consist of alluvium derived from granitic rock sources. These are well drained soils with moderate permeability. Flooding is rare. These soils are typically used for irrigated agriculture. The Soils Conservation Service has rated the agricultural capability of on-site soil types (Akers-Akers and Tagus Loam) as Class I if irrigated and Class IVc if not irrigated. The subject site does not have any rights to surface water and does not have a well.

Forest Lands

"Timberlands that are available for harvesting are located in the eastern portion of Tulare County in the Sequoia National Forest. Hardwoods found in the Sequoia National Forest are occasionally harvested for fuel wood, in addition to use for timber production. Since most of the timberlands are located in Sequoia National Forest, the U.S. Forest Service has principal jurisdiction, which encompasses over 3 million acres. The U.S. Forest Service leases these federal lands for timber harvests."[10]

[9] Tulare County Agricultural Crop and Livestock Report 2012.
[10] General Plan Background Report, page 4-17

Figure 3.2-1 - Prime Farmland Map

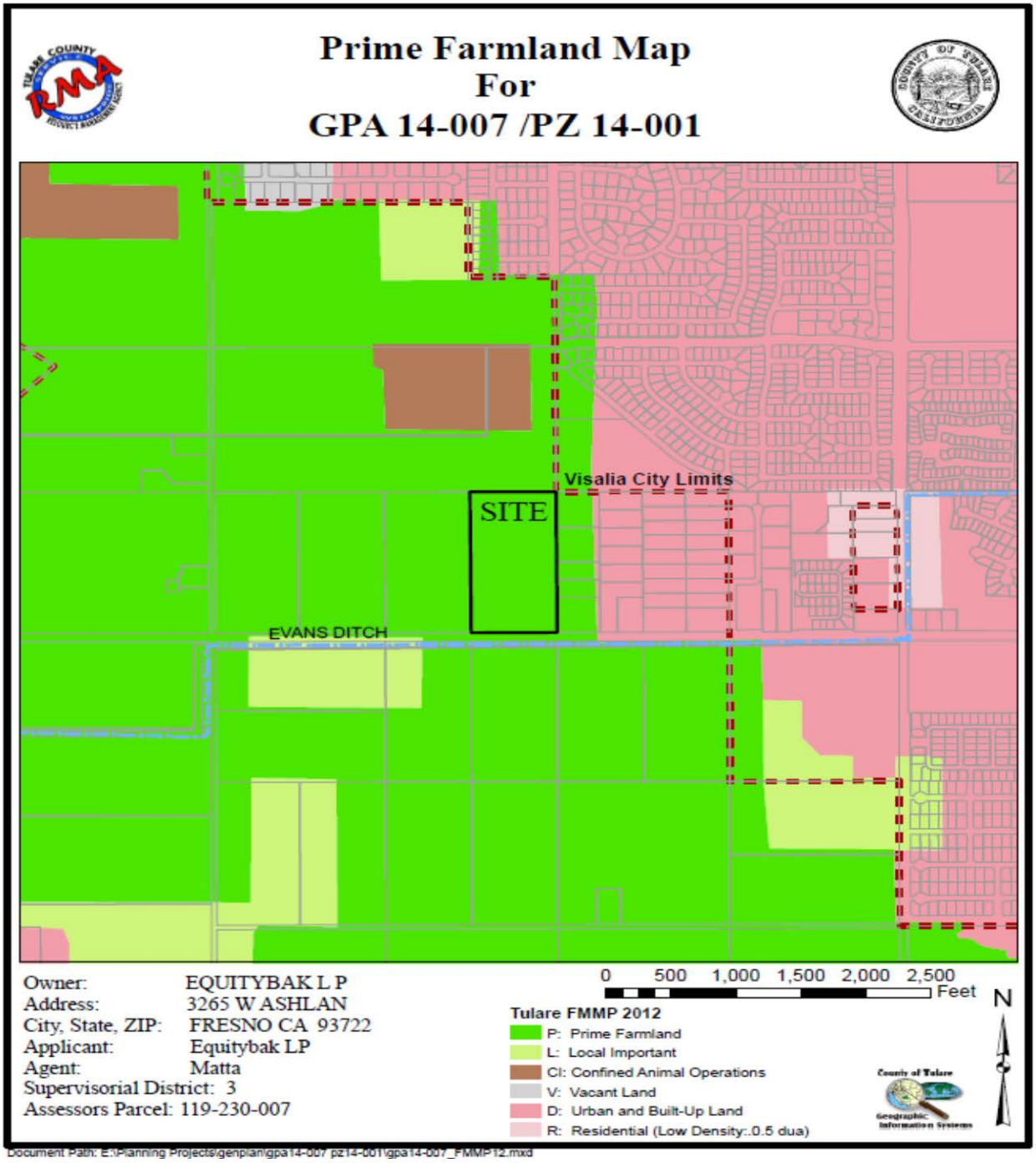
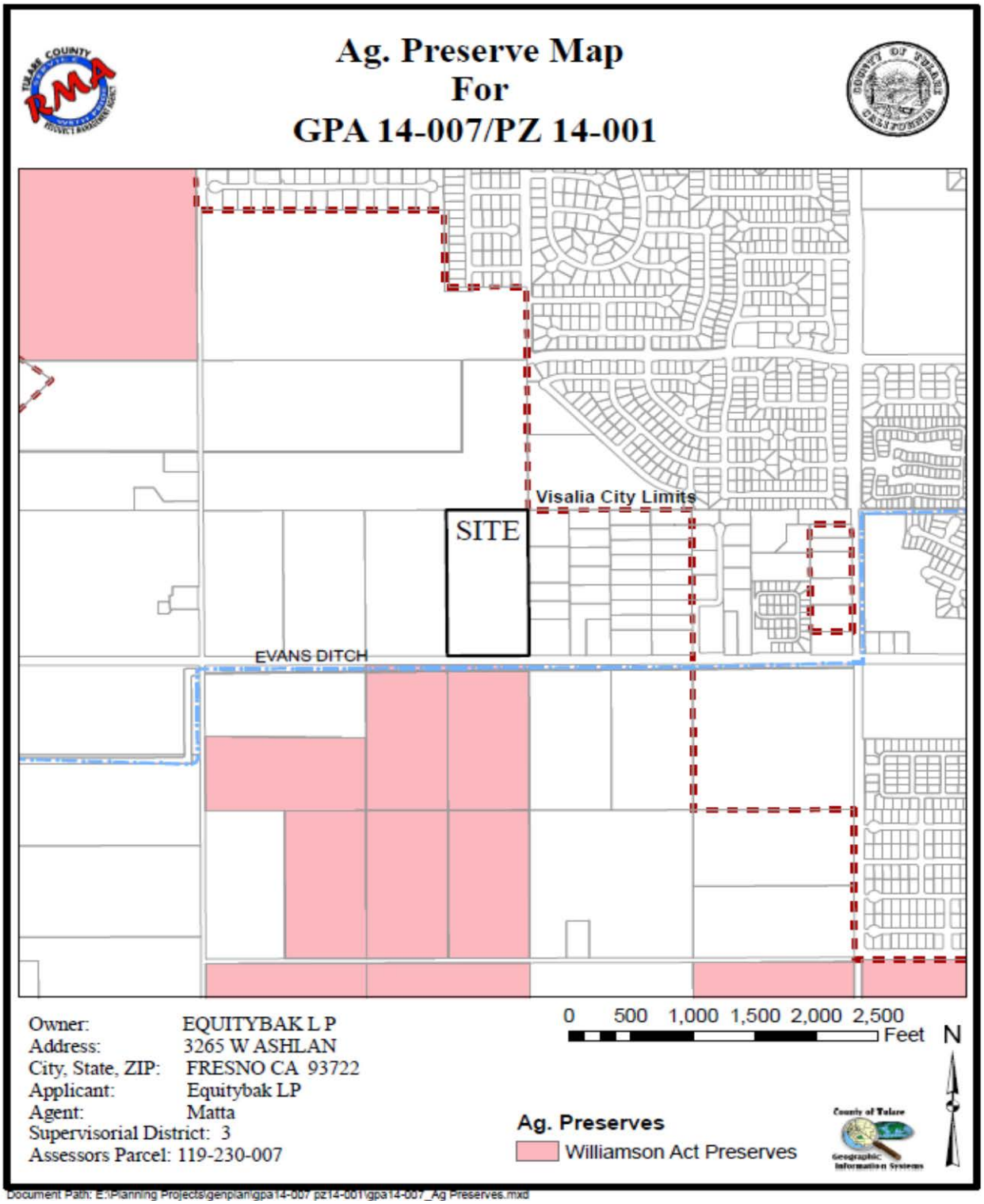


Figure 3.2-2 - Ag. Preserve Map



REGULATORY SETTING

Federal Agencies & Regulations

Federal Farmland Protection Act (FFPA)

"The FPPA is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that to the extent possible federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland… Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a Federal agency or with assistance from a Federal agency."[11]

US Forest Service

"The U.S. Department of Agriculture Forest Service is a Federal agency that manages public lands in national forests and grasslands. The Forest Service is also the largest forestry research organization in the world, and provides technical and financial assistance to state and private forestry agencies. Gifford Pinchot, the first Chief of the Forest Service, summed up the purpose of the Forest Service—"to provide the greatest amount of good for the greatest amount of people in the long run.""[12]

State Agencies & Regulations

California Department of Conservation: Farmland Mapping and Monitoring Program

"The California Department of Conservation (DOC), under the Division of Land Resource Protection, has developed the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. Data is collected at the county level to produce a series of maps identifying eight land use classifications using a minimum mapping unit of 10 acres. The program also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The program maintains an inventory of state agricultural land and updates the "Important Farmland Series Maps" every two years (Department of Conservation, 2000)."[13]

Williamson Act: California Land Conservation Act of 1965

"The California Land Conservation Act (CLCA) of 1965, Sections 51200 et seq. of the California Government Code, commonly referred to as the "Williamson Act", enables local governments to restrict the use of specific parcels of land to agricultural or related open space use. Landowners enter into contracts with participating cities and counties and agree to restrict their land to agriculture or open space use for a minimum of ten years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market (speculative) value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971."[14]

[11] Federal Farmland Protection Act, http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/alphabetical/fppa
[12] US Forest Service Description, http://www.fs.fed.us/aboutus/meetfs.shtml
[13] General Plan Background Report, Page 4-12
[14] Ibid. 4-13

California Department of Forestry and Fire Protection (CAL FIRE)

"CAL FIRE manages eight Demonstration State Forests that provide for commercial timber production, public recreation, and research and demonstration of good forest management practices. CAL FIRE foresters can be found in urban areas working to increase the number of trees planted in our cities, or preventing the spread of disease by identifying and removing infected trees. A Native American burial ground in the path of a logging operation or fire may be verified and saved due to a CAL FIRE archaeologist's review of the area. And, an improved strain of trees, resistant to disease and pests, may be nurtured and introduced by a CAL FIRE forester."[15]

Local Policy & Regulations

City of Visalia General Plan

The subject site is southeast of the City of Visalia's (City) municipal boundary at the northeast corner of the property. The subject property is partially within the City's Urban Growth Boundary or Urban Development Boundary, and entirely within the Sphere of Influence. According to the City's current General Plan, the property is designated "Agriculture."

The applicant brought the Project before the City in January of 2011, at that time the City considered the project premature as the General Plan Update was still in the beginning stages. Furthermore, though tangent to the City limits at the northeast corner, the proposed Project site could not be annexed into the City without including surrounding property owners.

Visalia Municipal Airport

"The General Plan designates approximately 1,760 acres of potentially developable land in the Industrial designation allowing a full range of industrial uses. An additional 130 acres of Light Industrial land, 85 acres of Business Research Park land, and 675 acres of Airport Industrial land are also provided, for a total of about 2,660 acres available for immediate use. (These acreage numbers, and others provided in this element, represent vacant or under-utilized land, with an 80 percent "flex factor" applied to account for landowner preferences.) Virtually all of the land designated for industrial uses is located west of Shirk Road, and most is north of Highway 198. Industrial land located near the Visalia Municipal Airport is designated Airport Industrial and would be subject to additional design and intensity restrictions associated with that facility. Designating ample industrial land across a range of parcel sizes for both near and long term use ensures that Visalia will have the flexibility to meet the needs of future employers."[16]

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[15] California Department of Forestry and Fire Protection, http://www.fire.ca.gov/about/about.php
[16] Visalia General Plan Update October 2014 page 2-59

percent "flex factor" applied to account for landowner preferences.) Virtually all of the land designated for industrial uses is located west of Shirk Road, and most is north of Highway 198. Industrial land located near the Visalia Municipal Airport is designated Airport Industrial and would be subject to additional design and intensity restrictions associated with that facility. Designating ample industrial land across a range of parcel sizes for both near and long term use ensures that Visalia will have the flexibility to meet the needs of future employers."[17]

The proposed Airport Industrial designation and Policy of the City's General Plan and endorsed by the City Council contain various criteria that would be considered in conjunction with the processing of any GPA in the County by the applicants.

Memorandum of Understanding

The Project applicant will work with the City of Visalia and other infrastructure providers to provide services acceptable to the City during construction of the site or when the services become available. The applicant is required to construct infrastructure to City standards as described in the County's General Plan and Memorandum of Understanding (MOU) with the City which includes an appropriate amount of roadway improvements for Caldwell Avenue (Avenue 280) and Roeben Road (Road 96). Section 3.17 Utilities and Service Systems of this Project EIR analyzes the infrastructure services for the Project including sewer, water, drainage, and solid waste services.

Rural Valley Lands Plan (RVLP)

The RVLP was adopted by County of Tulare in 1975. "The RVLP applies to the Central Valley generally below the 600-foot elevation contour line along the foothills of the Sierra Nevada (including Valley Agricultural Extensions as described in Part II-Chapter 3) outside the County's Urban Development Boundaries (UDBs), Hamlet Development Boundaries (HDBs), Urban Area Boundaries (UABs) for cities, and other adopted land use plans which may include urban corridors, planned communities, and the Kings River Plan. Scenic and regional corridor plans may retain the RVLP subject to the policies developed in those plans Part II-Figure 1-1: Rural Valley Lands Plan.

"The RVLP was initiated in order to establish minimum parcel sizes for areas zoned for agriculture and to develop a policy that is fair, logical, legally supportable, and which consistently utilizes resource information to determine the suitability of rural lands for non-agricultural uses. The policies in this chapter will act as a guide to the Planning Commission and Board of Supervisors in determining appropriate minimum parcel sizes and areas where non-agricultural use exceptions in the rural areas of the County may be allowed."

It is important that land to be developed for non-agricultural uses be programmed in a gradual outward extension of present non-agricultural areas such that agricultural lands will not be unnecessarily fragmented and that service costs will be kept at an economic level. Where possible, non-agricultural uses should be directed to less desirable soils where conflicts with

[17] Ibid.

agriculture and impacts on the County's future agricultural productivity can be minimized. In addition, such uses should be directed to areas where groundwater level and soil suitability permit building without substantial public safety hazards or critical environmental disturbances."[18]

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed below.

AG-1.1 Primary Land Use - The County shall maintain agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but also in terms of agriculture's real contribution to the conservation of open space and natural resources.

AG-1.3 Williamson Act - The County should promote the use of the California Land Conservation Act (Williamson Act) on all agricultural lands throughout the County located outside established UDBs. However, this policy carries with it a caveat that support for the Williamson Act as a tax reduction component is premised on continued funding of the State subvention program that offsets the loss of property taxes.

AG-1.4 Williamson Act in UDBs and HDBs - The County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs.

AG-1.6 Conservation Easements - The County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including "Important Farmlands"), as defined in this Element. This program may require payment of an in-lieu fee sufficient to purchase a farmland conservation easement, farmland deed restriction, or other farmland conservation mechanism as a condition of approval for conservation of important agricultural land to non-agricultural use. If available, the ACEP shall be used for replacement lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be a part of a community separator as part of a comprehensive program to establish community separators. The in-lieu fee or other conservation mechanism shall recognize the importance of land value and shall require equivalent mitigation.

AG-1.7 Preservation of Agricultural Lands - The County shall promote the preservation of its agricultural economic base and open space resources through the implementation of resource management programs such as the Williamson Act, Rural Valley Lands Plan, Foothill Growth Management Plan or similar types of strategies and the identification of growth boundaries for all urban areas located in the County.

AG-1.8 Agriculture within Urban Boundaries - The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with

[18] Tulare County General Plan 2030 Update, Part II-Rural Valley Lands Plan, page 1-1

the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.9 Agricultural Preserves Outside Urban Boundaries - The County shall grant approval of individual applications for agricultural preserves located outside a UDB provided that the property involved meets the requirements of the Williamson Act and the regulations of Tulare County.

AG-1.10 Extension of Infrastructure into Agricultural Areas - The County shall oppose extension of urban services, such as sewer lines, water lines, or other urban infrastructure, into areas designated for agriculture use unless necessary to resolve a public health situation. Where necessary to address a public health issue, services should be located in public rights-of-way in order to prevent interference with agricultural operations and to provide ease of access for operation and maintenance. Service capacity and length of lines should be designed to prevent the conversion of agricultural lands into urban/suburban uses.

AG-1.11 Agricultural Buffers - The County shall examine the feasibility of employing agricultural buffers between agricultural and non-agricultural uses, and along the edges of UDBs and HDBs. Considering factors include the type of operation and chemicals used for spraying, building orientation, planting of trees for screening, location of existing and future rights-of-way (roads, railroads, canals, power lines, etc.), and unique site conditions.

LU-2.6 Industrial Development - Other than provided in Policy LU-2.5: Agricultural Support Facilities, the County shall, and the cities should, through their industrial development policies, approve only those agriculturally-oriented or related industries and uses that can demonstrate, whether by location and/or controlled methods of operation, that they will not adversely affect agricultural production or the County's natural resources. These uses should be located inside UDBs, HDBs, PCAs and regional growth corridors unless necessary for the support of agricultural operations or as provided in Policy LU-2.5: Agricultural Support Facilities.

PF-1.2 Location of Urban Development - The County shall ensure that urban development only takes place in the following areas:

1. Within incorporated cities and CACUDBs;
2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.

PF-4.1 CACUABs for Cities - The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns may be given consideration as part of the land use review process. The lands within the UAB are considered to be the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

Although it is the policy of the County that this area will at some time become appropriate for urban development, generally no public purpose is served by permitting intensive development therein. As communities grow and expand, it is logical to assume the UDBs may be correspondingly expanded or established until they coincide with the ultimate UAB. The land lying between the Urban Development Boundary and the Urban Area Boundary will generally have an agricultural land use designation or rural residential land use designation in conformity with Land Use Policy LU 3.8: Rural Residential Interface.

PF-4.14 Compatible Project Design - The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

PF-4.18 Future Land Use Entitlements in a CACUDB - The County may work with an individual city to limit any General Plan amendments to change the land use designations of any parcel or any amendments to the County zoning ordinance to add uses to a current zoning classification or change the zoning district designation of any parcel within a CACUDB except as follows:

1. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), including where the boundary line may increase an outward expansion of the overlap area with a CACUDB area that is not coterminous to the city's Urban Development Boundary/Sphere of Influence (UDB or SOI), or to any General Plan amendment adopting a new County unincorporated UDB, an HDB, or Planned Community. County Corridor development nodes will not be located inside a city's UDB or SOI unless mutually agreed by the City and County.
2. This policy will not apply where the General Plan land use designation or the zoning district classification of a particular parcel is inconsistent with an existing special use permit, or legal non-conforming use.
3. As determined by the RVLP checklist, the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non-agricultural uses), and for which the city cannot or will not annex as per PF-4.24.
4. This policy will not apply where the effect of the amendments to the General Plan land use designation or of the rezoning is to designate or zone the parcel to an agricultural designation or zone except where the effect of the amendment creates a less intensive agricultural designation or zone.
5. This policy will not apply where amendments to the General Plan land use designations or the zoning classifications apply only to that portion of a CACUDB that is overlapped (where exterior UDB's are coterminous) by a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area.

6. This policy will not apply where amendment to the General Plan land use designation or the zoning classification is required to bring the County regulations into compliance with more restrictive State or Federal statutes or regulations.
7. This policy will not apply where amendments to the Zoning Ordinance are part of a comprehensive modernization or restructuring of the processes or procedures set out in the Zoning Ordinance or part of a comprehensive update to the text of the zoning classifications to bring the Zoning Ordinance procedures and text into consistency with the General Plan update. [This comprehensive modernization, restructuring or update would not include any rezonings outside that allowed in this policy. However, revision of processes and procedures and simplification of existing ordinances may occur.]
8. This policy would not apply to a comprehensive update of a CAC General Plan, including rezoning there under, in cooperation with the affected city.
9. This policy would not apply where the County has worked with the city to identify and structure a mutually acceptable alternative General Plan land use designation or zoning classification.

PF-4.19 Future Land Use Entitlements in a CACUAB - As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city's UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city's UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small "stand alone," non-urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.

PF-4.21 Application of the RVLP Checklist to Control Development in a CACUAB - As an exception to the County policies that the Rural Valley Lands Plan is only advisory within CACUABs, the County may work with an individual city to provide that the requirements of the RVLP will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUAB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors.

ED-1.5 Regional Cooperation - The County will work cooperatively with regional economic development activities to expand and improve the economic base of the County.

ED-3.1 Diverse Economic Base - The County shall actively promote the development of a diversified economic base by continuing to promote agriculture, recreation services, and commerce, and by expanding its efforts to encourage industrial development including the development of energy resources.

HS-3.1 Airport Land Use Compatibility Plan The County shall require that development around airports is consistent with the safety policies and land use compatibility guidelines contained in the adopted Tulare County Comprehensive Airport Land Use Plan (CALUP).

- ***Safety Zone 6, Traffic Pattern Zone*** *– The Traffic Pattern Zone is an oval shaped area centered on the extended runway centerline. This zone encompasses all other portions of the regular traffic patterns and pattern entry routes. This area generally has a low likelihood of accident occurrence at most airports, except where high concentrations of people present the potential for severe consequences. Caltrans research indicates that 18 to 29 percent of near runway accidents occur in this zone, but that these numbers are misleading due to the large size of this zone.*

WR-3.3 Adequate Water Availability - The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement.

PFS-1.2 Maintain Existing Levels of Services – The County shall ensure new growth and developments do not create significant adverse impacts on existing County-owned and operated facilities.

PFS-1.3 Impact Mitigation – The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of

available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

PFS-1.4 Standards of Approval – The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities through the life of the project.

RVLP Policy Statement

It is recognized that exceptions to the general policy described above are necessary and desirable. In order to determine in a consistent and logical fashion when such exceptions should apply, the following method shall be used to judge the relative agricultural or non-agricultural suitability of rural valley lands for zoning purposes.

Pursuant to this policy, all lands found to be more suitable for non-agricultural zoning by means of this system may be zoned for urban/suburban types of uses. The application of zoning to implement this policy, however, is discretionary and the County is not compelled to grant such zoning.

County Adopted City General Plans land use plans shall be adopted for incorporated cities within Urban Area Boundaries. The point exception system shall be used in an advisory capacity to evaluate the relative agricultural or non-agricultural suitability of lands located between the Urban Development Boundaries or Urban Area Boundaries for which a general plan amendment is proposed to expand or establish an Urban Development Boundary. The point total shall be considered along with other relevant information when approving or denying a proposed general plan amendment.

Fifteen (15) factors will be used to evaluate a parcel's suitability for non-agricultural zoning. (See Section 1.3: Rural Valley Lands Plan Criteria and Evaluation Matrix for factors, their value categories, definitions, justifications, and weighting criteria.)

RVLP-1.1 Development Intensity - The County shall limit non-agricultural development in the unincorporated portions of the valley area designated for agriculture, outside of established UDBs, UABs, HDBs, and other adopted land use plans which may include urban corridors, planned communities, and the Kings River Plan. The County shall maintain a minimum parcel size large enough to sustain agricultural use.

The County's rules for parcel sizes shall be based on zoning, slope, local agricultural conditions, and the need to ensure the viability of agricultural operations. Residential uses in support of agricultural operations are allowed if appropriate buffers from agricultural uses are provided.

RVLP-1.2 Existing Parcels and Approvals - The County shall consider the re-zoning of existing parcels less than the minimum required by agricultural zoning, if found to not be viable for agricultural purposes as per the RVLP checklist and if such re-zoning would not impinge upon current or future agricultural uses in the area.

RVLP-1.3 Tulare County Agriculture Zones - In order to protect and maintain the agricultural viability of the valley area, the County shall maintain several exclusive agricultural zones, each containing a different minimum parcel size. The County shall apply such zones to lands located outside adopted UDBs and HDBs, where such boundaries have been adopted, generally below and west of the 600-foot elevation contour line as it occurs in Tulare County, except where otherwise designated by the Land Use Element of the Tulare County General Plan (Part II-Figure 1-1). The County recognizes that there may be unique circumstances under which parcels as small as ten (10) acres in size may be agricultural in nature. The County further recognizes that twenty (20) acre, forty (40) acre, and eighty (80) acre minimum parcel sizes are necessary to maintain and protect the agricultural viability of significant portions of the County. A determination as to the most appropriate minimum parcel size for a particular area shall be made on the basis of factors relevant to the protection and maintenance of existing and/or potential agricultural uses of land including, but not limited to, factors such as existing land use patterns, land capability ratings for agriculture, and the occurrence of agricultural preserves. Nothing herein is intended to prevent the application of exclusive agricultural zones developed pursuant to this policy to lands located outside the above described area.

RVLP-1.4 Determination of Agriculture Land - The County shall not allow re-zoning of parcels that accumulate 17 or more points according to the RVLP Development Criteria (contained in Section 1.3 of this chapter). If the number of points accumulated is 11 or less, the parcel may be considered for non-agricultural zoning. A parcel receiving 12 to 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission *(Part II) Page 1-4 August 2012 Area Plan Policies* and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system.

RVLP-1.5 Non-Conforming Uses - Irrespective of other policies or designations contained in the various elements of the Tulare County General Plan, zoning necessary to make a use conforming, which legally existed in the A-1 (Agricultural) Zone before January 11, 1973, is deemed to be consistent with the General Plan for purposes of Section 65860 of the Government Code. This opportunity will expire five years from the adoption date of this General Plan.

RVLP-1.6 Checklist - The RVLP checklist shall also be applicable to re-zoning applications which change the zoning classification from one agricultural zone to another agricultural zone and which have the effect of reducing the minimum parcel size in the following manner:

1. Less than ten (10) acres in the case of prime agricultural land, or

2. Less than forty (40) acres in the case of land which is not prime agricultural land.

The RVLP checklist is not required for existing parcels which do not meet the minimum parcel size as set forth in (1) and (2) above prior to the adoption of this policy.

Purpose and Analysis Methods

The proposed Project includes a General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001). GPA 14-007, which will amend the Tulare County Land Use Element of the General Plan to change the land use designation on a 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial." PZ 14-001, is a request to change from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The project is being proposed by Equitybak, L.P (Derrel's Mini Storage) applicant for a zone change to allow, as noted in the zoning code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[19]

Projects involving changes in land use sometimes convert agricultural lands to nonagricultural uses. Conserving productive agricultural land requires a project-specific evaluation of the direct and indirect effects, as well as the cumulative effects of the agricultural land conversion. In order to analyze the proposed Project's potential impact to agricultural lands, this Chapter utilized factors identified in the Tulare County General Plan 2030 Update (TCGP), and the California Department of Conservation's Farmland Monitoring and Mapping Program.

Tulare County, as a Lead Agency, typically bases a determination of agricultural resources significance on the thresholds established by the California Environmental Quality Act (CEQA) Guidelines. The Environmental Checklist Form of the CEQA Guidelines contains a list of impacts that may be deemed potentially significant. The Lead Agency should address questions from this checklist that are relevant to a project's environmental effects. The following significance thresholds are contained in Appendix G of the CEQA Guidelines.

IMPACT EVALUATION

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

[19] Tulare County Zoning Ordinance, page 13

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural uses?

Project Impact Analysis: ***Less Than Significant Impact***

Pursuant to CEQA Statute §21060.1, "Agricultural land" means Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria.

The Property site is currently designated "Agriculture" within the County's Urban Area Boundary. In addition, the zoning of the subject property is AE-20 (Exclusive Agriculture: 20-Acre Minimum). The property is not within an Agricultural Preserve and is not subject to a Williamson Act Contract.

The 19.33-acre proposed Project site is currently vacant. However, the site was previously planted in row crops, specifically, silage corn. Although the proposed Project is surrounded by agricultural uses to the north, south, and west, the site lacks irrigation water, which historically have resulted in sub-optimal/economically unproductive dry-farming. As such, the proposed Project would assist the State in meeting renewable portfolio standards on property that is not currently being put to the highest and best use.

A Rural Valley Lands Plan (RVLP) analysis typically is completed when a property is located in an area outside of an UAB to determine the site's suitability under the General Plan for nonagricultural land uses and zones. Also, pursuant to the Memorandum of Understanding approved by the County in November of 2013 (see Appendix "F", MOU), an RVLP analysis is required when a General Plan Amendment or Zone Change is proposed within a City's UAB, which may be allowed to proceed if deemed appropriate under the requirements of the RVLP.

However, the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Therefore, consideration of the project and other factors, including the economic benefits of the project, are required prior to rendering a decision on the project.

The RVLP establishes minimum parcel sizes for agriculture zones outside of the urban boundaries, in order to develop a policy that is fair, logical, legally supportable, and consistent in the utilization of resource information for determining the suitability of rural lands for nonagricultural uses. A point evaluation system, which places a point value on 15 factors, is used to determine a site's suitability for nonagricultural zoning. After all the factors have been applied, the number of points the parcel has accumulated are totaled. Outside of an UAB if the number of points accumulated is 17 or more, then the parcel shall remain agriculturally zoned. If the number of points accumulated is 11 or less, the parcel may be considered for non-agricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which consideration of the project and

other factors are required. In such instances, the Planning Commission and Board of Supervisors may make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by the RVLP process.

Fifteen (15) factors will be used to evaluate a parcel's suitability for non-agricultural zoning. (See Section 1.3: Rural Valley Lands Plan Criteria and Evaluation Matrix for factors, their value categories, definitions, justifications, and weighting criteria.)

The following is a summary of the evaluation for non-agricultural zoning:

- In employing this method, a parcel of land is "surveyed". The two "Restricted to Agriculture" factors are applied initially. If "Restricted to Agriculture" criteria is met for either of these factors, the parcel is to remain agriculturally zoned and no further point ratings need to be applied. If none of the "Restricted to Agriculture" criteria are met, the factors from the point value categories are applied. If a factor meets the "Highest Relative Suitability" criteria, it is assigned the number of points listed for that category. If a factor meets the "Lowest Relative Suitability" criteria, it receives no points."

- The Land Capability Classification System is used by the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) to determine a soil's agricultural productivity. The Land Capability Classification indicates the suitability of soils for most kinds of field crops. Crops that require special management are excluded. The soils are grouped according to their limitations for field crops, the risk of damage if they are used for crops and the way they respond to management. Soils are rated from Class I to Class VIII, with soils having the fewest limitations receiving the highest rating (Class I). The "prime" soil classification indicates the absence of soil limitations, which if present, would require the application of management techniques (e.g., drainage, leeching, special fertilizing practices) to enhance production.

- The Soil Conservation Service has rated the agricultural capability of the on-site soil types (Akers-Akers and Tagus Loam) as Class I if irrigated and Class IVc if not irrigated. The historical use of the land and adjacent parcels to the west are for agricultural row crops, per aerial photographs. However, the subject site does not have any rights to surface water and does not have a well. The current site would require the construction of a new well or obtaining water rights to continue agricultural operations, which may be cost prohibitive. The project applicant intends to obtain water from CAL Water, which serves the city of Visalia.

- Parcel sizes in the surrounding ¼ mile buffer area around the Project site, approximately 15.6% of the parcels are less than five acres in size, as calculated by parcel sizes on County Assessor Maps. This is less than the weighting criteria of 35% and adjacent to urban use on one side, which is intended to discourage nonagricultural land uses.

- The northern edge of the subject property is approximately 680 feet away from the animal pens of an existing dairy. The dairy could be considered inharmonious to nonagricultural uses. Commercial or industrial uses are not as sensitive as residential uses pertaining to an inharmonious use; therefore, the proposed project as a commercial mini storage within ¼ mile of the grandfathered dairy. It should be noted that the existing dairy is a grandfathered use and is within the City of Visalia's Sphere of Influence (SOI) in an area that is intended for urban development and not agricultural uses. As a parcel within the SOI of the city, it is intended and expected that the grandfathered dairy will eventually close and the lot will be developed for urban uses. Furthermore, the dairy is not an appropriate or permitted use within the cities SOI and/or within one mile of existing urban development boundary according to the County's adopted General Plan.

- The proposed project is located within the traffic patterns of the Visalia Airport. The site is located within Zone 6 (please see a description of Safety Zone 6 above) According to table 3-1 of the CALUP, mini storage commercial facilities are a compatible use within Zone 6 subject to the following indoor noise requirements: "In areas where aircraft noise is expected to exceed 60dB CNEL; inhabited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less. Non-residential structures such as offices, restaurants and retail stores must meet an interior noise level of 50 dB CNEL or less."

- The Project site is not within an Agricultural Preserves. Properties south of Caldwell Avenue from the subject site are within Agricultural Preserves. However, the 38 acres within the ¼ mile buffer area represent 16% of the total area, which is less than the 35% threshold.

- The subject site has no known historic or archaeological importance and has been actively cultivated for agriculture. No endangered species are on or near the site, per the California Natural Diversity Database and a biotic evaluation prepared by consultants Live Oak Associates, Inc (see Appendix "B" of this DEIR).

Under the RVLP evaluation system, the subject site received 14 points (see Appendix "G", Parcel Evaluation Checklist, of this DEIR), indicating the site is within the gray area and therefore other factors should be considered. These factors may include, but are not limited to, economic benefits of the project and voluntary agricultural protection.

The applicant intends to voluntarily create an agricultural easement at a ratio of 1 acre of developed property for 1 acre of conserved agricultural land (a 1:1 ratio). This amount of 1:1 will be represented by 19.33 acres within the Urban Area Boundary (UAB), or like site within the County. Any replacement acreage will be to the satisfaction of the Planning Director of Tulare County. This land will stay in active agriculture until the land is prepared for development, as indicated by an application being made to the County for development of a project on like property. At that time, the applicant will purchase an agricultural land

conservation easement, of like agricultural land within the County, on the entire 19.33 acres to be maintained and kept in agriculture in perpetuity.

The "ultimate" agricultural easement shall be placed on other suitable and agriculturally compatible property, of the same soil types and arability, within Tulare County; at a replacement ratio of 1:1, and to be established as an agricultural easement in perpetuity. As such, ***Less Than Significant Impact*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the entire State of California. This cumulative analysis is based on the Statewide FMMP map provided by the California Department of Conservation.

The Project site is categorized as Prime Farmland by the California State Department of Conservation; however, the Project includes a proposed General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001). GPA 14-007, which will amend the Tulare County Land Use Element of the General Plan to change the land use designation on a 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial." PZ 14-001, is a request to change from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The proposed zone change would allow, as noted in the zoning code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[20] In addition, the applicant intends to purchase as a design feature, an agricultural easement at a ratio of 1 acre of developed property for 1 acre of conserved agricultural land (a 1:1 ratio). Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted above, the Project will have a ***Less Than Significant Impact*** to this Checklist Item as a result of the proposed Project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Project Impact Analysis: ***Less Than Significant Impact***

The requested General Plan Amendment and Zone Change are site specific and do not apply to any properties other than the 19.3 acre Project site.

The Project site is zoned AE-20 (Exclusive Agricultural – 20 acre minimum). The proposed Project includes a proposed General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001). GPA 14-007, which will amend the Tulare County Land Use Element of the General Plan to change the land use designation on a 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial." PZ 14-001 is a request to change

[20] Tulare County Zoning Ordinance, page 13

from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The proposed zone change would allow, as noted in the zoning code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[21]

The California Land Conservation Act, also known as the Williamson Act, is a voluntary program that allows agricultural property owners to have their property assessed on the basis of its agricultural production rather than at the current market value.

The Project site does not have a Williamson Act contract. There are parcels with agricultural uses (and Williamson Act contracts) south of the Project site. In addition, there are large lot residential use east of the Project site. As such, Project-specific impacts to this Checklist Item will be ***Less Than Significant***.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the entire State of California. This cumulative analysis is based on provisions of the California Land Conservation Act of 1965 (Williamson Act) and on Tulare County allowed uses in agricultural zones.

It is not anticipated that the proposed Project will cause the conversion or cancellation of existing contracts. Therefore, ***Less Than Significant Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** to this Checklist Item will occur.

c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code § 12220(q), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

Project Impact Analysis: ***Less Than Significant Impact***

The requested General Plan Amendment and Zone Change are site specific and do not apply to any properties other than the 19.3 acre Project site.

The Project site and surrounding areas contain no lands zoned or identified as forest land or timberland. The site is currently zoned as AE-20 (Exclusive Agricultural Zone–20 Acre Minimum). Although the proposed Project includes a request to change the zoning designation to C-3 (Service Commercial Zone), the proposed zone change would not result in the rezoning of designated forestland. As such, ***No Project-specific Impacts*** to this Checklist Item will occur.

[21] Tulare County Zoning Ordinance, page 13

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project is not located within a forestland zone or would require the change of a forestland zone. As such ***No Cumulative Impacts*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** to this Checklist Item will occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Project Impact Analysis: ***Less Than Significant Impact***

As noted earlier, the proposed Project is not located within a forest land zone or would require the change of a forest land zone. As such, ***No Project-specific Impacts*** to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project is not located within a forest land zone or would require the change of a forest land zone. As such, ***No Cumulative Impacts*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required,\.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** to this Checklist Item will occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of agricultural use or conversion of forest land to non-forest use?

Project Impact Analysis: ***Less Than Significant Impact***

The proposed Project spans approximately 19.33 acres of agricultural land to accommodate the construction of Derrel's Mini Storage. Land on the proposed Project site is identified as Prime Farmland by the FMMP. The proposed Project is not located within forest land.

The land in the immediate vicinity of the proposed Project includes cultivated and uncultivated farmlands. Urban residences and buildings are located near the eastern area of the Project Site. The City of Visalia is located adjacent to the site on the northeast corner.

The proposed Project would not include activities that could restrict or impair agricultural production or otherwise impact the uses that exist on adjacent land because no other changes are anticipated to the existing environment as a result of activities proposed in the Project area. As discussed under impact discussion 3.2 (a) above, the proposed Project would not result in the conversion of farmland to non-farmland uses on adjacent properties. As a result, this impact will be ***Less Than Significant*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted above, the proposed Project is not located within a forest land zone or will require the change of a forest land zone. As such, ***No Cumulative Impacts*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** to this Checklist Item will occur.

DEFINITIONS/ACRONYMS

DEFINITIONS

"The California Department of Conservation, Division of Land Resource Protection, maintains the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. The map series identifies eight classifications (discussed below) and uses a minimum mapping unit size of 10 acres. The program also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The program maintains an inventory of state agricultural land and updates its "Important Farmland Series Maps" every two years. Although the program monitors a wide variety of farmland types (more fully described below), Important Farmland consists of lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland."[22]

Prime Farmland (P) - "Prime Farmland is farmland with the best combination of physical and chemical features to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date."[23]

Farmland of Statewide Importance (S) - "Farmland of Statewide Importance is similar to Prime Farmland but has minor shortcomings, such as greater slopes or a lesser ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date."[24]

Unique Farmland (U) - "Unique Farmland has lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date."[25]

Farmland of Local Importance (L) - "Farmland of Local Importance is land important to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee."[26]

Grazing Land (G) - "Grazing Land is land on which the vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres."[27]

[22] General Plan Update RDEIR, page 3.10-4
[23] Ibid.
[24] Op. Cit.
[25] Op. Cit.
[26] Op. Cit.
[27] Op. Cit.

Urban and Built-Up Land (D) - "Urban and Built-Up Land is land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes."[28]

Other Land (X) - "Other Land is land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land."[29]

Water (W) - "Water is defined as perennial water bodies with an extent of at least 40 acres. While the number of agricultural lands classified as Important Farmlands (i.e., Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) have been decreasing over the past several years, the total acreage for all categories of farmland (including grazing land) remained relatively stable between the years 1998 and 2006 (see Table 3.10-4). The locations of these farmland types are identified in Figure 3.10-1. The farmlands are concentrated in the Rural Valley/Foothill Planning areas. No important farmlands are located in the Mountain Area."[30]

ACRONYMS

CLCA California Land Conservation Act (Williamson Act)
FFPA Federal Farmland Protection Act
FMMP Farmland Mapping and Monitoring Program

[28] Op. Cit. 3.10-4 and 3.10-5
[29] Op. Cit. 3.10-5
[30] Op. Cit.

REFERENCES

California Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program California Farmland Conversion Report 2008-2010. Table A-44, which can be accessed in August, 2014 at: http://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2008-2010/fcr/FCR%200810%20complete.pdf.

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Tulare County Farm Bureau, "Agricultural Facts," accessed in January, 2015 at: http://www.tulcofb.org/index.php?page=agfacts.

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Tulare County General Plan 2030 Update, Background Report

Tulare County 2030 General Plan Update RDEIR

Tulare County Resource Management Agency, Tulare County Subvention Report for Fiscal Year 2012-2013

US Forest Service Description, accessed in January, 2015 at: http://www.fs.fed.us/aboutus/meetfs.shtml.

CEQA Guidelines, Section 15126.2 (a)

Air Quality
Chapter 3.3

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** to Air Quality. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Air Quality. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Air Quality in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed

[1] 2013 CEQA Guidelines, Section 15126.2 (a)

Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The thresholds of significance for this section are established by the CEQA Checklist Item questions. The following are potential thresholds for significance.

- Result in an exceedence of criteria pollutants as established in the 1990 Clean Air Act amendments.
- Result in an exceedence of San Joaquin Valley Unified Air Pollution Control District criteria pollutant threshold.
- Result in nuisance odors.
- Result in emissions of toxic air contaminants (TAC).
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

ENVIRONMENTAL SETTING

"Tulare County falls within the southern portion of the San Joaquin Valley Air Basin (SJVAB), which is bordered on the east by the Sierra Nevada range, on the west by the Coast Ranges, and on the south by the Tehachapi Mountains. These features restrict air movement through and out of the SJVAB.

The topography of Tulare County significantly varies in elevation from its eastern to western borders, which results in large climatic variations that ultimately affect air quality. The western portion of the County is within the low-lying areas of the SJVAB. This portion of the County is much dryer in comparison to the eastern portion that is located on the slopes of the Sierra Nevada Mountains. The higher elevation contributes to both increased precipitation and a cooler climate.

Wind direction and velocity in the eastern section varies significantly from the western portion of the County. The western side receives northwesterly winds. The eastern side of the County exhibits more variable wind patterns, but the wind direction is typically up-slope during the day and down-slope in the evening. Generally, the wind direction in the eastern portion of the County is westerly; however terrain differences can create moderate directional changes.

Generally, the temperature of air decreases with height, creating a gradient from warmer air near the ground to cooler air at elevation. This gradient of cooler air over warm air is known as the environmental lapse rate. Inversions occur when warm air sits over cooler air, trapping the cooler air near the ground. These inversions trap pollutants from dispersing vertically and the mountains surrounding the San Joaquin Valley trap the pollutants from dispersing horizontally. Strong temperature inversions occur throughout the Basin in the summer, fall, and winter. Daytime temperature inversions occur at elevations of 2,000 to 2,500 feet above the San Joaquin Valley floor during the summer and at 500 to 1,000 feet during the winter. The result is a relatively high concentration of air pollution in the valley during inversion episodes. These inversions cause haziness, which in addition to moisture may include

suspended dust, a variety of chemical aerosols emitted from vehicles, particulates from wood stoves, and other pollutants. In the winter, these conditions can lead to carbon monoxide "hotspots" along heavily traveled roads and at busy intersections. During summer's longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions and energy for the photochemical reaction between reactive organic gases (ROG) and oxides of nitrogen (NOx), which results in the formation of ozone."[2]

Local Air Quality

The proposed Project is located in the San Joaquin Valley Air Basin (SJVAB), a continuous inter-mountain air basin. The Sierra Nevada Range forms the eastern boundary; the Coast Range forms the western boundary; and the Tehachapi Mountains form the southern boundary. These topographic features restrict air movement through and beyond the SJVAB. The SJVAB is comprised of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties and the valley portion of Kern County; it is approximately 25,000 square miles in area. Tulare County lies within the southern portion of the SJVAB. The SJVAB is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District).

Topography and climate are unusually favorable for the development of air pollution, especially in the southern portion of the air basin where pollutants build up against the Tehachapi Mountains. Due to the air basin's light wind patterns, long periods of warm and sunny days, and surrounding mountains, air quality problems can occur at any time of the year.

The nearest State of California Air Resources air monitoring station is located in Visalia (at 310 N. Church Street), approximately 4.5 miles northeast of the Project site which monitors for ozone, PM-10, and PM-2.5.[3]

Attainment Status

"The EPA and the ARB designate air basins where ambient air quality standards are exceeded as:

"nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or "form" of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM2.5 standard is met if the 3-year average of the annual average PM2.5 concentration is less than or equal to the standard.[4]"

The current attainment designations for the San Joaquin Valley Air Basin (Air Basin) are shown in **Table 3.3-1**.

[2] Tulare County 2030 General Plan RDEIR, page 3.3-9
[3] San Joaquin Valley Air Pollution Control District Annual Air Monitoring Network Plan, Table 5, page 13June 25, 2013 accessed on January 13, 2015 at: http://www.valleyair.org/aqinfo/Docs/2013/AnnualAirMonitoringNetworkPlanandAppendicesAthroughH.pdf
[4] San Joaquin Valley Unified Air Pollution Control District website at: http://www.valleyair.org/aqinfo/attainment.htm

Table 3.3-1
San Joaquin Valley Attainment Status

Pollutant	Designation	
	Federal Standards	State Standards
Ozone—1-hour	No Federal Standard	Nonattainment/Severe
Ozone—8-hour	Nonattainment/Extreme	Nonattainment
PM10	Attainment	Nonattainment
PM2.5	Nonattainment	Nonattainment
Carbon monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen dioxide	Attainment/Unclassified	Attainment
Sulfur dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility-reducing particles	No Federal Standard	Unclassified
Vinyl chloride	No Federal Standard	Attainment

REGULATORY SETTING

Federal Agencies & Regulations

Clean Air Act

"The Federal Clean Air Act (CAA), adopted in 1970 and amended twice thereafter (including the 1990 amendments), establishes the framework for modern air pollution control. The act directs the Environmental Protection Agency (EPA) to establish ambient air standards, the National Ambient Air Quality Standards (NAAQS)… for six pollutants: ozone, carbon monoxide, lead, nitrogen dioxide, particulate matter (less than 10 microns in diameter [PM10] and less than 2.5 microns in diameter [PM2.5]), and sulfur dioxide. The standards are divided into primary and secondary standards; the former are set to protect human health with an adequate margin of safety and the latter to protect environmental values, such as plant and animal life.

Areas that do not meet the ambient air quality standards are called "non-attainment areas". The Federal CAA requires each state to submit a State Implementation Plan (SIP) for non-attainment areas. The SIP, which is reviewed and approved by the EPA, must demonstrate how the federal standards will be achieved. Failing to submit a plan or secure approval could lead to the denial of federal funding and permits for such improvements as highway construction and sewage treatment plants. For cases in which the SIP is submitted by the State but fails to demonstrate achievement of the standards, the EPA is directed to prepare a federal implementation plan or EPA can "bump up" the air basin in question to a classification with a later attainment date that allows time for additional reductions needed to demonstrate attainment, as is the case for the San Joaquin Valley.

SIPs are not single documents. They are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations and federal controls. The California SIP relies on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations and limits on emissions from consumer products. California State law makes the California Air Resources Board (CARB) the lead agency for all purposes related to the SIP. Local Air Districts and other agencies, such as the Bureau of Automotive Repair and the Department of Pesticide Regulation, prepare SIP elements and submit them to CARB for review and approval. The CARB forwards SIP revisions to the EPA for approval and publication in the Federal Register."[5]

Tables 3.3-2 and **3.3-3** summarize air quality standards and air pollutant sources, effects and control.

State Agencies & Regulations

California Clean Air Act

"The California CAA of 1988 establishes an air quality management process that generally parallels the federal process. The California CAA, however, focuses on attainment of the State ambient air quality standards.., which, for certain pollutants and averaging periods are more stringent than the comparable federal standards. Responsibility for meeting California's standards is addressed by the CARB and local air pollution control districts (such as the eight county AIR DISTRICT, which administers air quality regulations for Tulare County). Compliance strategies are presented in district-level air quality attainment plans.

The California CAA requires that Air Districts prepare an air quality attainment plan if the district violates State air quality standards for criteria pollutants including carbon monoxide, sulfur dioxide, nitrogen dioxide, PM2.5, or ozone. Locally prepared attainment plans are not required for areas that violate the State PM10 standards. The California CAA requires that the State air quality standards be met as expeditiously as practicable but does not set precise attainment deadlines. Instead, the act established increasingly stringent requirements for areas that will require more time to achieve the standards.

The air quality attainment plan requirements established by the California CAA are based on the severity of air pollution caused by locally generated emissions. Upwind air pollution control districts are required to establish and implement emission control programs commensurate with the extent of pollutant transport to downwind districts."[6]

[5] Tulare County 2030 General Plan RDEIR, pages 3.3-1 to 3.3-2
[6] Tulare County 2030 General Plan RDEIR, pages 3.3-1

Table 3.3-2 Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards**		**National Standards**		
		Concentration	**Method**	**Primary**	**Secondary**	**Method**
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		-		
Fine Particulate Matter (PM2.5)	24 Hou	-	-	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15.0 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	-	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 µg/m³(10 mg/m³)	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		-	-	
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	Same as Primary Standard	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)		
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	-	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas)	-	
Lead	30 Day Average	1.5 µg/m³	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m³ (for certain areas)	Same as Primary Standard	
	Rolling 3-Month Average	-		0.15 µg/m³		
Visibility Reducing Particles	8 Hour	ARB converted visibility standards to instrumental equivalents in 1989	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: California Air Resources Board website accessed on January 13, 2015 at: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf

Table 3.3-3 Air Pollutant Sources, Effects and Control

Pollutant	Sources	Effects	Prevention and Control
Ozone (O_3)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.	Breathing Difficulties, Lung Tissue Damage, Damage to Rubber and Some Plastics	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide emissions through emissions standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations and consumer products. Limit ROG and NOx emissions from industrial sources such as power plants and refineries. Conserve energy.
Respirable Particulate Matter (PM10)	Road Dust, Windblown Dust (Agriculture) and Construction (Fireplaces) Also formed from other pollutants (acid rain, NOx, SOx, organics). Incomplete combustion of any fuel.	Increased Respiratory Disease, Lung Damage, Cancer, Premature Death, Reduced Visibility, Surface Soiling	Control Dust Sources, Industrial Particulate Emissions, Wood Burning Stoves and Fireplaces Reduce secondary pollutants which react to form PM10. Conserve energy.
Fine Particulate Matter (PM2.5)	Fuel Combustion in Motor Vehicles, Equipment and Industrial Sources, Residential and Agricultural Burning. Also formed from reaction of other pollutants (acid rain, NOx, SOx, organics).	Increases Respiratory Disease, Lung Damage, Cancer, Premature Death, Reduced Visibility, Surface Soiling	Reduces Combustion Emissions from Motor Vehicles, Equipment, Industries and Agriculture and Residential Burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Carbon Monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Chest Pain in Heart Patients, Headaches, Reduced Mental Alertness	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen Dioxide (NO_2)	See Carbon Monoxide	Lung Irritation and Damage. Reacts in the atmosphere to form ozone and acid rain	Controls motor vehicle and industrial combustion emissions. Conserve energy.
Lead	Metal Smelters, Resource Recovery, Leaded Gasoline, Deterioration of Lead Paint	Learning Disabilities, Brain and Kidney Damage	Control metal smelters, no lead in gasoline. Replace leaded paint with non-lead substitutes.
Sulfur Dioxide (SO_2)	Coal or Oil Burning Power Plants and Industries, Refineries, Diesel Engines	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduces the use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Visibility Reducing Particles	See PM2.5	Reduces visibility (e.g., obscures mountains and other scenery), reduced airport safety, lower real estate value, discourages tourism.	See PM2.5
Sulfates	Produced by the reaction in the air of SO2 (see SO2 sources), a component of acid rain.	Breathing Difficulties, Aggravates Asthma, Reduced Visibility	See SO2
Hydrogen Sulfide	Geothermal Power Plants, Petroleum Production and Refining, Sewer Gas	Nuisance Odor (Rotten Egg Smell), Headache and Breathing Difficulties (Higher Concentrations)	Control emissions from geothermal power plants, petroleum production and refining, sewers, sewage treatment plants.

Source: California Air Resources Board website accessed on January 13, 2015 at: http://www.arb.ca.gov/research/health/fs/fs2/fs2.htm

California Air Resources Board

"The CARB is responsible for establishing and reviewing the State ambient air quality standards, compiling the California State Implementation Plan (SIP) and securing approval of that plan from the U.S. EPA. As noted previously, federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop SIPs. SIPs are comprehensive plans that describe how an area will attain NAAQS. The 1990 amendments to the Federal CAA set deadlines for attainment based on the severity of an area's air pollution problem. State law makes CARB the lead agency for all purposes related to the SIP. The California SIP is periodically modified by the CARB to reflect the latest emission inventories, planning documents, and rules and regulations of various air basins. The CARB produces a major part of the SIP for pollution sources that are statewide in scope; however, it relies on the local Air Districts to provide emissions inventory data and additional strategies for sources under their jurisdiction. The SIP consists of the emission standards for vehicular sources and consumer products set by the CARB, and attainment plans adopted by the local air agencies as approved by CARB. The EPA reviews the air quality SIPs to verify conformity with CAA mandates and to ensure that they will achieve air quality goals when implemented. If EPA determines that a SIP is inadequate, it may prepare a Federal Implementation Plan for the nonattainment area, and may impose additional control measures.

In addition to preparation of the SIP, the CARB also regulates mobile emission sources in California, such as construction equipment, trucks, automobiles, and oversees the activities of air quality management districts and air pollution control districts, which are organized at the county or regional level. The local or regional Air Districts are primarily responsible for regulating stationary emission sources at industrial and commercial facilities within their jurisdiction and for preparing the air quality plans that are required under the Federal CAA and California CAA."[7]

Local Policy & Regulations

San Joaquin Valley Air Pollution Control District

"The San Joaquin Valley Air Pollution Control District (Air District) is made up of eight counties in California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the San Joaquin Valley Air Basin portion of Kern.

The Air District is primarily responsible for regulating stationary source emissions within Tulare County and preparing the air quality plans (or portions thereof) for its jurisdiction. Air District's primary approach of implementing local air quality plans occurs through the adoption of specific rules and regulations. Stationary sources within the jurisdiction are regulated by the Air District's permit authority over such sources and through its review and planning activities. For example, the Air District adopted its Regulation VIII-(Fugitive PM^{10} Prohibitions), on October 21, 1993 and amended it on several occasions since then. This Regulation consists of a series of emission reduction rules intended to implement the PM10 Maintenance Plan. The PM10 Maintenance Plan emphasizes reducing fugitive dust as a means of achieving attainment of the federal standards for PM10. Regulation VIII specifically addresses the following activities:

[7] Ibid. 3.3-6 to 3.3-7

- construction, demolition, excavation, extraction;
- handling and storage of bulk materials;
- landfill disposal sites;
- paved and unpaved roads; and
- vehicle and/or equipment parking, shipping and receiving, transfer, fueling, and service areas.

The Air District has limited authority to regulate transportation sources and indirect sources that attract motor vehicle trips.

- Rule 9510 (Indirect Source Review) requires developers to mitigate project emissions through 1) on-site design features that reduce trips and vehicle miles traveled, 2) controls on other emission sources, and 3) with reductions obtained through the payment of a mitigation fee used to fund off-site air quality mitigation projects. Rule 9510 requires construction related NOx emission reductions of 20 percent and PM10 reductions of 45 percent. Rule 9510 requires a 33 percent reduction in operational NOx emissions and a 50 percent reduction in PM10. The reductions are calculated by comparing the unmitigated baseline emissions and mitigated emissions from the first year of project operation. The Air District recommends using the [CalEEMOD] model to quantify project emissions and emission reductions. Rule 9510 was adopted to reduce the impacts of development on Air District's attainment plans.

Other Air District Rules and Regulations that affect development in Tulare County include, but are not limited to:

- Rule 2201 (New and Modified Stationary Source Review): This rule requires new and modified stationary emission sources to implement best available control technology and to offset emissions exceeding thresholds contained in the rule. The rule implements the federal Title V permitting program for the San Joaquin Valley Air Basin.
- Rule 4101 (Visible Emissions): The purpose of this rule is to prohibit the emissions of visible air contaminants to the atmosphere. The provisions of this rule shall apply to any source operation which emits or may emit air contaminants.
- Rule 4102 (Nuisance): The purpose of this rule is to protect the health and safety of the public, and applies to any source operation that emits or may emit air contaminants or other materials.
- Rule 4601 (Architectural Coatings): The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling.
- Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations): The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641.

The District has published a Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) (Air District, page 1, 2002), an advisory document that provides lead agencies, consultants, and project applicants with uniform procedures for addressing air quality in environmental documents. A major part of the GAMAQI includes a discussion of air quality control measures that are recommended for use in mitigating construction and operation-related impacts. The District has also published Air Quality Guidelines for General Plans (Air District, page 1, 2005), which provides guidance to local officials and staff on developing and implementing local policies and programs to be included in local jurisdictions' general plans."[8]

The San Joaquin Valley Air Pollution Control District's currently adopted thresholds of significance for criteria pollutant emissions is provided in the **Table 3.3-4**.

Table 3.3-4
Air Quality Thresholds of Significance – Criteria Pollutants[9]

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non- Permitted Equipment and Activities
	Emissions (tpy)	Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
SOx	27	27	27
PM_{10}	15	15	15
$PM_{2.5}$	15	15	15

Source: San Joaquin Valley Air District, 2015

PM 2.5 Plan

The Air District's Governing Board has adopted the 2012 PM2.5 Plan which highlights a variety of measures designed to achieve all the PM2.5 standards, including the 1997 federal standards, the 2006 federal standards, and the state standard, as soon as possible. "The *2012 PM2.5 Plan* established the District's strategy for attaining the 2006 PM2.5 standard as expeditiously as possible, and synthesizes the [Air] District's strategies for improving air quality and public health in the Valley. The [Air District has to] demonstrate attainment of the newest federal standards for fine particulate matter (PM2.5) as expeditiously as possible. Through this comprehensive attainment strategy, the Valley will achieve attainment of the federal PM2.5 standard by 2019… reducing NOx emissions, the predominant pollutant leading to the formation of PM2.5, by 55% over this period. In addition to these much-needed NOx reductions, the District's strategy also reduces direct PM2.5 emissions that not

[8] Tulare County 2030 General Plan RDEIR pages 3.3-7 to 3.3-8
[9] The San Joaquin Valley Air Pollution Control District's Air Quality Thresholds of Significance – Criteria Pollutants accessed on January 22, 2015 at: http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf

only assist the Valley in attaining the standard as fast as possible, but also reduce the PM2.5 emissions that pose the greatest health impacts to Valley residents."[10]

Ozone Plans

The Air Basin is designated nonattainment of state and federal health-based air quality standards for ozone. To meet Clean Air Act requirements for the one-hour ozone standard, the District adopted an Extreme Ozone Attainment Demonstration Plan in 2004, with an attainment date of 2010. Although EPA revoked the federal 1-hour ozone standard effective June 15, 2005 and replaced it with an 8-hour standard, the requirement to submit a plan for that standard remained in effect for the San Joaquin Valley.

The planning requirements for the 1-hour plan remain in effect until replaced by a federal 8-hour ozone attainment plan. The EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan, including revisions to the plan, on March 8, 2010, effective April 7, 2010. However, the Air Basin failed to attain the standard in 2010 and was subject to a $29-million Clean Air Act penalty. The penalty is being collected through an additional $12 motor vehicle registration surcharge for each passenger vehicle registered in the Air Basin that will be applied to pollution reduction programs in the region. The District also instituted a more robust ozone episodic program to reduce emissions on days with the potential to exceed the ozone standards. The District adopted the 2013 Plan for the Revoked 1-Hour Ozone Standard in September 2013. The 2013 Plan confirms that the Valley will attain the revoked 1-hour ozone standard by 2017[11].

EPA originally classified the Air Basin as serious nonattainment for the 1997 federal 8-hour ozone standard with an attainment date of 2013. On April 30, 2007, the District's Governing Board adopted the 2007 Ozone Plan, which contained analysis showing a 2013 attainment target to be infeasible. The 2007 Ozone Plan details the plan for achieving attainment on schedule with an "extreme nonattainment" deadline of 2024. At its adoption of the 2007 Ozone Plan, the District also requested a reclassification to extreme nonattainment. ARB approved the plan in June 2007, and EPA approved the request for reclassification to extreme nonattainment on April 15, 2010.

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed below.

AQ-1.1 Cooperation with Other Agencies - The County shall cooperate with other local, regional, Federal, and State agencies in developing and implementing air quality plans to achieve State and federal Ambient Air Quality Standards. The County shall partner with the SJVAPCD, Tulare County Association of Governments (TCAG), and the California Air Resource Board to achieve better air quality conditions locally and regionally.

AQ-1.2 Cooperation with Local Jurisdictions - The County shall participate with cities, surrounding counties, and regional agencies to address cross-jurisdictional transportation and air quality issues.

[10] Air District Web Site, http://www.valleyair.org/air_quality_plans/pm25plans2012_old-122112.htm
[11] Air District Web Site, http://www.valleyair.org/Air_Quality_Plans/Ozone-OneHourPlan-2013.htm

AQ-1.3 Cumulative Air Quality Impacts - The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

AQ-1.4 Air Quality Land Use Compatibility - The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-1.5 California Environmental Quality Act (CEQA) Compliance - The County shall ensure that air quality impacts identified during the CEQA review process are consistently and reasonable mitigated when feasible.

AQ-1.7 Support Statewide Climate Change Solutions - The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.10 Alternative Fuel Vehicle Infrastructure - County shall support the development of necessary facilities and infrastructure needed to encourage the use of low or zero-emission vehicles (e.g. electric vehicle charging facilities and conveniently located alternative fueling stations, including CNG filling stations.

AQ-2.1 Transportation Demand Management Programs - The County shall coordinate and provide support for County Transportation Demand Management programs with other public and private agencies, including programs developed by the TCAG and the SJVAPCD.

AQ-2.2 Indirect Source Review - The County shall require major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 – Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,
4. Providing walk able and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
7. Establishing telecommuting programs or satellite work centers.

AQ-2.3 Transportation and Air Quality - When developing the regional transportation system, the County shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in Tulare County. Some possible alternatives that should be studied are:

1. Commuter trains (Light Rail, Amtrak, or High Speed Rail) connecting with Sacramento, Los Angeles, and San Francisco, with attractive services scheduled up and down the Valley,
2. Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible,
3. Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, bus service to train stations and airports, and park and ride facilities, and
4. Community transportation systems supportive of alternative transportation modes, such as cycling or walking trails, with particular attention to high-density areas.

AQ-2.4 Transportation Management Associations - The County shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations (TMAs) that may assist in the reduction of pollutants through strategies that support carpooling or other alternative transportation modes.

AQ-2.5 Ridesharing - The County shall continue to encourage ridesharing programs such as employer-based rideshare programs.

AQ-3.1 Location of Support Services - The County shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.

AQ-3.2 Infill Near Employment - The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.3 Street Design - The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.4 Landscape - The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO_2, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.5 Alternative Energy Design - The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses - The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

AQ-4.1 Air Pollution Control Technology - The County shall utilize the BACM and RACM as adopted by the County to support SJVAPCD air quality attainment plans to

achieve and maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

AQ-4.2 Dust Suppression Measures - The County shall require developers to implement dust suppression measures during excavation, grading, and site preparation activities consistent with SJVAPCD Regulation VIII – Fugitive Dust Prohibitions. Techniques may include, but are not limited to, the following:

1. Site watering or application of dust suppressants,
2. Phasing or extension of grading operations,
3. Covering of stockpiles,
4. Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
5. Revegetation of graded areas.

AQ-4.3 Paving or Treatment of Roadways for Reduced Air Emissions - The County shall require that all new roads be paved or treated to reduce dust generation where feasible as required by SJVAPCD Regulation VIII, Rule 8061- Paved and Unpaved Roads. For new projects with unpaved roads, funding for roadway maintenance shall be adequately addressed and secured.

AQ-4.5 Public Awareness - The County shall promote public awareness of the seriousness and extent of the existing air quality problems.

AQ-4.6 Asbestos Airborne Toxic Control and Dust Protection - Asbestos is of concern to Tulare County because it occurs naturally in surface deposits of several types of ultramafic materials (materials that contain magnesium and iron and a very small amount of silica). Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining.

Tulare County Climate Action Plan

In addition to air quality policies, the County of Tulare has a number of policies in its Climate Action Plan (CAP) that apply to projects within Tulare County. CAP policies that relate to the proposed Project are listed below.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan - The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,

2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and
3. Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

AQ-1.9 Support Off-Site Measures to Reduce Greenhouse Gas Emissions - The County will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions.

AQ-1.10 Alternative Fuel Vehicle Infrastructure - County shall support the proposed project's development of necessary facilities and infrastructure needed to encourage the use of low or zero-emission vehicles (e.g. electric vehicle charging facilities) and conveniently located alternative fueling stations, including CNG filling stations.

IMPACT EVALUATION

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Project Impact Analysis: ***Less Than Significant***

The Air District uses a three-tiered approach to determine project significance using pre-calculated levels for comparison. The Air District uses these recommended thresholds of significance (TOS) for determining whether projects have a significant adverse air quality impacts as defined by CEQA. The three levels are as follows:

- Small Project Analysis Level (SPAL) – A level at which there is virtually no possibility of exceeding the District's TOS;
- Cursory Analysis Level (CAL) – Projects over the SPAL but may be close to the District's TOS (and may be able to drop below the CAL with effective mitigation)
- Full Analysis level (FAL) – Projects of sufficient magnitude that the emissions would definitely be greater than the District's TOS's

"Small Project Analysis Level (SPAL) – Project size

The District has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the District has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants.

In the interest of streamlining CEQA requirements, projects that fit the descriptions and project sizes provided below are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes."[12] Following are SPAL thresholds based on Vehicle Trips and Project Type.

Small Project Analysis Level (SPAL) by Vehicle Trips
Table 3.3-5 [Table 5-2 of the GAMAQI]

Land Use Category	Project Size
Residential Housing	1,453 trips/day
Commercial	1,673 trips/day
Office	1,628 trips/day
Institutional	1,707 trips/day
Industrial	1,506 trips/day
Source: SJVAPCD 2012 Small Project Analysis Level (SPAL); revised June 2012 accessed on January 14, 2015 at: http://www.valleyair.org/transportation/CEQA%20Rules/SPALTables61912.pdf	

Small Project Analysis Level (SPAL) by Project Type
Table 3.3-6 [Table 5-3(d) of the GAMAQI]

Land Use Category	Project Size
General Light Industry	510,000 ft^2
Heavy Industry	920,000 ft^2
Industrial Park	370,000 ft^2
Manufacturing	400,000 ft^2
Source: SJVAPCD 2012 Small Project Analysis Level (SPAL); revised June 2012 accessed on January 14, 2015 at:http://www.valleyair.org/transportation/CEQA%20Rules/SPALTables61912.pdf	

As indicated in the Traffic Impact Analysis (Study) included as Appendix "E" of this DEIR, the Project is expected to generate 469 daily vehicle trips, which will not exceed the Air District's SPAL threshold for vehicle trips per day. Also, as the proposed Project contains 376,622 ft^2 of buildings (i.e., mini storage units, an office, a residence, and a garage), it also does not exceed the Air District's SPAL threshold of 510,000 ft^2 as the mini-storage is comparable to a light industrial-type use. As the Project falls below the SPAL limits for both vehicle trips and project size, the Project will not have a significant impact on air quality

Although not required by the Air District for projects qualifying under SPAL, for purposes of full disclosure, an emissions analysis was prepared by RMA staff with air quality expertise (Jessica Willis, Planner IV) for the Project. The *California Emissions Estimator Model (CalEEMod)* was used to quantify Project related construction and operation criteria pollutant emissions. This model is accepted by the Air District for calculating potential air emissions for specific projects. The model results are then compared to the Air District's annual emissions thresholds for Reactive Organic Gases

[12] *SJVAPCD 2012 Small Project Analysis Level (SPAL); revised June 2012 accessed on January 14, 2015 at: http://www.valleyair.org/transportation/CEQA%20Rules/SPALTables61912.pdf*

(ROG) and Nitrogen Oxide (NOx) which are 10 tons per year (TPY), and 15 TPY for PM_{10}.

The emissions were evaluated for a worst-case scenario. The applicant indicates that full buildout of the Project could take 10 years. However, the emissions were modeled assuming construction of the entire project could be completed in an 18-month period. The *CalEEMod* model run is included as a component of Appendix "A" of this DEIR.

Table 3.3-7 provides summary results of Project related construction and operational emissions. As indicated in **Table 3.3-7**, the emissions model results provided maximum annual emissions of 8.47 TPY for ROG, 5.80 TPY for NOx, and 1.08 TPY for PM_{10}, which are below the Air District's threshold for each pollutant. The model results indicate that the proposed Project falls below SPAL thresholds for vehicle trip and project size and all Project related emissions are below the Air District's thresholds of significance at a project specific level. Therefore, the proposed Project will not potentially conflict with or obstruct the implementation of the any Air District air quality plans. As such, the impact is ***Less Than Significant***..

Table 3.3-7
Project Emissions

	PM-10 (tons/yr)	**NOx (tons/yr)**	**ROG (tons/yr)**
Existing	0	0	0
Project - Year 2015			
Construction	0.53	3.47	0.43
Operations	0	0	0
Total Emissions 2015	**0.53**	**3.47**	**0.43**
Project - Year 2016			
Project Construction	0.54	4.43	5.08
Project Operations	0.54	1.37	3.39
Total Emissions 2016	**1.08**	**5.80**	**8.47**
SJVAPCD Threshold of Significance	15	10	10
Total Annual Emission Exceed Thresholds in Any Year?	**No**	**No**	**No**

Table 3.3-8
Cumulative Emissions

	PM-10 (tons/yr)	NOx (tons/yr)	ROG (tons/yr)
Project Plus Adjacent Projects			
Project Total Emissions	1.61	9.27	8.90
Adjacent Projects	0	0	0
Cumulative Emissions	**1.61**	**9.27**	**8.90**
SJVAPCD Threshold of Significance	15	10	10
Significant Cumulative Impact	**No**	**No**	**No**

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is San Joaquin Air Basin. This cumulative analysis is based on the information provided in the Air Quality Analysis in Appendix "A".

CEQA defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. An adequate cumulative impact analysis considers a project over time with other related present and reasonably foreseeable future projects whose impacts might compound or interrelate with those of the project being assessed. The Air District's GAMAQI (2002) states that "Any proposed project that would individually have a significant air quality impact (see Section 4.3.2 – Thresholds of Significance for Impacts from Project Operations) would also be considered to have a significant cumulative air quality impact[13]."

As noted earlier, the proposed Project site is adjacent to rural residences to the east, agricultural land to the west and south, a small dairy to the northwest, and single-family residential uses to the northeast. There are no County-related projects either adjacent to or in the vicinity of the proposed Project. Mr. Paul Scheibel, Planning Services Manager, City of Visalia, indicated that there are no projects within the jurisdiction of the City of Visalia in the vicinity of the proposed Project[14]. No other potential or actual sources of emissions are in the vicinity of the proposed Project.

As noted above, the Project qualifies as a Small Project Analysis Level (SPAL) as defined in the Valley Air District's GAMAQI (see **Tables 3.3-5** and **3.3-6**). The adjacent land uses (predominantly single-family residences and agricultural uses) would not significantly contribute to or jeopardize exceedance of any air quality threshold; as such the impacts would be Less Than Significant.

[13] SJVAPCD, GAMAQI page 29
[14] Telephone conversation with Mr. Paul Scheibel, Planning Services Manager, City of Visalia on January 20, 2015.

No mitigation measures are required or necessary reduce Project air quality impacts. The impacts as a result of the Project will be ***Less Than Significant*** *as well as* ***Less Than Cumulatively Significant.***

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Project Impact Analysis: ***Less Than Significant Impact***

Tables 3.3-7 and **3.3-8** show that Project related emissions of PM10, ROG and NOx are below the thresholds of significance as established by the Air District. As a result, long term operational air quality impacts are not considered significant. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impacts***

The geographic area of this cumulative analysis is San Joaquin Air Basin. This cumulative analysis is based on the fact that Project emission rates of PM10, ROG and NOx are below the thresholds of significance as established by the Air District and results from the *California Emissions Estimator Model (CalEEMod)* used to estimate emissions which may be generated by the proposed Project. As noted earlier, *CalEEMOd* is accepted by the Air District for calculating potential air emissions for specific projects. Modeling results are included in Appendix "A" of this DEIR .Therefore, ***Less Than Significant Cumulative Impacts*** related this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impacts***

As noted earlier, ***Less Than Significant Impacts*** related to this Checklist Item will occur to this resource.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Project Impact Analysis: ***Less Than Significant Impact***

The Project will be required to comply with Air District standards and rules/regulations. As demonstrated in Table 3.3-8, Project annual operational emissions do not exceed the Air District's thresholds of significance for ROG, NOx, or PM10. Furthermore, compliance with District Rule 9510 (Indirect Source Review) will further reduce already

less than significant project related impacts through the incorporation of project design elements to reduce NOx and PM_{10} emissions or the payment of off-site mitigation fees to fund alternative projects in order to achieve reductions on the Project's behalf. Therefore, the Project will have a less than a significant impact. ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. This cumulative analysis is based on the information provided in the Air Quality Impact Assessment in Appendix "A". As discussed above, Project related emissions do not exceed the District's thresholds of significance. There are no other projects planned adjacent to or near the project site by the County of Tulare or the City of Visalia.

The Project will be required to comply with all applicable Air District standards and rules/regulations and, if necessary, receive Air District permits; therefore the Project will have a less than significant impact on air quality. ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

d) Expose sensitive receptors to substantial pollutant concentrations?

Project Impact Analysis: ***Less Than Significant Impact***

As noted earlier in Item a), above, the proposed Project site is adjacent to rural residences to the east, agricultural land to the west and south, a small dairy to the northwest, and a park and single-family residential uses to the northeast. The nearest residential property is located approximately 500 feet north of the project site.

Construction activities will result in temporary, short-term emissions of particulate exhaust emissions from the operations of off-road heavy-duty diesel equipment (diesel PM). Diesel PM was identified as a TAC by ARB in 1998. The risks estimated for an exposed receptor are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments should be based on a 70-year exposure period.

The possible sensitive receptor exposure period from the proposed project's construction activities is brief (i.e., less than 18 months) and mobile equipment will not operate in the immediate proximity of any off-site sensitive receptor for an extended period of time. As noted earlier in Item a), above, the proposed Project site is adjacent to rural residences to the east, agricultural land to the west and south, a small dairy to the northwest, and single-family residential uses to the northeast. Thus, because the use of off-road, heavy-duty equipment will occur for a relatively brief period of time, will be temporary, and intermittent in nature; construction-related TAC emissions are not anticipated to expose sensitive receptors to substantial concentrations of TACs.

Daily operation of the proposed Project will not result in an increase in the use of heavy-duty vehicles on local roads and off-road equipment in proximity to sensitive receptors near the Project site. Therefore, the absence of an increase in use of equipment will not result in the generation of diesel PM and other mobile source emissions that could generate a potential health risk.

Operational emissions will be limited to intermittent light duty vehicles and moving vans/trucks of customers storing or removing items from storage. Also, construction-related emissions are short-term and temporary in duration. The vicinity where Project-related activities will occur are predominantly agriculturally productive lands to the west and south/southwest, rural residences to the east, and a public park (Sunset Park) and single-family residences to the northeast. There are no adjacent or proximate sensitive receptors (such as a school or health care facilities). The nearest concentration of persons is the Valley Baptist Church approximately 1,500 feet east, El Diamante High School approximately 3,100 feet northeast, and approximately 20 high density single-family residences approximately 1,900 feet east. Mr. Leland Villalvazo (Supervising Air Quality Specialist of the Valley Air District) indicated that a health risk assessment (HRA) to assess potential toxic air contaminants (TACs) from heavy-duty equipment as a result of the Project's construction-related activities is not necessary due to the short-term, temporary duration of the emissions.[15] As such, the Project will not expose sensitive receptors to substantial pollutant concentrations.

As a result, this impact will be ***Less Than Significant.***

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin (Air Basin or Basin). This cumulative analysis is based on the information provided above and *CalEEMOD* results contained in Appendix "A". The proposed Project will not result in any significant Program or Project-specific impacts related to air quality violations. Therefore, the potential cumulative impacts related to this Checklist Item will be ***Less Than Significant***.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, the Project is not anticipated to result in any significant Project-specific or cumulative impacts on any known sensitive receptors. Therefore, the impact will be ***Less Than Significant***.

e) Create objectionable odors affecting a substantial number of people?

Project Impact Analysis: ***Less Than Significant Impact***

[15] Telephone conversation with Mr. Leland Villalvazo, Supervising Air Quality Specialist of the Valley Air District, January 22, 2015

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc., warrant the closest scrutiny, but consideration could also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The District has determined the common land use types that are known to produce odors in the Basin. These types are shown in **Table 3.3-9**.

Table 3.3-9
Screening Levels for Potential Odor Sources[16]

Screening Levels for Potential Odor Sources	
Odor Generator	***Distance***
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Compositing Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles
Source: San Joaquin Valley Air Pollution Control District, Guide for Assessing and Mitigating Air Quality Impacts, 2002	

According to the District's 2002 GAMAQI, analyses of potential odor impacts should be conducted for the following two situations:

- Generators - projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and
- Receivers - residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

If the proposed Project were to result in sensitive receptors being located closer to an odor generator in the list in **Table 3.3-4** than the recommended distances, a more detailed analysis including a review of District odor complaint records is recommended. The detailed analysis would involve contacting the District's Compliance Division for

[16] San Joaquin Valley Air Pollution Control District, Guide for Assessing and Mitigating Air Quality Impacts, 2002.

information regarding odor complaints. For a project locating near an existing source of odors, the project should be identified as having a significant odor impact if it is proposed for a site that is closer to an existing odor source than any location where there have been:

- More than one confirmed complaint per year averaged over a three-year period, or
- Three unconfirmed complaints per year averaged over a three-year period.[17]

As the land is currently vacant, no sources of odor are present. No sources of odors are anticipated to occur as a result of development of the proposed Project. Any solid waste produced at the site will be limited to business office-related waste produced by the one employee. It is unlikely that this type of solid was would result in odors. Customers are not allowed to dispose of solid waste on the Project site. However, if odors were to occur they would likely dissipate with distance and should not reach an objectionable level at nearby residences. Therefore, the proposed Project will not create objectionable odors affecting a substantial number of people. Impacts will be ***Less Than Significant***. No mitigation is required.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. This cumulative analysis is based on the information provided above which demonstrates that the Project would not exceed Air District SPAL thresholds and would not result in odor producing sources.

As the Project will result in ***Less Than Significant Project-specific Impacts*** and ***Less Than Significant Cumulative Impacts*** related this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

[17] Ibid.

DEFINITIONS

Ambient Air Quality Standards - These standards measure outdoor air quality. They identify the maximum acceptable average concentrations of air pollutants during a specified period of time. These standards have been adopted at a State and Federal level.

Best Available Control Measures (BACM) - A set of programs that identify and implement potentially best available control measures affecting local air quality issues.

Beat Available Control Technologies (BACT) - The most stringent emission limitation or control technique of the following: 1.) Achieved in practice for such category and class of source, 2.) Contained in any State Implementation Plan approved by the Environmental Protection Agency for such category and class of source. A specific limitation or control technique shall not apply if the owner of the proposed emissions unit demonstrates to the satisfaction of the APCO that such a limitation or control technique is not presently achievable, 3.) Contained in an applicable federal New Source Performance Standard, or 4.) Any other emission limitation or control technique, including process and equipment changes of basic or control equipment, found by the APCO to be cost effective and technologically feasible for such class or category of sources or for a specific source.

Carbon Dioxide (CO_2) - A naturally occurring gas, and also a by-product of burning fossil fuels and biomass, as well as land-use changes and other industrial processes. It is the principal anthropogenic greenhouse gas that affects the Earth's radiative balance. It is the reference gas against which other greenhouse gases are measured and therefore has a Global Warming Potential of 1.

Carbon Monoxide (CO) - Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air (unlike ozone).

Climate Change - Climate change refers to a statistically significant variation in either the mean state of the climate or in its variability, persisting for an extended period (typically decades or longer). Climate change may be due to natural internal processes or external forcing, or to persistent anthropogenic changes in the composition of the atmosphere or in land use.

Global Warming - Global warming is an average increase in the temperature of the atmosphere near the Earth's surface and in the troposphere, which can contribute to changes in global climate patterns. Global warming can occur from a variety of causes, both natural and human induced. In common usage, "global warming" often refers to the warming that can occur as a result of increased emissions of greenhouse gases from human activities.

Greenhouse Effect - Trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. Some of the heat flowing back toward space from the Earth's surface is absorbed by water vapor, carbon dioxide, ozone, and several other gases in the atmosphere and then reradiated back toward the Earth's surface. If the atmospheric concentrations of these greenhouse gases rise, the average temperature of the lower atmosphere will gradually increase.

Greenhouse Gas - Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO_2), methane (CH_4),

nitrous oxide (N_2O), hydro chlorofluorocarbons (HCFCs), ozone (O_3), hydro fluorocarbons (HFCs), per fluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

Hydrogen Sulfide (H_2S) - Hydrogen sulfide is a highly toxic flammable gas. Because it is heavier than air, it tends to accumulate at the bottom of poorly ventilated spaces.

Lead (Pb) - Lead is the only substance which is currently listed as both a criteria air pollutant and a toxic air contaminant. Smelters and battery plants are the major sources of the pollutant "lead" in the air. The highest concentrations of lead are found in the vicinity of nonferrous smelters and other stationary sources of lead emissions. The EPA's health-based national air quality standard for lead is 1.5 micrograms per cubic meter (æg/m_3) [measured as a quarterly average].

Metropolitan Planning Organization (MPO) - Tulare County Association of Governments (TCAG) is the MPO for Tulare County. MPO's are responsible for developing reasonably available control measures (RACM) and best available control measures (BACM) for use in air quality attainment plans and for addressing Transportation Conformity requirements of the federal Clean Air Act.

Mobile Source - A mobile emission source is a moving object, such as on-road and off-road vehicles, boats, airplanes, lawn equipment, and small utility engines.

Nitrogen Oxides (Oxides of Nitrogen, NO_x) - NO_x are compounds of nitric oxide (NO) and nitrogen dioxide (NO_2). NO_x are primarily created from the combustion process and are a major contributor to ozone smog and acid rain formation. NOx also forms ammonium nitrate particulate in chemical reactions that occur when NOx forms nitric acid and combines with ammonia. Ammonium nitrate particulate is an important contributor to PM10 and PM2.5.

Ozone (O_3) - Ozone is a pungent, colorless, toxic gas created in the atmosphere rather than emitted directly into the air. O_3 is produced in complex atmospheric reactions involving oxides of nitrogen, reactive organic gases (ROG), and ultraviolet energy from the sun in a photochemical reaction. Motor vehicles are the major sources of O_3 precursors.

Ozone Precursors - Chemicals such as non-methane hydrocarbons, also referred to as ROG, and oxides of nitrogen, occurring either naturally or as a result of human activities, which contribute to the formation of ozone, a major component of smog.

Photochemical - Some air pollutants are direct emissions, such as the CO produced by an automobile's engine. Other pollutants, primarily O_3, are formed when two or more chemicals react (using energy from the sun) in the atmosphere to form a new chemical. This is a photochemical reaction.

Particulate Matter 2.5 Micrometers (PM2.5) - The federal government has recently added standards for smaller dust particulates. PM2.5 refers to dust/particulates/aerosols that are 2.5 microns in diameter or smaller. Particles of this size can be inhaled more deeply in the lungs and the chemical composition of some particles is toxic and has serious health impacts.

Particulate Matter 10 Micrometers (PM10) - Dust and other particulates exhibit a range of particle sizes. Federal and State air quality regulations reflect the fact that smaller particles are easier to inhale and can be more damaging to health. PM10 refers to dust/particulates that are 10 microns in diameter or smaller. The fraction of PM between PM2.5 and PM10 is comprised primarily of fugitive dust. The particles between PM10 and PM2.5 are primarily

combustion products and secondary particles formed by chemical reactions in the atmosphere.

Reactive Organic Gas (ROG) - A photo chemically reactive chemical gas composed of non-methane hydrocarbons that may contribute to the formation of smog. This is also sometimes referred to as Volatile Organic Compounds (VOCs).

Reasonable Available Control Measures (RACM) - A broadly defined term referring to technologies and other measures that can be used to control pollution. They include Reasonably Available Control Technology and other measures. In the case of PM10, RACM refers to approaches for controlling small or dispersed source categories such as road dust, woodstoves, and open burning. Regional Transportation Planning Agencies are required to implement RACM for transportation sources as part of the federal ozone attainment plan process in partnership with the Air District.

Reasonable Available Control Technologies (RACT) - Devices, systems, process modifications, or other apparatus or techniques that are reasonably available, taking into account: the necessity of imposing such controls in order to attain and maintain a national ambient air quality standard; the social, environmental, and economic impact of such controls; and alternative means of providing for attainment and maintenance of such a standard.

San Joaquin Valley Air Basin (SJVAB) - An air basin is a geographic area that exhibits similar meteorological and geographic conditions. California is divided into 15 air basins to assist with the statewide regional management of air quality issues. The SJVAB extends in the Central Valley from San Joaquin County in the north to the valley portion of Kern County in the south.

San Joaquin Valley Unified Air Pollution Control District (Air District) - The Air District is the regulatory agency responsible for developing air quality plans, monitoring air quality, developing air quality regulations, and permitting programs on stationary/industrial sources and agriculture and reporting air quality data for the SJVAB. The Air District also regulates indirect sources and has limited authority over transportation sources through the implementation of transportation control measures (TCM).

Sensitive Receptors - Sensitive receptors are defined as land uses that typically accommodate sensitive population groups such as long-term health care facilities, rehabilitation centers, retirement homes, convalescent homes, residences, schools, childcare centers, and playgrounds.

Sensitive Population Groups - Sensitive population groups are a subset of the general population that are at greater risk than the general population to the effects of air pollution. These groups include the elderly, infants and children, and individuals with respiratory problems, such as asthma.

Sulfur Dioxide (SO_2) - Sulfur dioxide belongs to the family of SOx. These gases are formed when fuel containing sulfur (mainly coal and oil) is burned, and during metal smelting and other industrial processes.

Stationary Source - A stationary emission source is a non-mobile source, such as a power plant, refinery, or manufacturing facility.

Sulfates - Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. SOx can form sulfuric acid in the atmosphere that in the presence of ammonia forms ammonium sulfate particulates, a small but important component of PM10 and PM2.5. Sulfates increase the acidity of the atmosphere and form acid rain.

Transportation Conformity - A federal requirement for transportation plans and projects to demonstrate that they will not result in emissions that exceed attainment plan emission budgets or exceed air quality standards.

Transportation Control Measures (TCMs) - Any measure that is identified for the purposes of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.

Transportation Management Agencies - Transportation Management Agencies are private, non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center, or industrial park. Transportation Management Agencies are appropriate for any geographic area where there are multiple employers or businesses clustered together that can benefit from cooperative transportation management or parking brokerage services. Regional and local governments, business associations, and individual businesses can all help establish Transportation Management Agencies.

Transportation Management Associations (TMAs) - Groups of employers uniting together to work collectively to manage transportation demand in a particular area.

Tulare County Association of Governments (TCAG) - TCAG is the Transportation Planning Agency (TPA) for Tulare County. TCAG is also designated as a Metropolitan Planning Organization (MPO), the agency responsible for preparing long range Regional Transportation Plans and demonstrating Transportation Conformity with air quality plans.

Wood-burning Devices - Wood-burning devices are designed to burn "solid fuels" such as cordwood, pellet fuel, manufactured logs, or any other non-gaseous or non-liquid fuels.

ABBREVIATIONS AND ACRONYMS

ACM	Asbestos Containing Materials
BACM	Best Available Control Measures
CAA	Clean Air Act
CARB	California Air Resources Board
CH_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
EPA or US EPA	Environmental Protection Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
HCFCs	Hydro chlorofluorocarbons
HFCs	Hydro fluorocarbons
HI	Hazard Index
H_2S	Hydrogen Sulfide
NAAQS	National Ambient Air Quality Standards
NO_2	Nitrogen Dioxide

NESHAPs	National Environmental Standards for Hazardous Air Pollutants
MPO	Metropolitan Planning Organization
O_3	Ozone
Pb	Lead
PFCs	Per fluorocarbons
PM2.5	Particulate Matter 2.5 Micrometers
PM10	Particulate Matter 10 Micrometers
RACM	Reasonable Available Control Measures
RACT	Reasonable Available Control Technologies
ROG	Reactive Organic Gases
SEKI	Sequoia and Kings Canyon National Park
SIP	State Implementation Plan
SF_6	Sulfur Hexafluoride
SO_2	Sulfur Dioxide
AIR DISTRICT	San Joaquin Valley Air Pollution Control District
SJVAB	San Joaquin Valley Air Basin
TAC	Toxic Air Contaminants
TCAG	Tulare County Association of Governments
TCM	Transportation Control Measures
URBEMIS	Urban Emissions model
VOC	Volatile Organic Compound

REFERENCES

Tulare County 2030 General Plan, Recirculated Draft Environmental Impact Report (RDEIR), February 2010

San Joaquin Valley Unified Air Pollution Control District. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI), January 2002. Web Site at: http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI%20Jan%202002%20Rev.pdf.

San Joaquin Valley Unified Air Pollution Control District Web Site at: http://www.valleyair.org/air_quality_plans/pm25plans2012_old-122112.htm.

Telephone conversation with Mr. Leland Villalvazo, Supervising Air Quality Specialist of the Valley Air District, January 22, 2015.

Telephone conversation with Mr. Paul Scheibel, Planning Services Manager, City of Visalia, January 20, 2015.

CEQA Guidelines

Biological Resources
Chapter 3.4

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** to Biological Resources. A detailed review of potential impacts is provided in the following analysis. A Biotic Evaluation conducted by consultants Live Oaks Associates; Inc., is included as Appendix "B" of this document which is used as the basis for determining this "Project will not result in significant impact to any biological resources, and mitigation measures that would reduce impacts have not been proposed, nor would any measures be warranted."[1]

"Live Oak Associates, Inc.; conducted a biological study of 19.3-acre parcel in Tulare County, California that is the proposed site of a Derrel's Mini Storage facility in order to assess the possible impact from the construction of such a facility on biological resources. The Project Site is located immediately north of Caldwell Avenue and west of Roeben Road near the southwest corner of Visalia.

The entire project site was devoted to the production of corn at the time of the field survey conducted on August 20, 2014. A review of satellite imagery suggests that this site has been used for irrigated agriculture for many years going back to at least 1998. Given that the entire site is in irrigated agriculture, habitats once native to the San Joaquin Valley are no longer present on the site. Similarly, native vascular plants are absent. Terrestrial vertebrate species occurring on the site are those that are adapted annual disturbance associated with irrigated agriculture. Special status plant and animal species are absent. Waters of the United States, including wetlands, are also absent from the site."[2]

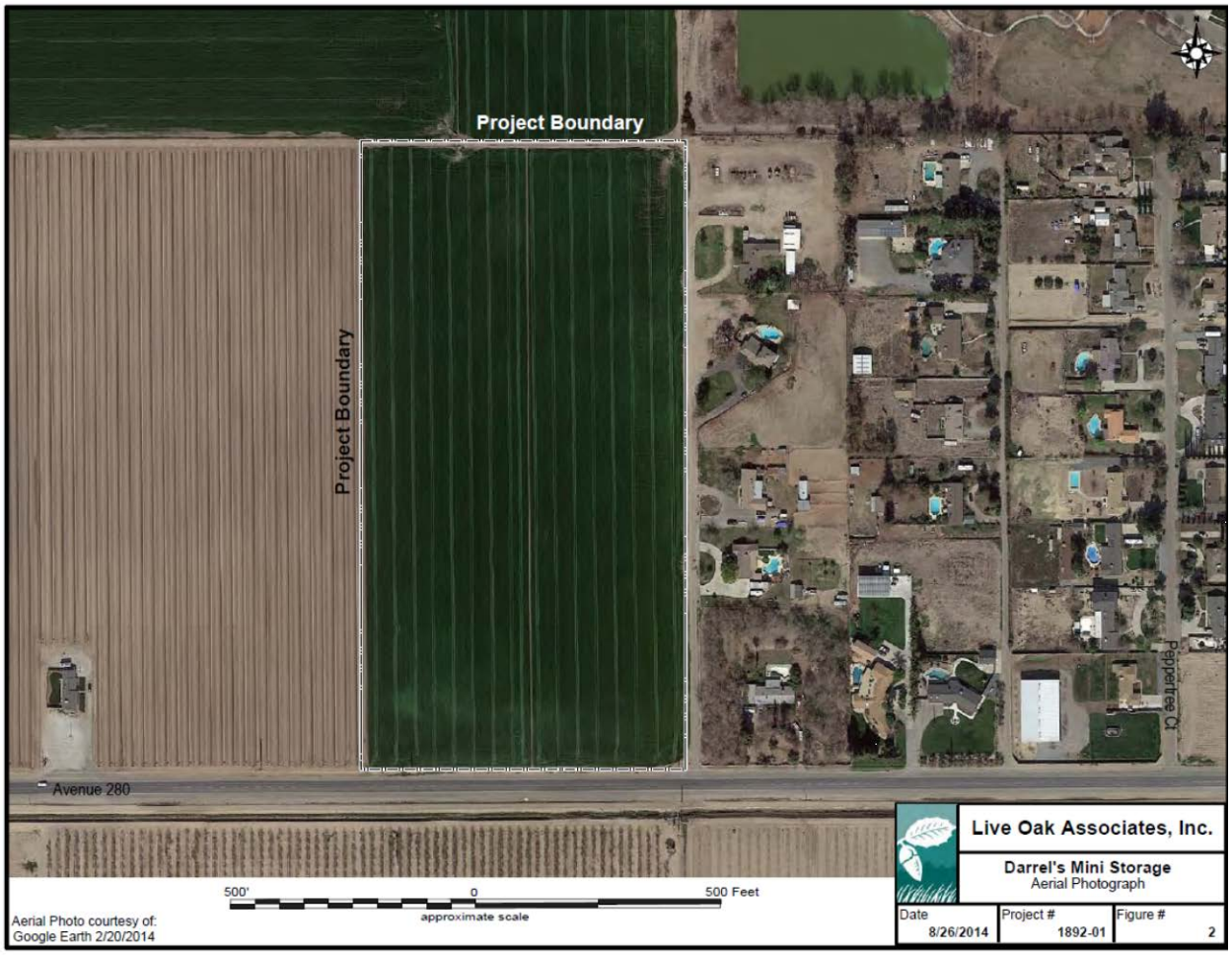
INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

"Whenever possible, public agencies are required to avoid or minimize environmental impacts by implementing practical alternatives or mitigation measures. According to Section 15382 of the CEQA Guidelines, a significant effect on the environment means a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic interest."[3]

[1] Biotic Evaluation, Live Oak Associates, Inc, Derrel's Mini Storage, Visalia, Tulare County, California, page ii
[2] Ibid. page ii
[3] DFW, http://www.dfg.ca.gov/wildlife/nongame/ssc/

Figure 3.4-1
Aerial Photograph



The California Environmental Quality Act (CEQA; California Public Resources Code §§ 21000-21177) requires that State agencies, local governments, and special districts evaluate and disclose impacts from "projects" in the State. CEQA Guidelines Section 15380 clearly indicates that species of special concern (SSCs) should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity.[4]

CEQA Guidelines Sections 15063 and 15065 address how an impact is identified as significant. These sections are particularly relevant to SSCs. Project-level impacts to listed rare, threatened, or endangered species are generally considered significant, and therefore require lead agencies to prepare an Environmental Impact Report to fully analyze and evaluate the impacts. In determining to assign "impact significance" to populations of non-listed species, factors which

[4] Ibid.

are usually considered include population-level effects, proportion of the species' range affected by a project, regional effects, and impacts to habitat features.[5]

This section of the Draft Environmental Impact Report (DEIR) for the Project meets CEQA requirements by addressing potential impacts to biological resources on the proposed Project site, which is located in a portion of the San Joaquin Valley in Tulare County. The "Environmental Setting" section provides a description of biological resources in the region, with special emphasis on the proposed Project site and vicinity. The "Regulatory Setting" provides a description of applicable State and local regulatory policies. A description of the potential impacts of the proposed project is also provided and includes the identification of feasible mitigation to avoid or lessen the impacts.

Thresholds of Significance

The geographical area may be either statewide or nationwide, depending on the sensitive status of the species. Standards for listing as federal endangered species are determined by the Federal Endangered Species Act, administered by U.S. Department of Fish and Wildlife. Standards for listing of California special status species (Endangered, Threatened, Candidate Endangered, Candidate Threatened, and Sensitive Species) are administered by the California Department of Fish and Wildlife (DFW). These requirements are described in further detail in the "Regulatory" section of this document.

ENVIRONMENTAL SETTING

As indicated in the Biotic Evaluation (Appendix "B" of this DEIR) it; "…describes the biotic resources of the approximately 19.3-acre parcel (APN 119-230-007) in Tulare County, California, proposed for a Derrel's Mini Storage, and assesses potential impact to those resources from the construction of a mini storage facility. Specifically, this report describes the biotic habitats of the Project Site, evaluates the suitability of each habitat for special status plant and animal species, identifies potentially significant impacts to sensitive biotic resources resulting from the proposed project and, where appropriate, proposes measures that if implemented would mitigate those impacts to a less than significant level.

The Project Site can be found in agricultural lands of the San Joaquin Valley just outside the city limits of Visalia, California (Figure 1). Caldwell Avenue (also known as County Road J30 and Avenue 280) forms the site's southern boundary. Roeben Road forms its eastern boundary. The site can be found on the U.S.G.S. 7.5-minute Visalia Quadrangle, Section 3, Township 19 South, Range 24 East, Mount Diablo Base and Meridian.

The proposed Project evaluated in this report is the construction of a Derrel's Mini Storage facility on the 19.3-acre parcel. The project would convert the entire parcel from irrigated agriculture into storage units, paved parking and access lanes, an office, a residence, associated landscaping, and an onsite stormwater retention basin. Upon project completion existing land uses described later in this report would no longer prevail.

[5] Op. Cit.

The conversion of agricultural lands to the type of development proposed for the Project Site has the potential to damage or modify biological resources such as sensitive biotic habitats and the plant and wildlife species using them. In such cases, site development may be regulated by state or federal agencies, subject to provisions of the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act, and covered by policies of the County General Plan. This report addresses the issues often raised by the California Department of Fish and Wildlife (CDFW), the U.S. Army Corps of Engineers (USACE), and the United States Fish and Wildlife Service (USFWS) with respect to the development of agricultural lands, as well as other issues related to sensitive biotic resources occurring or potentially occurring on the Project Site. Accordingly, this report describes the existing environmental conditions of the site, assesses likely project impacts to biological resources, and proposes mitigation measures for those impacts meeting the CEQA definition of "significant."[6]

"Existing Conditions

The 19.3-acre Project Site is located in agricultural lands of the San Joaquin Valley immediately southwest of Visalia, California. The site comprises level land used for flood irrigated agriculture. The elevation of the site is approximately 300 feet NGVD.

Two soil mapping units have been identified on the Project Site, Akers-Akers, saline-sodic, complex, 0 to 2 percent slopes and Tagus Loam, 0 to 2 percent slopes (NRCS 2014). Both soil types consist of alluvium derived from granitic rock sources. These are well drained soils with moderate permeability. Flooding is rare. These soils are typically used for irrigated agriculture.

Like most of California, the Project Site is located in an area having a Mediterranean climate. Warm to hot dry summers are followed by cool moist winters. Annual precipitation within the study area is about 12 inches, almost all of which falls between the months of October and March. Virtually all precipitation falls in the form of rain.

Lands surrounding the site are those historically used for agriculture. At the time of the site visit, lands to the north of the Project Site were in irrigated agriculture (corn). Lands to the south and west of the site were recently-planted orchards. A park with a stormwater detention basin was located to the northeast of the site. Rural residential parcels were located immediately to the east of the site. These parcels included homes and some landscaping consisting of non-native trees and shrubs. Species observed in the residential landscaping immediately east of the site included sweet gum (*Liquidamber styraciflua*), Modesto ash (*Fraxinus velutina*), camphor trees (*Cinnamomum camphora*), bottle brush (*Callistemon* sp.), and English walnut (*Juglans regia*). Vascular plants native to the San Joaquin Valley were absent from these lands.

The Project Site has historically been used for irrigated agriculture. [7]

"Landuse Types/Biotic Habitats:

[6] Biotic Evaluation, Live Oak Associates, Inc, Derrel's Mini Storage, Tulare County, California, page 4
[7] Ibid. 7

One land use type, irrigated agriculture, was observed on the site at the time of the field survey (Figure 2) [of the Biotic Study]. The entire parcel was planted to corn (*Zea mays*). Weedy vegetation often associated with irrigated agriculture was limited to Johnson grass (*Sorghum halepense*) and barnyard grass (*Echinochloa crus-galli*). The margins of the corn field (i.e., land between the cornfield and Caldwell Avenue and Roeben Road) were generally barren of vegetation, however, scattered patches of puncture vine (*Tribulus terrestris*), Bermuda grass (*Cynodon dactylon*), and prostrate knotweed (*Polygonum aviculare*) were observed. Vascular plant species native to California's San Joaquin Valley were absent from the Project Site. A list of vascular plants observed on the site has been provided in Appendix A [of the Biotic Evaluation prepared by LOA; see Appendix "B" of this DEIR]."[8]

"Wildlife use of the site would be limited to species tolerant of significant land disturbance associated with the planting and harvesting of irrigated crops. During the growing season, the cornfield provides roosting opportunities house finches (*Carpodacus mexicana*), scrub jays (*Aphelocoma californica*), and Brewer's blackbirds (*Euphagus cyanocephalus*). American crows (*Corvus brachyrhynchos*) may forage in the field when the ears of corn are ripening. Other species observed on and immediately adjacent to the site include Eurasian collared doves (*Streptopilia decaocto*), killdeer (*Charadrius vociferous*), and a red-shouldered hawk (*Buteo lineatus*). Small mammals such as house mice (*Mus musculus*), deer mice (*Peromyscus maniculatus*), and Botta's pocket gophers (*Thomomys bottae*) may use the Project Site when it is fallow (September through April). ."[9] A list of terrestrial vertebrate species potentially occurring in the Study has been provided in Appendix B [of the Biotic Evaluation prepared by LOA; see Appendix "B" of this DEIR]

<u>"Special Status Plants and Animals</u>

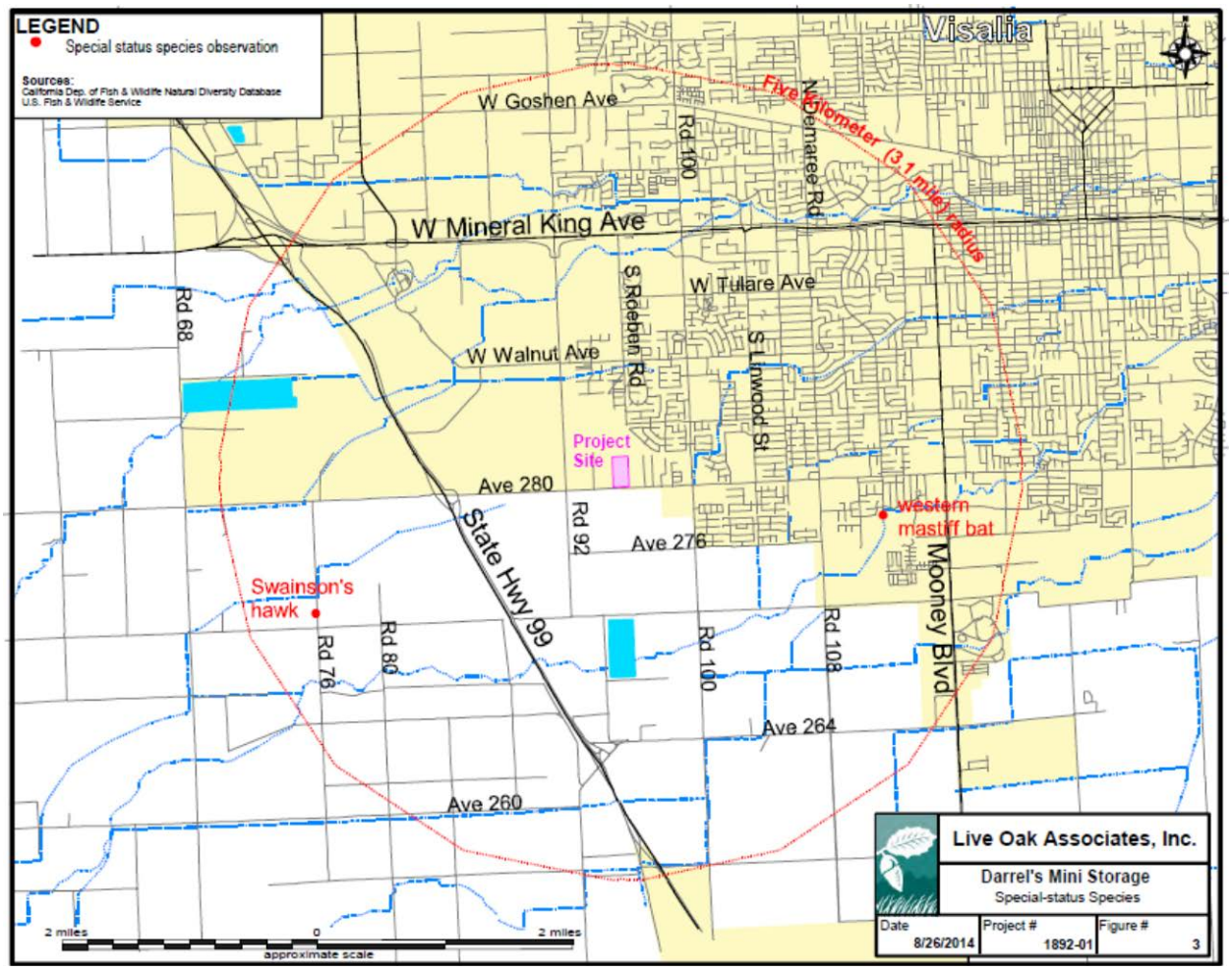
Several species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. As described more fully in Section 3.2 state and federal laws have provided the CDFW and the USFWS with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by the CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered (CNPS 2014). Collectively, these plants and animals are referred to as "special status species"

A number of special status plants and animals occur in the vicinity of the study area. These species, and their potential to occur in the study area, are listed in Table 1 [**Table 3.4-1** of this DEIR]. The locations of nearby sightings of special status species have been shown in Figures 3

[9] Op. Cit. 9

and 4**.** [**Figures 3.4-2** and **3.4-3** of this DEIR]. Sources of information for this table included *California's Wildlife, Volumes I, II, and III* (Zeiner et. al 1988 and 1990), *California Natural Diversity Data Base* (CDFW 2014), *Sacramento USFWS Office On-line List of* Endangered Species (USFWS 2014), California eBird (a real-time on-line bird checklist program), *The Online CNPS Inventory of Rare and Endangered Plants* (CNPS 2014), and various technical reports prepared by LOA for other projects in the vicinity of Visalia."[10]

Figure 3.4-2
Special Status Species observation



[10] Op. Cit. 10.

Figure 3.4-3
San Joaquin Kit Fox observation

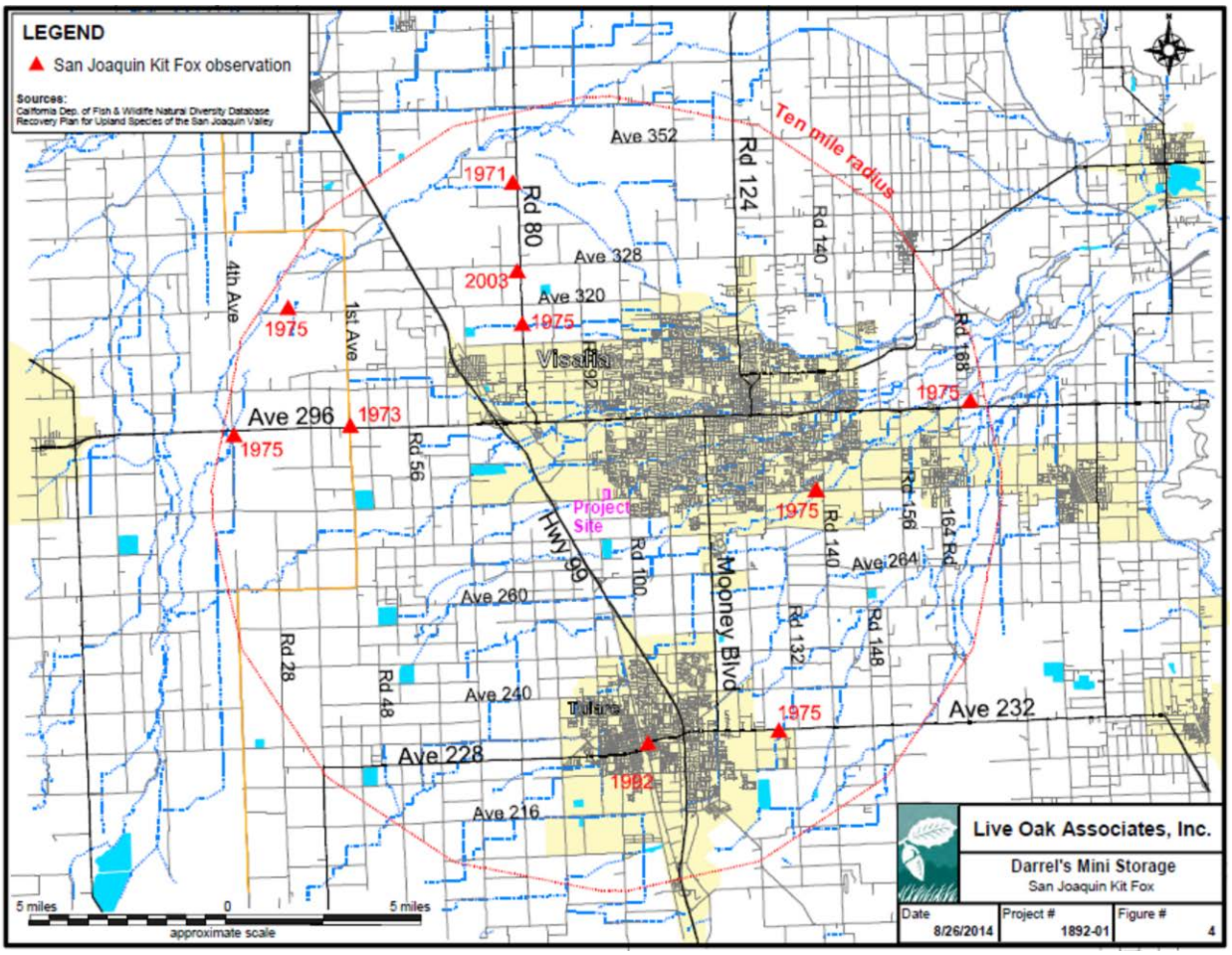


Table 3.4.1 [Table 1 of the Biotic Evaluation]
Species Listed as Threatened or Endangered that could occur in the Project Vicinity

TABLE 1. SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE VICINITY OF THE DERREL'S MINI STORAGE PROJECT SITE, TULARE COUNTY, CA			
PLANTS (adapted from CDFW 2014 and CNPS 2014)			
Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act			
Species	**Status**	**Habitat**	***Occurrence in the Study Area**
Succulent Owl's Clover (*Castilleja campestris* ssp. *succulenta*)	FT, CE CNPS 1B	Vernal pools California's Central Valley.	**Absent**. Vernal pool habitats required by this species are absent from the Project Site.
Striped Adobe-lily (*Fritillaria striata*)	CE CNPS 1B	Cismontane woodland, valley and foothill grassland, in heavy clay soils of Centerville and Porterville Series.	**Absent.** Centerville clay soils are absent from the Project Site, and native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
San Joaquin Valley Orcutt Grass (*Orcuttia inaequalis*)	FT, CE CNPS 1B	Vernal pools in California's Central Valley. Requires deep pools with prolonged periods of inundation.	**Absent**. Vernal pool habitats required by this species are absent from the Project Site.
San Joaquin Adobe Sunburst (*Pseudobahia peirsonii*)	FT, CE	Occurs in Centerville and Porterville heavy clay soils in valley and foothill grassland habitat.	**Absent.** Centerville clay soils are absent from the Project Site, and native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
Keck's Checkerbloom (*Sidalcea keckii*)	FE CNPS 1B	Mixed oak woodland and non-native grassland of southern Sierra foothills.	**Absent.** Centerville clay soils are absent from the Project Site, and native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
Greene's Tuctoria (*Tuctoria greenei*)	FE, CR CNPS 1B	Vernal pools in California's Central Valley. Requires deep pools with prolonged periods of inundation.	**Absent.** Vernal pool habitats required by this species are absent from the Project Site.
CNPS-listed Species			
Madera Leptosiphon (*Leptosiphon serrulatus*)	CNPS 1B	Cismontane woodland and annual grasslands on dry slopes, often on decomposed granite.	**Absent.** Native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
Calico Monkeyflower (*Mimulus pictus*)	CNPS 1B	Broadleaf upland forest, cismontane woodlands, in bare ground around gooseberry bushes on or around granite rock outcrops.	**Absent.** Habitats of the Project Site are not suitable for this species.
PLANTS (adapted from CDFW 2014 and CNPS 2014)			
Species	**Status**	**Habitat**	***Occurrence in the Study Area**
Spiny-sepaled Button Celery (*Eryngium spinosepalum*)	CNPS 1B	Vernal pools of Madera, Fresno, and Tulare Counties.	**Absent**. Vernal pool and vernal swale habitats required by this species are absent from the Project Site.
ANIMALS (adapted from CDFW 2014)			
Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act			

TABLE 1. SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE VICINITY OF THE DERREL'S MINI STORAGE PROJECT SITE, TULARE COUNTY, CA			
Vernal Pool Fairy Shrimp (*Branchinecta lynchi*)	FT	Primarily found in vernal pools; may use other seasonal wetlands.	**Absent**. Vernal pool habitat required by this species is absent from the Project Site.
Vernal Pool Tadpole Shrimp (*Lepidurus packardi*)	FE	Primarily found in deep vernal pools; may use other seasonal wetlands.	**Absent**. Vernal pool habitat required by this species is absent from the Project Site.
Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*)	FT	Lives in mature elderberry shrubs of California's Central Valley and Sierra Foothills. This species has been documented in elderberry shrubs found in various locations in and around Visalia (CDFW 2014).	**Absent.** The primary host plant required by this species, the Mexican elder, is absent from the Project Site.
California Tiger Salamander (*Ambystoma californiense*)	FT, CT	Breeds in vernal pools and stock ponds of coastal California and California's Central Valley, and oversummers underground in rodent burrows.	**Absent.** Breeding and oversummering habitat are absent from the Project Site.
California Condor (*Gymnogyps californianus*)	FE, CE	Nests on rocky cliffs and forages over vast areas of grassland. Blue Ridge in the Sierra, which is about 30 miles to the east of the Project Site, has historically served as a roost site (CDFW 2014).	**Absent.** Suitable foraging habitat is absent from the Project Site.
Bald Eagle (*Haliaeetus leucocephalus*)	CE	Ranges widely over state, most often associated with seacoast, lakes and reservoirs.	**Absent.** The site provides neither foraging nor nesting habitat for this species.
American Peregrine Falcon (*Falco peregrinus anatum*)	CE	Individuals breed on cliffs in the Sierra or in coastal habitats; occurs in many habitats of the state during migration and winter.	**Possible.** Individuals may pass over the site from time to time during migration.
San Joaquin kit fox (*Vulpes macrotis mutica*)	FT, CE	Annual grasslands and alkali sink scrub of California's southern Central Valley and Inner Coast Range.	**Absent.** The site provides neither denning or foraging habitat for this species.
Foothill Yellow-legged Frog (*Rana boylii*)	CSC	Once widespread in fast-moving rivers and creeks of the Sierra foothills with cobble bottoms; historically occurred in nearby Mill Creek, but now nearly extirpated from the Sierra foothills.	**Absent.** Habitat in which this species occurs is absent from the study area.
California Horned Lizard (*Phrynosoma coronatum*)	CSC	Grasslands, scrublands, oak woodlands, etc. of central California. Common in sandy washes with scattered shrubs.	**Absent.** The Project Site provides unsuitable habitat for this species. Undisturbed sandy friable soils are absent from the Project Site.
Northern Harrier (*Circus cyaneus*)	CSC	Frequents meadows, grasslands, open rangelands, freshwater emergent wetlands; uncommon in wooded habitats.	**Absent.** The site provides neither foraging nor nesting habitat for this species. .
Golden Eagle (*Aquila chrysaetos*)	CSC	Open grasslands, oak savannahs agricultural fields, etc. of San Joaquin Valley and nearby foothills of Inner Coast Range.	**Absent.** The site provides neither foraging nor nesting habitat for this species. .
Burrowing Owl (*Athene cunicularia*)	CSC	Found in open, dry grasslands, deserts and ruderal areas. Requires suitable burrows.	**Absent.** Ground squirrel burrows were absent from the site, and ground squirrels would not inhabit the site due to its use for irrigated agriculture.

TABLE 1. SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE VICINITY OF THE DERREL'S MINI STORAGE PROJECT SITE, TULARE COUNTY, CA			
Long-eared Owl (*Asio otus*)	CSC	Occurs in riparian woodlands and forests of the state. Nests in abandoned crow, raven, magpie, or hawk nests. Forges over marshes and grasslands.	**Absent.** Habitat suitable for long-eared owls is absent from the Project Site.
Loggerhead Shrike (*Lanius ludovicianus*)	CSC	This species is found in open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches	**Unlikely.** The site may provide suitable foraging habitat for this species when the cornfield is fallow.
Vaux's Swift (*Chaetura vauxi*)	CSC	Migrants move through the foothills of the western Sierra in spring and late summer. Some individuals breed in region.	**Unlikely.** This species may fly over the site during migration.
Black Swift (*Cypseloides niger*)	CSC	Migrants and transients found throughout many habitats of state; in Sierra nests are usually associated with waterfalls from 4,000-7,000 ft.	**Unlikely.** This species may fly over the site during migration.
Yellow Warbler (*Dendroica petechia brewster*)	CSC	This species breeds in riparian thickets of alder, willow and cottonwoods. Migrants move through many habitats of the state.	**Unlikely.** This species may fly over the site during migration.
Spotted Bat (*Euderma maculatum*)	CSC	Found in a variety of habitats from arid desert and grassland to mixed conifer forest. Feeds over water. Roosts and reproduces in rock crevices and cliffs.	**Absent.** This species would more likely forage over the Sierra foothills to the east than the Project Site.
Townsend's Western Big-eared Bat (*Corynorhinus townsendii townsendii*)	CSC	Primarily a cave-dwelling bat, which may also roost in buildings. Occurs in a variety of habitats.	**Unlikely.** This species may forage over the site. Roosting habitat is absent.
Western Mastiff Bat (*Eumops perotis*)	CSC	Frequents grasslands to woodland habitats along the central and southern coast and the Central Valley; requires high buildings, cliff faces, caves or tunnels for roosting and nesting.	**Unlikely.** This species may forage over the site. Roosting habitat is absent.
Pallid Bat (*Antrozous pallidus*)	CSC	Grasslands, chaparral, woodlands, and forests of California; most common in dry rocky open areas providing roosting opportunities. May also use hollow trees for roosting.	**Unlikely.** This species may forage over the site. Roosting habitat is absent.
American Badger (*Taxidea taxus*)	CSC	In the San Joaquin Valley this species inhabits non-native grassland with friable soil.	**Absent.** The Project Site provides no possible habitat for this species.

**Present: Species observed on the study area at time of field surveys or during recent past.*
Likely: Species not observed on the study area, but it may reasonably be expected to occur there on a regular basis.
Possible: Species not observed on the study area, but it could occur there from time to time.
Unlikely: Species not observed on the study area, and would not be expected to occur there except, perhaps, as a transient.
Absent: Species not observed on the study area, and precluded from occurring there because habitat requirements not met.

STATUS CODES

FE Federally Endangered
FT Federally Threatened
FPE Federally Endangered (Proposed)
FC Federal Candidate
CE California Endangered
CT California Threatened
CR California Rare
CSC California Species of Special Concern

CNPS California Native Plant Society Listing"[11]

There are two habitat conservation plans that apply in Tulare County: 1) Recovery Plan for Upland Species of the San Joaquin Valley, and 2) the Kern Water Bank Habitat Conservation Plan. The Kern Water Bank Habitat Conservation Plan also applies to Tulare County. This plan; however, only applies to an area in Allensworth.

"Jurisdictional waters

Jurisdictional waters include rivers, creeks, and drainages with a defined bed and bank that may carry at most ephemeral flows, lakes, ponds, reservoirs, and wetlands. Such waters may be subject to the regulatory authority of the USACE, the CDFW and the California Regional Water Quality Control Board (RWQCB) (see Section 3.2.4 of this report for additional information).

Waters of the United States have been defined in the Code of Federal Regulations (33 CFR, Section 128), but these definitions have been modified by the U.S Supreme Court decision *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC Decision) in 2001 and the combined *Rapanos/Carabell Decision* in 2007. Prior to this decision, the USACE claimed as jurisdictional isolated wetlands and other waters on the basis that such wetlands provided habitat for migratory birds. The Supreme Court ruled in the SWANNC decision that migratory bird use of isolated drainages and wetlands could no longer be used to establish federal jurisdiction over such areas. The Supreme Court ruled in 2007 in the *Rapanos/Carabell* decision that wetlands may be waters of the United States if a significant nexus between those wetlands and any downstream waters of the United States can be demonstrated to exist. The discharge of fill into waters of the United States requires a permit from the USACE per the provisions of Section 404 of the Clean Water Act.

The RWQCB has claimed jurisdiction over all surface waters in the state of California. The RWQCB has the authority to develop water quality standards for these waters and evaluate project compliance with those standards per provisions of the Porter-Cologne Water Quality Control Act. The USACE cannot issue any Clean Water Act permit unless the RWQCB has determined that the proposed action to be covered by the permit meets state water quality standards. The RWQCB also has permit authority over isolated waters that are not considered waters of the United States.

The CDFW regulates activities within the bed and bank of natural drainage channels that may alter the channels in ways harmful to fish and wildlife. This regulatory authority derives from provisions of Section 1602 of the California Fish and Game code. Projects altering a natural drainage channel require that an applicant enter into a Streambed Alteration Agreement with the CDFW.

Jurisdictional waters in the form of creeks, ponds, wetlands, and other surface hydrologic features are entirely absent from the Project Site."[12]

[11] Op. Cit.
[12] Op. Cit.

REGULATORY SETTING

Applicable Federal, State, and local regulations specific to biological resources are described below. The following environmental regulatory settings were summarized, in part, from information contained in the Tulare County General Plan 2010 Background Report.

Federal Agencies & Regulations

Federal Endangered Species Act

"The U.S. Fish and Wildlife Service (USFWS) administers the federal Endangered Species Act (16 USC Section 153 et seq.) and thereby has jurisdiction over federally listed threatened, endangered, and proposed species. Projects that may result in a "take" of a listed species or critical habitat must consult with the USFWS. "Take" is broadly defined as harassment, harm, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collection; any attempt to engage in such conduct; or destruction of habitat that prevents an endangered species from recovering (16 USC 1532, 50 CFR 17.3). Federal agencies that propose, fund, or must issue a permit for a project that may affect a listed species or critical habitat are required to consult with the USFWS under Section 7 of the Federal Endangered Species Act. If it is determined that a federally listed species or critical habitat may be adversely affected by the federal action, the USFWS will issue a "Biological Opinion" to the federal agency that describes minimization and avoidance measures that must be implemented as part of the federal action. Projects that do not have a federal nexus must apply for a take permit under Section 10 of the Act. Section 10 of the act requires that the project applicant prepare a habitat conservation plan as part of the permit application (16 USC 1539)."[13]

"Under Section 4 of the Federal Endangered Species Act, a species can be removed, or delisted, from the list of threatened and endangered species. Delisting is a formal action made by the USFWS and is the result of a determined successful recovery of a species. This action requires posts in the federal registry and a public comment period before a final determination is made by the USFWS."[14]

Habitat Conservation Plans

"Habitat Conservation Plans (HCPs) are required for a non-federal entity that has requested a take permit of a federal listed species or critical habitat under Section 10 of the Endangered Species Act. HCPs are designed to offset harmful effects of a proposed project on federally listed species. These plans are utilized to achieve long-term biological and regulatory goals. Implementation of HCPs allows development and projects to occur while providing conservation measures that protect federally listed species or their critical habitat and offset the incidental take of a proposed project. HCPs substantially reduce the burden of the Endangered Species Act on small landowners by providing efficient mechanisms for compliance with the ESA, thereby distributing the economic and logistic effects of compliance. A broad range of landowner

[13] Tulare County General Plan Update DEIR, page 3.11-2
[14] Ibid.

activities can be legally protected under these plans (County of Tulare, 2010 Background Report, pages 9-6 and 9-7, 2010a). There are generally two types of HCPs, project specific HCPs which typically protect a few species and have a short duration and multi-species HCPs which typically cover the development of a larger area and have a longer duration."[15]

Migratory Bird Treaty and Bald and Golden Eagle Protection Act

"The Migratory Bird Treaty Act (MBTA, 16 USC Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668) protect certain species of birds from direct "take". The MBTA protects migrant bird species from take by setting hunting limits and seasons and protecting occupied nests and eggs. The Bald and Golden Eagle Protection Act (16 USC Sections 668-668d) prohibits the take or commerce of any part of Bald and Golden Eagles. The USFWS administers both acts, and reviews federal agency actions that may affect species protected by the acts."[16]

Clean Water Act - Section 404

"Wetlands and other waters of the U.S. are subject to the jurisdiction of the U.S. Army Corp of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) under Section 404 of the Clean Water Act (33 U.S.C. 1251 et seq., 1972). Together, the EPA and the USACE determine whether they have jurisdiction over the non-navigable tributaries that are not relatively permanent based on a fact-specific analysis to determine if there is a significant nexus. These non-navigable tributaries include wetlands adjacent to non-navigable tributaries that are not relatively permanent and wetlands adjacent to but that do not directly abut a relatively permanent non-navigable tributary."[17]

"Wet areas that are not regulated by this Act do not have a hydrologic link to other waters of the U.S., either through surface or subsurface flow and include ditches that drain uplands, swales or other erosional features. The USACE has the authority to issue a permit for any discharge, fill, or dredge of wetlands on a case-by-case basis, or by a general permit. General permits are handled through a Nationwide Permit (NWP) process. These permits allow specific activities that generally create minimal environmental effects. Projects that qualify under the NWP program must fulfill several general and specific conditions under each applicable NWP. If a proposed project cannot meet the conditions of each applicable NWP, an individual permit would likely be required from the USACE."[18]

State Agencies & Regulations

California Department of Fish and Wildlife (formerly Dept. of Fish and Game)

The California Department of Fish and Wildlife (DFW) regulates the modification of the bed, bank, or channel of a waterway under Sections 1601-1607 of the California Fish and Game

[15] Op. Cit.
[16] Op. Cit. 3.11-3
[17] Op. Cit. 3.11-1
[18] Op. Cit. 3.11-1 to 3.11.2

Code. Also included are modifications that divert, obstruct, or change the natural flow of a waterway. Any party who proposes an activity that may modify a feature regulated by the Fish and Game Code must notify DFW before project construction. DFW will then decide whether to enter into a Streambed Alteration Agreement with the project applicant either under Section 1601 (for public entities) or Section 1603 (for private entities) of the Fish and Game Code.

California Endangered Species Act

DFW administers the California Endangered Species Act of 1984 (Fish and Game Code Section 2080), which regulates the listing and "take" of endangered and threatened State-listed species. A "take" may be permitted by California Department of Fish and Game through implementing a management agreement. "Take" is defined by the California Endangered Species Act as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" a State-listed species (Fish and Game Code Sec. 86). Under State laws, DFW is empowered to review projects for their potential impacts to State-listed species and their habitats.

The DFW maintains lists for Candidate-Endangered Species (SCE) and Candidate-Threatened Species (SCT). California candidate species are afforded the same level of protection as State-listed species. California also designates Species of Special Concern (CSC) that are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. These species do not have the same legal protection as listed species, but may be added to official lists in the future. The CSC list is intended by DFW as a management tool for consideration in future land use decisions (Fish and Game Code Section 2080).[19]

All State lead agencies must consult with DFW under the California Endangered Species Act when a proposed project may affect State-listed species. DFW would determine if a project under review would jeopardize or result in taking of a State-listed species, or destroy or adversely modify its essential habitat, also known as a "jeopardy finding" (Fish and Game Code Sec. 2090). For projects where DFW has made a jeopardy finding, DFW must specify reasonable and prudent alternatives to the proposed project to the State lead agency (Fish and Game Code Sec. 2090 et seq.).[20]

Natural Communities Conservation Planning Act

The Natural Communities Conservation Planning Act allows a process for developing natural community conservation plans (NCCPs) under DFW direction. NCCPs allow for regional protection of wildlife diversity, while allowing compatible development. DFW may permit takings of State-listed species whose conservation and management are provided in a NCCP, once a NCCP is prepared (Fish and Game Code Secs. 2800 et seq.).[21]

[19] Op. Cit. 9-7 and 9-8
[20] Op. Cit. 9-8
[21] Op. Cit.

Federally and State-Protected Lands

Ownership of California's wildlands is divided primarily between federal, state, and private entities. State-owned land is managed under the leadership of the Departments of Fish and Game (DFW), Parks and Recreation, and Forestry and Fire Protection (CDF). Tulare County has protected lands in the form of wildlife refuges, national parks, and other lands that have large limitations on appropriate land uses. Some areas are created to protect special status species and their ecosystems.[22]

California Wetlands Conservation Policy

The California Wetlands Conservation Policy's goal is to establish a policy framework and strategy that will ensure no overall net loss and achieve a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values in California. Additionally, the policy aims to reduce procedural complexity in the administration of State and federal wetlands conservation programs and to encourage partnerships with a primary focus on landowner incentive programs and cooperative planning efforts. These objectives are achieved through three policy means: statewide policy initiatives, three geographically based regional strategies in which wetland programs can be implemented, and creation of interagency wetlands task force to direct and coordinate administration and implementation of the policy. Leading agencies include the Resources Agency and the California Environmental Protection Agency (Cal/EPA) in cooperation with Business, Transportation and Housing Agency, Department of Flood and Agriculture, Trade and Commerce Agency, Governor's Office of Planning and Research, Department of Fish and Game, Department of Water Resources, and the State Water Resources Control Board.[23]

Birds of Prey

Birds of Prey are protected under the California Fish and Game Code Section 3503.5, which states:

> *"It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."*

This includes any construction disturbance which could lead to nest abandonment, which is considered a "taking" by the DFW.

Special Status Species

"Several species of plants and animals within the state of California have low populations and/or limited distributions. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. As described more fully in Section 3.2, state and federal laws have

[22] Op. Cit. 9-9
[23] Op. Cit.

provided the California Department of Fish and Wildlife (CDFW) (previously called the California Department of Fish and Game – CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as "threatened" or "endangered" under state and federal endangered species legislation. Others have been designated as candidates for such listing. Still others have been designated as "species of special concern" by the CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened, or endangered (CNPS 2013). Collectively, these plants and animals are referred to as "special status species."[24]

CEQA and Oak Woodland Protection

CEQA Statute Section 21083.4, "Counties; Conversion of Oak Woodlands; Mitigation Alternatives," requires that counties determine whether a development will have potential impacts on oak woodlands:

> 21083.4(a): "For purposes of this section, "oak" means a native tree species in the genus Quercus, not designated as Group A or Group B commercial species pursuant to regulations adopted by the State Board of Forestry and Fire Protection pursuant to Section 4526, and that is 5 inches or more in diameter at breast height."
>
> 21083.4(b): "…a county shall determine whether a project within its jurisdiction may result in a conversion of oak woodlands that will have a significant effect on the environment. If a county determines that there may be a significant effect to oak woodlands, the county shall require one or more of the…[listed] oak woodlands mitigation alternatives…"

Relevant Goals, Policies, and Law

Relevant Goals, Policies, and Law specific to the Project site as noted in the Biotic Evaluation prepared by LOA are described below.

"Threatened and Endangered Species

State and federal "endangered species" legislation has provided the CDFW and the USFWS with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as "species of special status." Permits may be required from both the CDFW and USFWS if activities associated with a proposed project will result in the "take" of a listed species. "Take" is defined by the state of California as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" (California Fish and Game Code, Section

[24] Op. Cit. 8-9

86). "Take" is more broadly defined by the federal Endangered Species Act to include "harm" (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFW and the USFWS are responding agencies under CEQA. Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

Migratory Birds

State and federal laws also protect most birds. The Federal Migratory Bird Treaty Act (16 U.S.C., scc. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

Birds of Prey

Birds of prey are also protected in California under provisions of the State Fish and Game Code, Section 3503.5, which states that it is "unlawful to take, possess, or destroy any birds in the order *Falconiformes* or *Strigiformes* (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

Wetlands and Other Jurisdictional Waters

Natural drainage channels and adjacent wetlands may be considered "Waters of the United States" (hereafter referred to as "jurisdictional waters") subject to the jurisdiction of the USACE. The extent of jurisdiction has been defined in the Code of Federal Regulations but has also been subject to interpretation of the federal courts. Jurisdictional waters generally include:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide.
- All interstate waters including interstate wetlands.
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce.
- All impoundments of waters otherwise defined as waters of the United States under the definition.
- Tributaries of waters identified in the bulleted items above.

As determined by the United States Supreme Court in its 2001 *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC) decision, channels and wetlands

isolated from other jurisdictional waters cannot be considered jurisdictional on the basis of their use, hypothetical or observed, by migratory birds. Similarly, in its 2006 consolidated *Carabell/Rapanos* decision, the U.S. Supreme Court ruled that a significant nexus between a wetland and other navigable waters must exist for the wetland itself to be considered a navigable and therefore jurisdictional water.

The USACE regulates the filling or grading of jurisdictional waters under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by "ordinary high water marks" on opposing channel banks. All activities that involve the discharge of fill into jurisdictional waters are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued until the RWQCB issues a certification (or waiver of such certification) that the proposed activity will meet state water quality standards.

The filling of isolated wetlands, over which the USACE has disclaimed jurisdiction, is regulated by the RWQCB. It is unlawful to fill isolated wetlands without filing a Notice of Intent with the RWQCB. The RWQCB is also responsible for enforcing National Pollution Discharge Elimination System (NPDES) permits, including the General Construction Activity Storm Water Permit. All projects requiring federal money must also comply with Executive Order 11990 (Protection of Wetlands).

CDFW has jurisdiction over the bed and bank of natural drainages and lakes according to provisions of Section 1601 and 1602 of the California Fish and Game Code (2003). Activities that would disturb these waters are regulated by the CDFW via a Streambed Alteration Agreement. Such an agreement typically stipulates that certain measures will be implemented which protect the habitat values of the drainage in question.

Oak Woodlands

Oak protection legislation (SB 1334) signed by Governor Schwarzenegger in January of 2005 establishes that the conversion of oak woodlands within county jurisdictions of the state be subject to CEQA review, and that significant impact to oak woodlands be mitigated. Fresno County defines oak woodland as a tree habitat with 5 or more oak trees per acre. "Conversion" has been defined as the cutting or removing of 30 percent or more of the canopy from oak woodland, and changing the land use such that the converted acreage could no longer sustain oak woodland in the future."[25]

Local Policy & Regulations

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed below.

[25] Op. Cit. 19-22

ERM-1.1 Protection of Rare and Endangered Species - The County shall ensure the protection of environmentally sensitive wildlife and plant life, including those species designated as rare, threatened, and/or endangered by State and/or Federal government, through compatible land use development.

ERM-1.2 Development in Environmentally Sensitive Areas - The County shall limit or modify proposed development within areas that contain sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

ERM-1.15 Minimize Lighting Impacts - The County shall ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one foot candle above ambient conditions.

ERM-1.16 Cooperate with Wildlife Agencies - The County shall cooperate with State and federal wildlife agencies to address linkages between habitat areas.

IMPACT EVALUATION

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Project Impact Analysis: ***Less Than Significant Impact***

Special Status Plant Species

As noted earlier, consultants Live Oak Associates, Inc. (LOA) conducted an investigation of the biological resources of the Project site and evaluated likely impacts to such resources resulting from development of the site. Field surveys were conducted by Mr. David Hartesveldt, senior biologist and president of Live Oak Associates, Inc. (LOA) on August 20, 2014. The entire site is now devoted to summer-irrigated corn, rendering the entire site unsuitable for native plant species adapted to summer drought. Therefore, the proposed project will have no effect on special status plant species.

According to the CNDDB search and as seen in **Table 3.4-1**, "special status plant species would not occur on the project site. Native habitats that may have once supported such species no longer occur within the project site." [26]

[26] Biotic Evaluation, Live Oak Associates, Inc, Derrel's Mini Storage, Tulare County, California, page 23

"Most special status animal species occurring regionally would not occur on the site. Others may pass through or fly over the site during migration or routine home range movements, but would not rely on the site as foraging or breeding habitat. The site is too disturbed from irrigated agriculture to provide habitat of any value to animal species of special status. Therefore, the proposed project will have no effect on special status animal species."[27]

Based on the field survey and research, Live Oak Associates concluded that the proposed Project will have ***Less Than Significant Project-specific Impacts*** related to this Checklist Item.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley. While the study area is limited to Tulare County, sensitive species with similar habitat requirements may exist in other portions of the San Joaquin Valley, and therefore cumulative impacts would extend beyond Tulare County's jurisdictional boundaries.

The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project does not result in significant loss of habitat or direct impact to these special status species, ***Less Than Significant Cumulative Impacts*** will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this checklist Item will occur.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Project Impact Analysis: ***No Impact***

Live Oak Associates noted in the Biotic Evaluation that "Sensitive Natural Communities, including riparian habitat and other types of wetlands, are absent from the project site. Therefore, the proposed project will have no effect on Sensitive Natural Communities."[28] Due to the lack of riparian habitat, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

[27] Ibid 23
[28] Op. Cit. 23

The geographic area of this cumulative analysis is the San Joaquin Valley. While the study area is limited to Tulare County, sensitive species with similar habitat requirements may exist in other portions of the San Joaquin Valley; and therefore, cumulative impacts will extend beyond Tulare County political boundaries.

The Biotic Evaluation analyzed potential impacts on sensitive species and their habitats. There are no riparian habitats on the site. The proposed Project would only contribute to cumulative impacts related to this Checklist item if Project-specific impacts were to occur. There are no riparian habitats or other sensitive communities on site. Therefore, ***No Cumulative Impacts*** will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, no riparian or other sensitive habitats occur on or adjacent to the proposed Project site. ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Project Impact Analysis: ***No Impact***

LOA noted in the Biotic Evaluation; "Federally protected wetlands, and other Waters of the United States as defined by Section 404 of the Clean Water Act, are absent from the Project Site. Therefore, the proposed project will have no effect on such waters."[29] As such, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact.***

The geographic area of this cumulative analysis is the western U.S. While the study area is limited to Tulare County, federally protected wetlands exist in other portions of the U.S., and therefore, cumulative impacts will extend beyond Tulare County political boundaries.

The Biotic Evaluation of the site determined that no federally protected wetlands will occur onsite. The proposed Project would only contribute to cumulative impacts related to this Checklist item if project-specific impacts were to occur. As the proposed Project does not result in loss of habitat or direct impact to these special status species, no project-related or cumulative impacts will occur

[29] Op. Cit. 24

Mitigation Measure (s):

Mitigation measures are not warranted

Conclusion: ***No Impact***

The proposed action will have no adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act or other waters of the United States. ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

Degradation of Water Quality in Seasonal Creeks, Reservoirs and Downstream Waters

LOA also noted in the Evaluation "Natural water bodies such as rivers, seasonal creeks, and ponds are absent from the Project Site. The nearest natural creek to the Project site is Packwood Creek, which passes through agricultural lands approximately 1.3 miles to the south of the Project Site. The project will be designed to contain all on-site stormwater runoff by directing such runoff to an onsite stormwater retention basin, thus ensuring that runoff generated from the hardscape associated with the project will not enter natural drainages off-site. Therefore, the proposed project will result in a less than significant adverse effect on water quality in seasonal creeks, reservoirs and downstream waters."[30]

Mitigation Measure(s):

Mitigation measures are not warranted

Conclusion: ***No Impact***

As noted earlier, the proposed action will have a less than significant adverse effect on water quality in seasonal creeks, reservoirs and downstream waters. ***Less Than Significant Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

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?

Project Impact Analysis: ***No Impact***

LOA noted in the Biotic Evaluation the site is "absent habitats that were once native to the San Joaquin Valley, and absent areas of significant native habitat important to native wildlife species in the general site vicinity, use of the Project Site as a "movement corridor" by native wildlife is not likely. Wildlife movement corridors in the San Joaquin Valley are more typically associated with natural drainages (rivers and creeks) having significant riparian vegetation along the channel banks. Alternatively, wildlife movement corridors may link

[30] Op. Cit. 25

important habitat patches of similar values for similar assemblages of species." [31] The Project Site fits neither criterion. Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley. While the study area is limited to Tulare County, corridors for fish and wildlife species with similar habitat requirements may exist in other portions of the San Joaquin Valley, and therefore cumulative impacts will extend beyond Tulare County political boundaries.

The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project does not impact federally protected wetlands, ***No Cumulative Impacts*** will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, the proposed action will have no adverse effect on wildlife movement corridors and wildlife habitat. ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

Nesting Birds

LOA also noted "The Project Site provides little to no nesting habitat for native birds. Trees and shrubs suitable as nesting habitat for many bird species are absent from the Project Site. Because the site is intensively farmed every year (as evidenced by a review of aerial photography going back to 1998), ground-nesting birds would have no opportunity to nest on the site. The proposed project would have a less than significant adverse effect on nesting birds."[32]

Mitigation Measure(s):

Mitigation measures are not warranted

Conclusion: ***No Impact***

As noted earlier, the proposed action will have no significant on nesting birds. ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

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

[31] Op. Cit. 24
[32] Op. Cit. 26

Project Impact Analysis: ***No Impact***

LOA noted in the Biotic Evaluation LOA concluded "Oak woodlands do not occur within the Project Site. The proposed project will have no impact on oak woodlands."[33]

LOA also noted the Project Site is limited to a small number of terrestrial vertebrate species adapted to the annual disturbance associated with irrigated agriculture. There are no known local policies or ordinances that would offer protection to irrigated agriculture or the kinds of species utilizing irrigated agriculture. The proposed project, therefore, would be consistent with local policies or ordinances protecting biological resources."[34]

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is California. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

Mitigation Measure(s): ***None Required.***

The proposed action is consistent with the policies found in the Environmental Resources Element of the Tulare County General Plan that are relevant to natural resource protection (i.e., ERM-1.1 through ERM-1.17). Additional mitigation measures protecting biological resources are not warranted.

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

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

Project Impact Analysis: ***No Impact***

There are two habitat conservation plans that could apply in Tulare County. The Kern Water Habitat Conservation Plan only applies to an area in Allensworth (in southwestern Tulare County) and the Project site is not subject to this Plan.

LOA noted in the biotic evaluation, "Absent habitats from the site that were once native to the San Joaquin Valley, and absent areas of significant native habitat important to native wildlife species in the general site vicinity, use of the Project Site as a "movement corridor"

[33] Op. Cit. 25
[34] Op. Cit. 24

by native wildlife is not likely. Wildlife movement corridors in the San Joaquin Valley are more typically associated with natural drainages (rivers and creeks) having significant riparian vegetation along the channel banks. Alternatively, wildlife movement corridors may link important habitat patches of similar values for similar assemblages of species. The Project Site fits neither criterion. Therefore, the proposed project will have no effect on wildlife movement corridors and wildlife habitat."[35] As such, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is California. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed action will have no adverse effect on wildlife movement corridors and wildlife habitat. ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

REFERENCES

"Derrel's Mini Storage Project: Biotic Evaluation, Tulare County, California" prepared by Live Oaks Associates, Inc., September 11, 2014

Tulare County General Plan 2030 Update: Background Report, February 2010

Tulare County General Plan 2030 Update: Goals and Policies Report (Part 1), August 2012

Tulare County General Plan 2030 Update, Recirculated Draft Environmental Impact Report, February 2010.

Recovery Plan for Upland Species of the San Joaquin Valley, California, U.S. Fish and Wildlife Service, 1998.

Kern Water Bank, Habitat Conservation Plan/Natural Community Conservation Plan, Kern Water Bank Authority, October 2, 1997

[35] Op. Cit.

Cultural Resources
Chapter 3.5

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** to Cultural Resources with mitigation. The Southern San Joaquin Valley Historical Resources Information Center, Bakersfield (Center) conducted a cultural resources records search at the request of RMA Planning Branch staff, which is included as Appendix "C" of this document, and the "Historical Resources Evaluation Report" and the "Historic Properties Survey Report" (prepared as part of the Avenue 280 Road-Widening Project Environmental Assessment prepared by ICF International for the County of Tulare - Resource Management Agency. May 2012) are used as the basis for determining that this Project will result in ***Less Than Significant Impacts***.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

Several CEQA statutes and guidelines address requirements for cultural resources, including historic and archaeological resources.[1] If a proposed Project may cause a substantial adverse effect on the significance of a historical resource, then the project may be considered to have a significant effect on the environment, and the impacts must be evaluated under CEQA (Section 21084.1). The definition of "historical resources" is included in Section 15064.5 of CEQA Guidelines, and includes both historical and archaeological resources. "Substantial adverse change" is defined as "physical demolition, destruction, relocation, or alteration of the resource…"

Section 15064.5 also provides guidelines when there is a probable likelihood of Native American remains existing in the project site. Provisions for the accidental discovery of historical or unique archaeological resources accidentally discovered during construction include a recommendation for evaluation by a qualified archaeologist, with follow up as necessary.
Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands."

This section of the DEIR for the proposed Project meets CEQA requirements by addressing potential impacts to cultural resources on the proposed Project site. The "Environmental Setting" section provides a description of cultural resources in the region, with special emphasis on the proposed Project site and vicinity. The "Regulatory Setting" section provides a description of applicable State and local regulatory policies. Results of cultural resources field

[1] "CEQA and Historical Resources" CEQA Technical Advice Series" http://ceres.ca.gov/ceqa/more/tas/page3.html

study and reports from CHRIS are included. A description of potential impacts is provided, along with feasible mitigation measures to reduce the impacts to less than significant.
]

CEQA Thresholds of Significance

Under CEQA Guidelines Section 15064.5. (b) "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents."[2]

[2] CEQA Guidelines, Section 15064.5 (b)

ENVIRONMENTAL SETTING

"Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory."[3]

"California's coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region."[4]

"The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford. Visalia, the County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley. The California Department of Finance estimated the 2007 Tulare County population to be 430,167"[5]

Existing Cultural and Historic Resources

"Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources."[6]

Due to the sensitivity of many prehistoric, ethnohistoric, and historic archaeological sites, locations of these resources are not available to the general public. The Information Center at California State University Bakersfield houses records associated with reported cultural resources surveys, including the records pertinent to sensitive sites, such as burial grounds, important village sites, and other buried historical resources protected under state and federal laws.

[3] Tulare County General Plan Update 2030, page 8-5.
[4] Ibid, 8-5
[5] Op. Cit. 8-6
[6] General Plan Background Report pages 9-56

REGULATORY SETTING

Federal Agencies & Regulations

The National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established federal regulations for the purpose of protecting significant cultural resources. The legislation established the National Register of Historic Places and the National Historic Landmarks Program. It mandated the establishment of the State Historic Preservation Office (SHPO), responsible for implementing statewide historic preservation programs in each state. A key aspect of SHPO responsibilities include surveying, evaluating and nominating significant historic buildings, sites, structures, districts and objects to the National Register. The NHPA also established requirements federal agencies to consider the effects of proposed federal projects on historic properties (Section 106, NHPA). Federal agencies and recipients of federal funding are required to initiate consultation with the State Historic Preservation Officer (SHPO) as part of the Section 106 review process.[7]

State Agencies & Regulations

California State Office of Historic Preservation (OHP)

The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), appointed by the governor, and the State Historical Resources Commission, a nine-member state review board appointed by the governor.[8]

Among OHP's responsibilities are identifying, evaluating, and registering historic properties; and ensuring compliance with federal and state regulations. The OHP administers the State Register of Historical Resources and maintains the California Historical Resources Information System (CHRIS) database. The CHRIS database includes a statewide Historical Resources Inventory (HRI) database. The records are maintained and managed under contract by eleven independent regional Information Centers. Tulare, Fresno, Kern, Kings and Madera counties are served by the Southern San Joaquin Valley Historical Resources Information Center (Center), located in Bakersfield, CA. The Center provides information on known historic and cultural resources to governments, institutions and individuals.[9]

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

[7] Advisory Council on Historic Preservation, http://www.achp.gov/nrcriteria.html Updated March 11, 2008)
[8] Advisory Council on Historic Preservation, State Historic Preservation Officers, http://www.achp.gov/shpo.html, updated Feb. 24, 2009
[9] California Office of Historic Preservation, About OHP, http://ohp.parks.ca.gov/?page_id=1066

- Has yielded, or may be likely to yield, information important in prehistory or history.[10]

CEQA Guidelines: Historical Resources Definition

CEQA Guidelines Section 15064.5(a) defines a historical resource as:

"(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."[11]

CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below.

[10] California Register: Criteria for Designation, http://www.ohp.parks.ca.gov/?page_id=21238
[11] CEQA Guidelines, 15064.5(a)

"(1) When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process."[12]

CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission:

"(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:
  (1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).
  (2) The requirements of CEQA and the Coastal Act."[13]

"(e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:
  (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    (A) The coroner of the county in which the remains are discovered must be

[12] Ibid. 15064.5(c)
[13] Op. Cit. 15064.5 (d)

contacted to determine that no investigation of the cause of death is required, and

(B) If the coroner determines the remains to be Native American:

1. The coroner shall contact the Native American Heritage Commission within 24 hours.
2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

(B) The descendant identified fails to make a recommendation; or

(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."[14]

"(f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."[15]

CEQA Guidelines: Paleontological Resources

Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands."

Tribal Consultation Requirements: SB 18 (Burton, 2004)

On September 29, 2004, Governor Schwarzenegger signed Senate Bill 18, Tribal Consultation Guidelines, into law. SB 18, enacted March 1, 2005, creates a mechanism for California Native

[14] Op. Cit. 15064.5 (e)
[15] Op. Cit. 15064.5 (f)

American Tribes to identify culturally significant sites that are located within public or private lands within the city or county's jurisdiction. SB 18 requires cities and counties to contact, and offer to consult with, California Native American Tribes before adopting or amending a General Plan, a Specific Plan, or when designating land as Open Space, for the purpose of protecting Native American Cultural Places (PRC 5097.9 and 5097.993). The Native American Heritage Commission (NAHC) provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code §65352.3).

Local Policy & Regulations

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within the County. General Plan policies that relate to the proposed Project are listed below.

ERM-6.2 Protection of Resources with Potential State or Federal Designations - The County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of Statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values as determined by a qualified archaeological professional.

ERM-6.3 Alteration of Sites with Identified Cultural Resources - When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.

ERM-6.4 Mitigation - If preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.

IMPACT EVALUATION

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The Project site is currently fallow and was previously cultivated as silage crops. The Project site has no natural streams or rivers or geologic features on or near the site which could have suggested the potential for cultural resources.

Section 106 of The National Historic Preservation Act does not apply to the proposed Project, since it is not eligible for listing on the National Register of Historic Places, and is not located on lands administered by a federal agency, nor is the project applicant requesting federal funding. However, the "Historical Resources Evaluation Report" and the "Historic Properties Survey Report" (prepared as part of the Avenue 280 Road-Widening Project Environmental Assessment) did not find any evidence that historic resources are located on or near the proposed Project site. As noted in the Avenue 280 Road-Widening Project Environmental Assessment, "…project historians coordinated with Caltrans' Principal Investigator for Prehistoric and Historic Archaeology, John Whitehouse, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as a Principal Architectural Historian. Concurrence on the no adverse effect on historic properties determination was requested of the State Historic Preservation Officer and was received May 2, 2011."[16]

Cultural Records Search

The Southern San Joaquin Valley Historical Resources Information Center, Bakersfield (Center) conducted a cultural resources records search at the request of RMA Planning Branch staff. The Center records search (dated February 3, 2015) did not identify any cultural resources on or within a ½ mile radius of the Project site. The records search included historic sites listed on the National Register of Historic Places, the California Inventory of Historic Resources, the California State Historic Landmarks Registry, and in the Center files of pertinent historical and archaeological data. The Center staff cautioned; however, that despite the absence of documented cultural resources within the project area, undiscovered potentially significant resources might still exist in the area. The Center recommended that if cultural resources are unearthed during any ground disturbance activities, all work must halt in the area and a qualified archaeologist be contacted.

Based on this analysis, implementation of the following Mitigation Measure(s) would reduce potential Project-specific impacts related to this Checklist Item to ***Less Than Significant***.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project would be mitigated to

16 "Avenue 280 Road-Widening Project Environmental Assessment", page 63, prepared by ICF International for the County of Tulare - Resource Management Agency. May 2012

a less than significant level, cumulative impacts would also be ***Less Than Significant With Mitigation***.

Mitigation Measure(s):

5-1 In the event that archaeological or paleontological resources are discovered during site excavation, the County shall require that grading and construction work on the project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the property owner shall retain a qualified archaeologist/paleontologist to make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of Mitigation Measure 5-1, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant Impact With Mitigation***.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

As noted in item 3.5 a), it is unlikely that significant cultural resources will be found on the site. The Project site is currently fallow and was previously cultivated as silage crops. The Project site has no natural streams or rivers or geologic features on or near the site which may suggest the existence of archaeological resources.

There are no visibly identifiable or recognizable cultural resources within the proposed Project site. Although much of the proposed Project will be constructed on previously disturbed, agriculturally productive areas, it cannot be definitively concluded that cultural resources are absent. No paleontological resources or sites, or unique geologic features have previously been encountered on the project site. A requirement by SB 18 (Offer of Tribal Consultation) was triggered because the proposed Project will require a General Plan Amendment. RMA consulted with the Native American Heritage Commission (NAHC), who provided a consultation list of tribal government contacts for each tribe with traditional lands or cultural places located within the area of potential effect. RMA staff will send letters seeking consultation to each of the tribal contacts and to solicit comments during the Draft EIR review process. According to SB 18 provisions, the tribal contacts have 90 days to respond to the consultation request; staff has not received a response from any of the tribes consulted.

Although, no archaeological deposits have been identified, there is the potential that archaeological resources may be discovered during earthmoving or excavation activities. With implementation of Mitigation Measure 5-1, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project would only contribute to cumulative impacts related to this Checklist Item, if Project-specific impacts were to occur. As such, the proposed Project will result in ***Less Than Significant Project-Specific and Cumulative Impacts With Mitigation***.

Mitigation Measure(s):

See Mitigation Measure 5-1.

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of Mitigation Measure 5-1, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant Impact With Mitigation***.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The Project site is currently fallow and was previously cultivated as silage crops. No paleontological resources or sites, or unique geologic features have previously been encountered on the project site. The Project site has no natural streams or rivers or geologic features on or near the site which could have suggested the potential presence of paleontological resources.

Although it cannot conclusively be demonstrated that no subsurface paleontological resources are present without subsurface excavation, potentially significant impacts would be mitigated with Mitigation Measure 5-2. With implementation of Mitigation Measure 5-2, Project-specific impacts related to this Checklist Item will be reduced to ***Less Than Significant Impact With Mitigation***.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

Mitigation Measure:

5-2 **The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the project.**

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of Mitigation Measure 5-2, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to ***Less Than Significant Impact With Mitigation***.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The Project site is currently fallow and was previously cultivated as silage crops. Although it cannot conclusively be demonstrated that no subsurface human remains are present, it is possible to mitigate potentially significant impacts with the following Mitigation Measure. With implementation of Mitigation Measure 5-3, this Checklist Item will be reduced to ***Less Than Significant Project-specific Impact With Mitigation***.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project would only contribute to cumulative impacts related to this Checklist Item, if Project-specific impacts were to occur. Potential impacts to this resource as a result

of the proposed Project will be reduced to ***Less Than Significant Project-specific and Cumulative Impacts With Mitigation***.

Mitigation Measures:

5-3 Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
   a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and
   b. If the coroner determines the remains to be Native American:
      i. The coroner shall contact the Native American Heritage Commission within 24 hours.
      ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
      iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
   a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
   b. The descendant fails to make a recommendation; or
   c. The landowner or his authorized representative rejects the recommendation of the descendent.

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of Mitigation Measure 5-3, potential ***Project-specific and Cumulative Impacts*** related to this Checklist Item will be reduced to a ***Less Than Significant Impact With Mitigation***.

ACRONYMS

CHRIS	California Historic Resources Information System
CRHR	California Register of Historical Resources
HABS/HAER	Historic American Building Survey/Historic American Engineering Record
NAHC	The Native American Heritage Commission
NHPA	National Historic Preservation Act of 1966
OHP	California State Office of Historic Preservation
SHPO	State Historic Preservation Officers
SVP	Society of Vertebrate Paleontologists
UCMP	University of California Museum of Paleontology

REFERENCES

Advisory Council on Historic Preservation, State Historic Preservation Officers, which can be accessed at http://www.achp.gov/ shpo.html,

Advisory Council on Historic Preservation, which can be accessed at:
http://www.achp.gov/nrcriteria.html, updated March 11, 2008

CEQA and Historical Resources: CEQA Technical Advice Series, which can be accessed at: http://ceres.ca.gov/ceqa/more/tas/page1.html

National Park Service Program: State Historic Preservation Officers, which can be accessed at: http://www.cr.nps.gov/nr/shpolist.htm

Tulare County 2030 General Plan, August 2012

"Historical Resources Evaluation Report" and the "Historic Properties Survey Report" (prepared as part of the Avenue 280 Road-Widening Project Environmental Assessment) prepared by ICF International for the County of Tulare - Resource Management Agency. May 2012

CEQA Guidelines

Geology and Soils
Chapter 3.6

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** related to Geology and Soils with mitigation. A detailed review of potential impacts is provided in the analysis that follows.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Geology and Soils. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Geology and Soils in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project

[1] CEQA Guidelines, Section 15126.2 (a)

is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The thresholds of significance for this section are established by the CEQA Checklist Item.

- Located on a Fault line
- Hazard to people or property
- Project subject to landslides
- Located on a liquefaction zone

ENVIRONMENTAL SETTING

As indicated in the "Existing Conditions" section of the "Biotic Evaluation, Derrel's Mini Storage, Tulare County, California" prepared by consultants Live Oak Associates, Inc; "The 19.33-acre Project Site is located in agricultural lands of the San Joaquin Valley immediately southwest of Visalia, California. The site comprises level land used for flood irrigated agriculture. The elevation of the site is approximately 300 feet NGVD.

Two soil mapping units have been identified on the Project Site, Akers-Akers, saline-sodic, complex, 0 to 2 percent slopes and Tagus Loam, 0 to 2 percent slopes (NRCS 2014). Both soil types consist of alluvium derived from granitic rock sources. These are well drained soils with moderate permeability. Flooding is rare. These soils are typically used for irrigated agriculture.

Like most of California, the Project Site is located in an area having a Mediterranean climate. Warm to hot dry summers are followed by cool moist winters. Annual precipitation within the study area is about 12 inches, almost all of which falls between the months of October and March. Virtually all precipitation falls in the form of rain."[2]

"Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic hazards in Tulare County generally result from movement along faults associated with the creation of these ranges."[3]

"Earthquakes are typically measured in terms of magnitude and intensity. The most commonly known measurement is the Richter scale, a logarithmic scale which measures the strength of a quake. The Modified Mercalli Intensity Scale measures the intensity of an earthquake as a function of the following factors:

- Magnitude and location of the epicenter;

[2] "Biotic Evaluation , Derrel's Mini Storage, Tulare County, California, page 7, prepared by Live Oak Associates, Inc.
[3] General Plan Background Report, page 8-5

- Geologic characteristics;
- Groundwater characteristics;
- Duration and characteristic of the ground motion;
- Structural characteristics of a building."[4]

"Faults are the indications of past seismic activity. It is assumed that those that have been active most recently are the most likely to be active in the future. Recent seismic activity is measured in geologic terms. Geologically recent is defined as having occurred within the last two million years (the Quaternary Period). All faults believed to have been active during Quaternary time are considered "potentially active."[5]

"Settlement can occur in poorly consolidated soils during ground shaking. During settlement, the soil materials are physically rearranged by the shaking and result in reduced stabling alignment of the individual minerals. Settlement of sufficient magnitude to cause significant structural damage is normally associated with rapidly deposited alluvial soils, or improperly founded or poorly compacted fill. These areas are known to undergo extensive settling with the addition of irrigation water, but evidence due to ground shaking is not available. Fluctuating groundwater levels also may have changed the local soil characteristics. Sufficient subsurface data is lacking to conclude that settlement would occur during a large earthquake; however, the data is sufficient to indicate that the potential exists in Tulare County."[6]

"Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking. Areas most prone to liquefaction are those that are water saturated (e.g., where the water table is less than 30 feet below the surface) and consist of relatively uniform sands that are low to medium density. In addition to necessary soil conditions, the ground acceleration and duration of the earthquake must be of sufficient energy to induce liquefaction. Scientific studies have shown that the ground acceleration must approach 0.3g before liquefaction occurs in a sandy soil with relative densities typical of the San Joaquin alluvial deposits. Liquefaction during major earthquakes has caused severe damage to structures on level ground as a result of settling, tilting, or floating. Such damage occurred in San Francisco on bay-filled areas during the 1989 Loma Prieta earthquake, even though the epicenter was several miles away. If liquefaction occurs in or under a sloping soil mass, the entire mass may flow toward a lower elevation, such as that which occurred along the coastline near Seward, Alaska during the 1964 earthquake. Also of particular concern in terms of developed and newly developing areas are fill areas that have been poorly compacted."[7]

Earthquake Hazards

"Ground shaking is the primary seismic hazard in Tulare County because of the county's seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of ground shaking, which is directly related to the magnitude of a quake and the distance from a quake's epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased ground shaking over longer periods of

[4] Ibid.
[5] Op.Cit.
[6] Op. Cit. 8-9
[7] Op. Cit.

time, thereby affecting a larger area. Ground shaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater ground shaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from ground shaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[8]

"There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west to Tulare County lies the "Central California Active Area," where many earthquakes have originated.

- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.

- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as "potentially active." This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts."[9]

"Older buildings constructed before current building codes were in effect, and even newer buildings constructed before earthquake resistance provisions were included in the current building codes, are most likely to suffer damage in an earthquake. Most of Tulare County's buildings are no more than one or two stories in height and are of wood frame construction, which is considered the most structurally resistant to earthquake damage. Older masonry buildings (without earthquake-resistance reinforcement) are the most susceptible to structural failure, which causes the greatest loss of life. The State of California has identified unreinforced masonry buildings as a safety issue during earthquakes. In high risk areas (Bay Area) inventories

[8] Op. Cit. 8-7
[9] Op. Cit. 8-6 and 8-7

and programs to mitigate this issue are required. Because Tulare County is not a high risk area, state law only recommends that programs to retrofit URMs are adopted by jurisdictions."[10]

Soils and Liquefaction

"The San Joaquin Valley portion of Tulare County is located on alluvial deposits, which tend to experience greater ground shaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from ground shaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[11]

"No specific countywide assessments to identify liquefaction hazards have been performed in Tulare County. Areas where groundwater is less than 30 feet below the surface occur primarily in the valley. However, soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. Areas subject to 0.3g acceleration or greater are located in a small section of the Sierra Nevada Mountains along the Tulare-Inyo County boundary. However, the depth to groundwater in such areas is greater than in the valley, which would minimize liquefaction potential as well. Detailed geotechnical engineering investigations would be necessary to more accurately evaluate liquefaction potential in specific areas and to identify and map the areal extent of locations subject to liquefaction."[12]

Landslides

"Landslides are a primary geologic hazard and are influenced by four factors:

- Strength of rock and resistance to failure, which is a function of rock type (or geologic formation);
- Geologic structure or orientation of a surface along which slippage could occur;
- Water (can add weight to a potentially unstable mass or influence strength of a potential failure surface); and,
- Topography (amount of slope in combination with gravitation forces)."[13]

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to the proposed Project.

State Agencies & Regulations

California Building Code

[10] Op. Cit. 8-8
[11] Op. Cit. 8-7
[12] Op. Cit. 8-9
[13] Op. Cit. 8-10

"The California Building Code is another name for the body of regulations known as the California Code of Regulations (C.C.R.), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards."[14]

Alquist-Priolo Earthquake Fault Zoning Act

"The Alquist- Priolo Earthquake Fault Zoning Act (formerly the Alquist- Priolo Special Studies Zone Act), signed into law December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces [in order] to reduce the hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces."[15]

Local Policy & Regulations

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed below.

ERM-7.2 Soil Productivity - The County shall encourage landowners to participate in programs that reduce soil erosion and increase soil productivity. To this end, the County shall promote coordination between the Natural Resources Conservation Service, Resource Conservation Districts, UC Cooperative Extension, and other similar agencies and organizations.

ERM-7.3 Protection of Soils on Slopes - Unless otherwise provided for in this General Plan, building and road construction on slopes of more than 30 percent shall be prohibited, and development proposals on slopes of 15 percent or more shall be accompanied by plans for control or prevention of erosion, alteration of surface water runoff, soil slippage, and wildfire occurrence.

HS-2.1 Continued Evaluation of Earthquake Risks - The County shall continue to evaluate areas to determine levels of earthquake risk.

HS-2.4 Structure Siting - The County shall permit development on soils sensitive to seismic activity permitted only after adequate site analysis, including appropriate siting, design of structure, and foundation integrity.

HS-2.7 Subsidence - The County shall confirm that development is not located in any known areas of active subsidence. If urban development may be located in such an area, a special safety study will be prepared and needed safety measures implemented. The County shall also request that developments provide evidence that its long-term use of ground water resources, where applicable, will not result in notable subsidence attributed to the new extraction of groundwater resources for use by the development.

HS-2.8 Alquist-Priolo Act Compliance - The County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones (pursuant to and as determined by the Alquist-Priolo Earthquake Fault Zoning Act; Public Resource code, Chapter

[14] General Plan Background Report, page 8-3
[15] Ibid. 8-3

7.5) unless the specific provision of the Act and Title 14 of the California Code of Regulations have been satisfied.

IMPACT EVALUATION

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No substantial faults are known to traverse Tulare County according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation.[16] The nearest minor fault line is the Poso Creek fault zone approximately 15 miles southwest of the proposed Project site. The nearest major fault line, which lies outside of Tulare County, is the San Andreas fault zones; approximately 56 miles southwest of the proposed Project site. According to the Five County Seismic Safety Element (FCSSE), Tulare County is located in the V-1 zone. This zone includes most of the eastern San Joaquin Valley, and is characterized by a relatively thin section of sedimentary rock overlying a granitic basement. Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance of the faults that are expected sources of the shaking is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.[17] Therefore, any impacts resulting from the rupture of a known earthquake fault would be ***Less Than Significant.***

ii) Strong seismic ground shaking?

Tulare County is characterized as Severity Zone "Nil" and "Low" for groundshaking events.[18] Deaggregation of the hazard was performed by using the USGS Interactive Deaggregation website and it was found that all faults within a 20 mile radius are quaternary faults between the ages of 750,000 and 1.6 million years old.[19] Quaternary faults are defined as those faults that have been recognized at the surface and which have evidence of movement in the past 1.6 million years, which is the duration of the Quaternary Period.[20] Due to the distance and types of faults in the proposed Project vicinity, strong ground shaking is unlikely. Therefore, any impact would be ***Less Than Significant.***

[16] State of California Department of Conservation, Alquist-Priolo Earthquake Fault Zone Maps, http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm. Accessed June, 2014.
[17] Five County Seismic Safety Element, Summary & Policy Recommendations II, 3 and 15.
[18] Tulare County General Plan 2030 Update, *Part 1-Goals and Policies Report*, 253.
[19] USGS, *Earthquake Hazards Program: Custom Mapping & Analysis Tools*, http://geohazards.usgs.gov/qfaults/ca/California.php. Accessed June, 2014.
[20] USGS. *Earthquake Hazards Program: Glossary,* http://earthquake.usgs.gov/hazards/qfaults/glossary.php#Q. Accessed June, 2014.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a process by which water saturated materials (including soils, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs most frequently where unconsolidated sediments and a high water table coincide. In some cases, a complete loss of strength occurs and catastrophic ground failure may result. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Accordingly, no impacts would occur as a result of liquefaction.

According to the Health and Safety Element of the Tulare County General Plan, liquefaction susceptibility on the Project site is low. Furthermore, the Project site is not located on unconsolidated sediments, nor does it overlie a high water table. In addition, the proposed project would implement all applicable requirements of the most recent California Building Standards Code, which provides criteria for the seismic design of buildings, to reduce the potential for impacts to the proposed structures. Therefore, the proposed Project would neither expose persons or structures to seismic-related ground failure, including liquefaction. As such, a ***Less Than Significant Impact*** will occur.

iv) Landslides?

Project Impact Analysis: ***Less Than Significant Impact***

Landslides are not a significant threat as the topography in the proposed Project area is relatively flat. No geologic landforms exist on or near the site that would result in a landslide event. Therefore, the proposed Project would neither expose persons to nor result in landslide events. As such, a ***Less Than Significant Project-specific Impact*** related to the Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, Less Than Significant Project-specific Impacts; therefore, a ***Less Than Significant Cumulative Impact*** will also occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, a ***Less Than Significant Project-specific Impact*** related to this Checklist Item will occur; therefore, a ***Less Than Significant Cumulative Impact*** would also occur.

b) Result in substantial soil erosion or the loss of topsoil?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

Construction activities associated with the proposed Project would involve grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the project site. The only type of vegetation that could be removed would be from agricultural row crops (i.e., silage corn or winter wheat) instead of permanent crops such as orchards or vineyards. When the Applicant initiates construction-related activities it is likely that row crops would not be planted in anticipation of construction-related earthmoving activities or if crops are planted they could be harvested or tilled.

National Pollutant Discharge Elimination System (NPDES) stormwater permitting programs regulate stormwater quality from construction sites, which includes erosion and sedimentation. Under the NPDES permitting program, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of one acre or more. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement Best Management Practices (BMPs) that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include sand bags, detention basins, silt fencing, storm drain inlet protection, street sweeping, and monitoring of water bodies. These requirements have been incorporated into the proposed Project as mitigation (refer to Section 3.9, Hydrology and Water Quality). The implementation of an SWPPP and its associated BMPs would reduce potential erosion impacts to a level of less than significant.

Therefore, a ***Less Than Significant Project-specific Impact With Mitigation*** to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The Project site is not located on slopes or adjacent to a designated waterway. The Proposed Project also does not involve changes that will affect offsite hillsides or designated waterways. The Project will be required to comply with Mitigation Measures 9-1 through 9-4 (refer to Section 3.9, Hydrology and Water Quality) and Mitigation Measure 6-1. Therefore, ***Less Than Significant Cumulative Impacts With Mitigation*** related to this Checklist Item will occur.

Mitigation Measure(s):

6-1 Comply with construction BMPs for erosion and a SWPPP (if required) during construction-related activities. Provide sound civil design for surface water management, and employ post-construction operational controls to limit erosion, such as measures to effectively control dust.

9-1 through 9-4 as specified in Section 3.9, Hydrology and Water Quality of this DEIR.

Conclusion: ***Less Significant Impact With Mitigation***

As noted earlier, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur with mitigation. Therefore, a ***Less Than Significant Cumulative Impact With Mitigation*** to this Checklist Item will occur.

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?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

As previously discussed in the response to Item 6 a), the potential for liquefaction and landslide at the Project site is low. The United States Department of Agriculture Natural Resources Conservation Service (USDA/NRCS) indicates that Akers-Akers saline-Sodic complex and Tagus Loam underlie the project site. These are well drained soils with moderate permeability. These soils are not susceptible to subsidence. The proposed project would implement all applicable requirements of the most recent California Building Standards Code, which provides criteria for the seismic design of buildings. With the implementation of Mitigation Measures 6-1, and 9-1 through 9-4, potential impacts will be reduced to a ***Less Than Significant Impact With Mitigation***.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will have a less than significant impact on soil compaction on the Project site. Compaction-related activities will not impact off-site soils. Although the proposed Project will include excavation for footings, this excavation will not significantly impact the soils on-site or in the immediate area. Therefore, a ***Less Than Significant Cumulative Impact With Mitigation*** to this Checklist Item will occur.

Mitigation Measure(s):

See Mitigation Measures 6-1, and 9-1 through 9-4.

Conclusion: ***Less Than Significant Impact With Mitigation***

As noted earlier, with the implementation of **Mitigation Measures 6.1** ***and 9-1 through 9-4, Less Than Significant Project-specific Impacts*** will occur. Also, a ***Less Than Significant Cumulative Impact With Mitigation*** will occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The USDA/NRCS indicates that Akers-Akers saline-Sodic complex and Tagus loam underlie the Project site. These soils have a moderate shrink-swell potential. However, the proposed Project would implement all applicable requirements of the most recent California Building Standards Code and Mitigation Measures 6-1, and 9-1 through 9-4. Therefore, the development of the Project will not expose persons or structures to hazards associated with shrinking and swelling of expansive soils. Therefore, a ***Less Than Significant Impact With Mitigation*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will have a ***Less Than Significant Project-specific Impact*** related to expansive soils. As such, a ***Less Than Significant Cumulative Impact With Mitigation*** related to this Checklist Item will occur.

Mitigation Measure(s):

See Mitigation Measures 6-1, and 9-1 through 9-4.

Conclusion: ***Less Than Significant Impact With Mitigation***

As noted earlier, Mitigation Measures 6-1, and 9-1 through 9-4 will reduce Project-specific impacts to a ***Less Than Significant*** level. Therefore, a ***Less Than Significant Cumulative Impact With Mitigation*** will occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The proposed Project will include a septic system (i.e., tank and leach field) to accommodate the wastewater resulting from administrative office use. Therefore, a ***Less Than Significant Project-specific Impact With Mitigation*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

Therefore, a ***Less Than Significant Cumulative Impact With Mitigation*** will occur.

Mitigation Measure(s)

6-2 Secure a permit from the Tulare County Environmental Health Department for an on-site septic disposal system and comply with permit conditions. The permit application will require an engineered design report. The engineered design report should include percolation testing and address the recommendations of the Geologic and Geotechnical Feasibility Report.

Conclusion: ***Less Than Significant Impact With Mitigation***

As noted earlier, implementation of Mitigation Measure 6-2 will reduce impacts Project-specific impacts to a **Less Than Significant** level. Therefore, a ***Less Than Significant Cumulative Impact With Mitigation*** will occur.

DEFINITIONS

Fault - "A fault is a fracture in the Earth's crust that is accompanied by displacement between the two sides of the fault. An active fault is defined as a fracture that has shifted in the last 10,000 to 12,000 years (Holocene Period). A potentially active fault is one that has been active in the past 1.6 million years (Quaternary Period). A sufficiently active fault is one that shows evidence of Holocene displacement on one or more of its segments or branches (Hart, 1997)."[21]

Liquefaction - "Liquefaction in soils and sediments occurs during earthquake events, when soil material is transformed from a solid state to a liquid state, generated by an increase in pressure between pore space and soil particles. Earthquake-induced liquefaction typically occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts, but it can also occur in dry, granular soils or saturated soils with partial clay content."[22]

Magnitude - "Earthquake magnitude is measured by the Richter scale, indicated as a series of Arabic numbers with no theoretical maximum magnitude. The greater the energy released from the fault rupture, the higher the magnitude of the earthquake. Magnitude increases logarithmically in the Richter scale; thus, an earthquake of magnitude 7.0 is thirty times stronger than one of magnitude 6.0. Earthquake energy is most intense at the point of fault slippage, the epicenter, which occurs because the energy radiates from that point in a circular wave pattern. Like a pebble thrown in a pond, the increasing distance from an earthquake's epicenter translates to reduced ground shaking."[23]

REFERENCES

Tulare County 2030 General Plan, August 2012

Tulare County 2030 General Plan Background Report, February 2010

CEQA Guidelines

[21] General Plan Background Report, page 8-2
[22] Ibid.
[23] Op. Cit.

Greenhouse Gas Emissions
Chapter 3.7

SUMMARY OF FINDINGS

The proposed Project will result in ***No Significant Impacts*** related to Greenhouse Gas (GHG) Emissions. A detailed review of potential impacts is provided in the analysis below. A Greenhouse Gas Impact estimate was prepared by RMA staff using the San Joaquin Valley Unified Air District accepted emission model *CalEEMOD* which is included as Appendix "A" of this document and is used as the basis for determining that this Project will result in no significant impacts.

California Environmental Quality Act (CEQA) Requirements

Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

"(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by

the relevant public agency through a public review process and must reduce or mitigate the projects incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project."[1]

ENVIRONMENTAL SETTING

"Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern is that increases in GHGs are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. The gases believed to be most responsible for global warming are water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydro fluorocarbons (HFCs), per fluorocarbons (PFCs), and sulfur hexafluoride (SF_6)."[2]

"In 2007, Tulare County generated approximately 5.2 million tonnes of Carbon Dioxide Equivalent (CO_2e). The largest portion of these emissions (63 percent) is attributed to dairies/feedlots, while the second largest portion (16 percent) is from mobile sources. [as shown in **Table 3.7-1**]"[3]

Table 3.7-1
Emissions by Sector in 2007[4]

Sector	CO_2e (tonnes/year)	% of Total
Electricity	542,690	11%
Natural Gas	321,020	6%
Mobile Sources	822,230	16%
Dairy/Feedlots	3,294,870	63%
Solid Waste	227,250	4%
Total	**5,208,060**	**100%**
Per Capita	**36.1**	

Source: General Plan Background Report

The Tulare County General Plan contains the following: "Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO_2, and methane are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane primarily results from off-gassing associated with agricultural practices and landfills. SF_6 is a GHG

[1] 2013 CEQA Guidelines, Section 15064.4
[2] General Plan Background Report, page 6-17
[3] Ibid. 6-33
[4] Op. Cit. 6-34

commonly used in the utility industry, as an insulating gas in transformers and other electronic equipment. There is widespread international scientific agreement that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming.

Some of the potential resulting effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CARB, 2006). Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great."[5]

Thresholds of Significance

"The San Joaquin Valley Air Pollution Control District proposes the following process… for determining the cumulative significance of project specific GHG emissions on global climate change when issuing permits for stationary source projects:"[6]

- "Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement BPS."[7]
- "Projects not implementing Best Performance Standards would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, compared to BAU, including GHG emission reductions achieved since the 2002-2004 baseline period, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Projects achieving

[5] General Plan Background Report, pages 6-27 to 6-28
[6] District Policy, Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as Lead Agency, page 8
[7] Ibid. 8

at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG."[8]

- "Projects requiring preparation of an Environmental Impact Report would require quantification of project specific GHG emissions. Projects implementing BPS or achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG."[9]

REGULATORY SETTING

Federal Agencies & Regulations

"On December 7, 2009, Administrator Lisa Jackson signed a final action, under Section 202(a) of the Clean Air Act, finding that six key well-mixed greenhouse gases constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to the climate change problem."[10]

"The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases — carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) — in the atmosphere threaten the public health and welfare of current and future generations."[11]

State Agencies & Regulations

California Air Resources Board

"The Air Resources Board (ARB or Board) has established State ambient air quality standards (State standards) to identify outdoor pollutant levels considered safe for the public. After State standards are established, State law requires ARB to designate each area as attainment, nonattainment, or unclassified for each State standard. The area designations, which are based on the most recent available data, indicate the healthfulness of air quality throughout the State."[12] The California Air Resources Board has prepared the 2004 Carbon Monoxide State Implementation Plan.

San Joaquin Valley Unified Air Pollution Control District (Air District or Valley Air District)

"The San Joaquin Valley Air District is a public health agency whose mission is to improve the health and quality of life for all Valley residents through efficient, effective and entrepreneurial air quality-management strategies."[13] "The San Joaquin Valley Air Pollution Control District is made up of eight counties in California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the San Joaquin Valley Air Basin portion of Kern."[14]

The Air District determined that the quantification of GHG Emissions is expected for all projects

[8] Op. Cit. 9
[9] Ibid. 9
[10] http://www.epa.gov/climatechange/EPAactivities/regulatory-initiatives.html
[11] http://www.epa.gov/climatechange/endangerment/index.html
[12] Cal/EPA Air Resources Board, http://www.arb.ca.gov/desig/desig.htm
[13] http://www.valleyair.org/General_info/aboutdist.htm#Mission
[14] Ibid.

that require an Environmental Impact Report.[15]

The California Association of Air Pollution Control Officers (CAPCOA) represents all thirty-five local air quality agencies throughout California. CAPCOA, which has been in existence since 1975, is dedicated to protecting the public health and providing clean air for all our residents and visitors to breathe, and is initiating the Greenhouse Gas Reduction Exchange.

The Greenhouse Gas Reduction Exchange (GHG Rx) is a registry and information exchange for greenhouse gas emissions reduction credits designed specifically to benefit the state of California. The GHG Rx is a trusted source of locally generated credits from projects within California, and facilitates communication between those who create the credits, potential buyers, and funding organizations. Four public workshops were held throughout the state including in the SJVPACD. The mission is to provide a trusted source of high quality California-based greenhouse gas credits to keep investments, jobs, and benefits in-state, through an Exchange with integrity, transparency, low transaction costs and exceptional customer service.

This Draft EIR is relying on the guidance and expertise of the Valley Air District in addressing GHG emissions. The following is an excerpt contained in the San Joaquin Valley Air Pollution Control District's Draft Guidance for Assessing and Mitigating Air Quality Impacts – 2014:

"By enacting SB 97 in 2007, California's lawmakers expressly recognized the need to analyze greenhouse gas emissions as a part of the CEQA process. SB 97 required OPR to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of greenhouse gas emissions. Those CEQA Guidelines amendments clarified several points, including the following:

- Lead Agencies must analyze the greenhouse gas emissions of proposed projects, and must reach a conclusion regarding the significance of those emissions. [See CCR §15064.4];
- When a project's greenhouse gas emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions. [See CCR §15126.4(c)];
- Lead Agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change. [See CCR §15126.2(a)];
- Lead Agencies may significantly streamline the analysis of greenhouse gases on a project level by using a programmatic greenhouse gas emissions reduction plan meeting certain criteria. [See CCR §15183.5(b)];
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives. (See CEQA Guidelines, Appendix F.)

[15] District Policy, Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as Lead Agency, page 6

It is widely recognized that no single project could generate enough GHG emissions to noticeably change the global climate temperature. However, the combination of GHG emissions from past, present and future projects could contribute substantially to global climate change. Thus, project specific GHG emissions should be evaluated in terms of whether or not they would result in a cumulatively significant impact on global climate change. GHG emissions, and their associated contribution to climate change, are inherently a cumulative impact issue. Therefore, project-level impacts of GHG emissions are treated as one-in-the-same as cumulative impacts.

On December 17, 2009, the District's Governing Board adopted the District Policy: *Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. The District's Governing Board also approved the guidance document: *Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects Under CEQA.* In support of the policy and guidance document, District staff prepared a staff report: *Addressing Greenhouse Gas Emissions Under the California Environmental Quality Act*.

These documents and the supporting staff reports are available at the District's website: www.valleyair.org/Programs/CCAP/CCAP_idx.htm

In summary, the staff report evaluates different approaches for assessing significance of GHG emission impacts. As presented in the report, District staff reviewed the relevant scientific information and concluded that the existing science is inadequate to support quantification of the extent to which project specific GHG emissions will impact global climate features such as average air temperature, average rainfall, or average annual snow pack. In other words, the District was not able to determine a specific quantitative level of GHG emissions increase, above which a project will have a significant impact on the environment, and below which will have an insignificant impact. This is readily understood, when one considers that global climate change is the result of the sum total of GHG emissions, both manmade and natural that occurred in the past; that is occurring now; and will occur in the future.

In the absence of scientific evidence supporting establishment of a numerical threshold, the District policy applies performance based standards to assess project specific GHG emission impacts on global climate change. The determination is founded on the principal that projects whose emissions have been reduced or mitigated consistent with the California Global Warming Solutions Act of 2006, commonly referred to as "AB 32", should be considered to have a **less than significant impact** on global climate change. For a detailed discussion of the District's establishment of thresholds of significance for GHG emissions, and the District's application of said thresholds, the reader is referred to the above referenced staff report, District Policy, and District Guidance documents.

As presented in **Figure 3.7-2** of this DEIR] (Process of Determining Significance of Greenhouse Gas Emissions), the policy provides for a tiered approach in assessing significance of project-specific GHG emission increases.

- Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement Best Performance Standards (BPS).

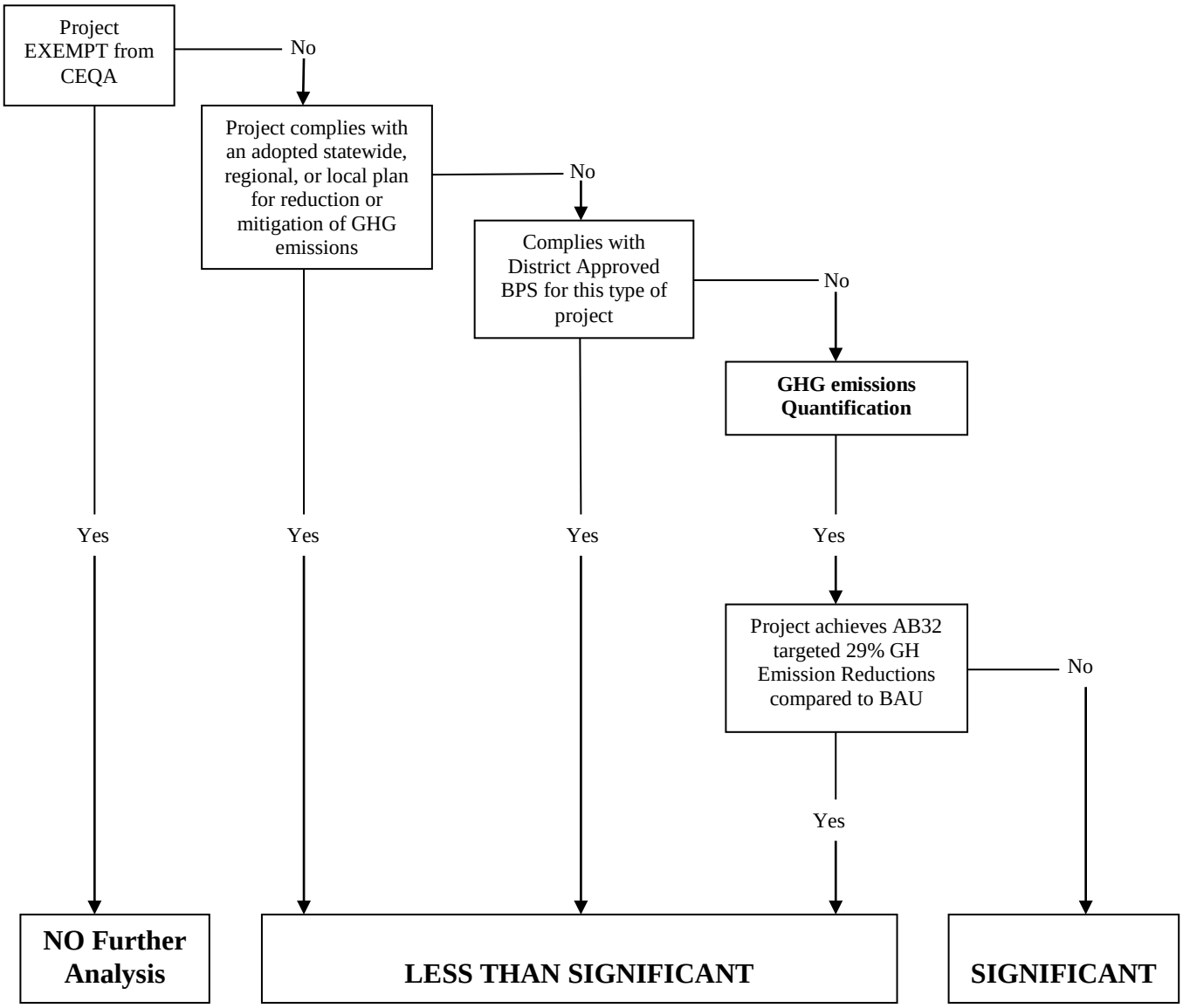
- Projects implementing BPS would not require quantification of project specific GHG emissions. Consistent with CEQA Guideline, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

- Projects not implementing BPS would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business as Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.)

The District guidance for development projects also relies on the use of BPS. For development projects, BPS includes project design elements, land use decisions, and technologies that reduce GHG emissions. Projects implementing any combination of BPS, and/or demonstrating a total 29 percent reduction in GHG emissions from business- as-usual (BAU), would be determined to have a less than cumulatively significant impact on global climate change."[16]

[16] "Draft Guidance for Assessing and Mitigating Air Quality Impacts – 2014", San Joaquin Valley Air Pollution Control District; pages 108-111, which can be accessed at: http://www.valleyair.org/Workshops/postings/2014/07-23-14_GAMAQI/DRAFT_GAMAQI_2014_July_7.pdf

Figure 3.7-2 Process of Determining Significance of Greenhouse Gas Emissions



California Clean Air Act

"The California CAA of 1988 establishes an air quality management process that generally parallels the federal process. The California CAA, however, focuses on attainment of the State ambient air quality standards, which, for certain pollutants and averaging periods, are more stringent than the comparable federal standards. Responsibility for meeting California's standards is addressed by the CARB and local air pollution control districts (such as the eight county Air District, which administers air quality regulations for Tulare County). Compliance strategies are presented in district-level air quality attainment plans."[17]

[17] Tulare County 2030 General Plan RDEIR, pages 3.3-2 to 3.3-3

Executive Order S-3-05

"In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger issued Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order additionally ordered that the Secretary of the California Environmental Protection Agency (Cal EPA) would coordinate oversight of the efforts among state agencies made to meet the targets and report to the Governor and the State Legislature biannually on progress made toward meeting the GHG emission targets. Cal EPA was also directed to report biannually on the impacts to California of global warming, including impacts to water supply, public health, and agriculture, the coastline, and forestry, and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the Executive Order, the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state (Climate Action Team, 2006)."[18]

Assembly Bill 32: California Global Warming Solutions Act of 2006

"In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

The bill also requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The bill authorizes CARB to adopt market-based compliance mechanisms. The bill additionally requires the state board to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board, pursuant to specified provisions of existing law. The bill also authorizes CARB to adopt a schedule of fees to be paid by regulated sources of GHG emissions. Because the bill requires CARB to establish emissions limits and other requirements, the violation of which would be a crime, this bill would create a state-mandated local program.

Under AB 32, by June 30, 2007, CARB was to identify a list of discrete early action GHG reductions that will be legally enforceable by 2010. By January 1, 2008, CARB was also to adopt

[18] General Plan Background Report, page 6-19

regulations that will identify and require selected sectors to report their statewide GHG emissions. By January 1, 2011, CARB must adopt rules and regulations to achieve the maximum technologically feasible and cost-effective reductions in GHG reductions. CARB is authorized to enforce compliance with the program that it develops."[19]

Senate Bill 97

"Governor Schwarzenegger signed Senate Bill (SB) 97 (Sutton), a CEQA and GHG emission bill, into law on August 24, 2007. SB 97 requires the Governor's Office of Planning and Research (OPR) to prepare CEQA guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. OPR must prepare these guidelines and transmit them to the Resources Agency by July 1, 2009. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions. The Resources Agency must then certify and adopt the guidelines by January 1, 2010. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by CARB pursuant to the Global Warming Solutions Act, scheduled for 2012.

The OPR published a Technical Advisory in June of 2008 that is an "informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents" to serve in the interim until guidelines are established pursuant to SB 97 (OPR, 2008). This Advisory recommends that CEQA documents include quantification of estimated GHG emissions associated with a proposed project and that a determination of significance be made. With regard to significance the Advisory states that "lead agencies must determine what constitutes a significant impact. In the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a "significant impact", individual lead agencies may undertake a project-by-project analysis, consistent with the available guidance and current CEQA practice"."[20]

Climate Change Scoping Plan

"The CARB published a *Climate Change Scoping Plan* in December 2008 (CARB, 2008c) that outlines reduction measures to lower the state's GHG emissions to meet the 2020 limit. The *Scoping Plan* "proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health". Key elements for reducing California's GHG emissions to 1990 levels by 2020 include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;

[19] Ibid. 6-20
[20] Op. Cit. 6-23 to 6-24

- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation."[21]

Local Policy & Regulations

Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County that support reduction efforts of GHG. General Plan policies that relate to the proposed Project are listed below.

AQ-1.7 Support Statewide Climate Change Solutions - The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan - The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,
2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and
3. Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

AQ-1.9 Support Off-Site Measures to Reduce Greenhouse Gas Emissions - The County will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions.

AQ-1.10 Alternative Fuel Vehicle Infrastructure - County shall support the development of necessary facilities and infrastructure needed to encourage the use of low or zero-emission

[21] Ibid. 6-24 to 6-25

vehicles (e.g. electric vehicle charging facilities and conveniently located alternative fueling stations, including CNG filling stations.

Tulare County Climate Action Plan

"The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan build out. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[22]

The Tulare County General Plan 2030 Update fulfills many sustainability and greenhouse gas reduction objectives at the program level. Individual projects that will implement the General Plan will comply with these policies resulting in long-term benefits to air quality and greenhouse gas reductions that will help Tulare County achieve the Climate Action Plan (CAP) reduction targets. Table 15 of the CAP lists the policies from the various General Plan elements that promote more efficient development, and reduce travel and energy consumption. The complete policies listed in Table 15 have been organized into several sections that help to identify common themes: Land Use and Transportation Strategies; Building Energy Efficiency; Water Conservation Energy Savings; Solid Waste Reduction and Recycling; and, Agricultural Programs and Initiatives

IMPACT EVALUATION

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Project Impact Analysis: ***Less Than Significant***

Construction Emissions

The proposed Project contributes to climate change impacts through its contribution of GHG. The proposed Project would generate a variety of GHGs during construction and operation, including several defined by AB 32, such as CO_2, CH_4, and N_2O. During construction-related activities, GHG will be emitted from construction equipment, vehicle, and truck exhaust. The SJVAPCD does not have thresholds or guidance regarding the significance of construction-related greenhouse gas emissions. As part of this analysis, all GHG impacts are reviewed. Construction-related GHG emissions will be generated from the 376,622 ft^2 of structures (i.e., mini-storage units, an office, a residence, and a garage), earth-moving equipment

[22] Tulare County Climate Action Plan, page 1

operations, asphalt/concrete paving between unit aisles, and asphalt of on-site customer parking area. The Project's estimated construction-related carbon dioxide (CO_2) emissions using *CalEEMOD* are provided in **Table 3.7-2** (see Appendix "A").

Construction emissions are considered short-term, intermittent, and temporary because the sources will cease to emit upon completion of construction and will not add to emissions in the 2020 CAP target year. Because the Project's construction-related emissions are not permanent, GHG impacts will not be adverse or inconsistent with Tulare County's Climate Action Plan GHG Emissions Inventory. Therefore, the emissions from construction activities will result in a less than significant impact. The construction emissions generated by the Project are shown in **Table 3.7-3** for information only.

Table 3.7-3
Construction CO_2e Emissions

Source	Emissions (tons per year)			$MTCO_2e$ per year
	Carbon Dioxide	Nitrous Oxide	Methane	
Construction 2015	416.35	0	0.07	417.75
Construction 2016	709.10	0	0.08	710.83
Total Project Construction	**1,125.45**	**0**	**0.15**	**1,128.57**

Operations Emissions

The proposed Project contributes to climate change impacts through its contribution of GHG. The majority of GHG-related emissions of the proposed Project would be from vehicles used by customers dropping off or removing stored goods.

Certain GHGs identified by AB 32 would not be emitted by the Project. PFCs and SF_6 are typically used in industrial applications, none of which would be used by the Project. Therefore, the proposed Project is not anticipated to emit PFCs or SF_6.

The Project would emit GHGs during construction of the Project from combustion of fuels in worker vehicles accessing the site as well as from diesel powered equipment used during construction. Upstream emission sources (also known as life cycle emissions) refer to emissions that were generated during the manufacture or processing of products and materials to be used for construction of the Project. For example, upstream emission sources include but are not limited to the emissions from the manufacture of cement and harvesting and processing lumber used in construction.

The upstream emissions were not estimated because they are not within the control of the proposed Project and to do so would be speculative. Additionally, the California Air Pollution Control Officers Association's White Paper on CEQA and Climate Change supports this conclusion by stating, "The full life-cycle of GHG [greenhouse gas] emissions

from construction activities is not accounted for and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level" (CAPCOA 2008). Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream /life cycle emissions are speculative and no further discussion is necessary.

GHG emissions from the proposed Project during operation would result from natural gas consumption, motor vehicles, and air conditioning units. Indirect emissions would primarily be as a result of generated electricity which is consumed by the Project. As the Project will utilize an on-site septic system, there would be no indirect GHG from wastewater treatment and transport.

Operational emissions are those emissions that occur during operation of the Project. Typically, three operational emissions scenarios are included in an analysis of operational emissions, as follows:

1. Business as usual: Emissions are estimated using factors for 2005 to reflect conditions prior to implementation of greenhouse gas regulations enacted to implement AB 32;
2. Project build-out to reflect emissions expected to occur with the opening of the new facility; and
3. Emissions in 2020, which include reductions from the Pavley I and Low Carbon Fuel Standard regulations (motor vehicles), project design features, and mitigation measures.

However, the Project's very nature as a mini-storage facility will result in an average of 469 vehicle trips per day resulting in approximately 681 $MTCO_2e$ from mobile sources, which accounts for approximately 63% of the Project's overall 1,086 $MTCO_2e$ GHG emissions. **Table 3.7-4** indicates that waste emissions account for approximately 15% of Project related GHG emissions, while water emissions account for approximately 22% of the GHG emissions resulting from the Project. Less than 1% of Project related GHG emissions will result from the use of area sources (such as consumer products) and energy consumption (such as the heating/cooling system).

The Project site will not be connected to municipal sewer facilities and will rely on an on-site septic system rather than a wastewater treatment facility. The Project site provides limited facilities for disposal of waste and will be used exclusively for private use of tenants. Project construction-related emissions will be short-term, intermittent, and temporary and the Project is below Valley Air District emissions thresholds for vehicle trips per day and square footage for type of land use. The Project will employ only six persons (resident/manager positions) requiring few amenities such as heating and cooling. The Project will have no operational GHG-emitting equipment. Therefore, operational design and the very nature of the project will result in very low operations-related emissions.

Table 3.7-4
Operational CO_2e Emissions

Source	Emissions (tons per year)			$MTCO_2e$ per year
	Carbon Dioxide	Nitrous Oxide	Methane	
Area Emissions	0.007	0	0	0.007
Energy Emissions	0.50	0	0	0.51
Mobile Emissions	680.37	0	0.03	680.91
Waste Emissions	71.86	0	4.25	161.05
Water Emissions	162.49	0.07	2.84	243.39
Total Emissions	**915.23**	**0.07**	**7.12**	**1,085.86**

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalent, converted from tons per year by multiplying by the global warming potential of the gas and by 0.9072. Global warming potentials: carbon dioxide 1, nitrous oxide 310, and methane 21.
Source: RMA staff estimate using CalEEMOD.

Inventories of operational GHG emissions for the proposed Project are presented in **Table 3.7-3**. Project-generated emissions are expected to decrease over time due to implementation of regulations requiring lower emitting vehicles and fewer greenhouse gas emissions from electric power generation. The Tulare County CAP accounts for these reductions in greenhouse gas targets set for the year 2020 that demonstrate consistency with state targets contained in AB 32. To achieve the 2020 target, the CAP anticipated that additional reductions in greenhouse gas emissions would be required from new development averaging 6 percent. Therefore, projects that achieve reductions of this amount are considered less than significant for GHG impacts.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the San Joaquin Air Basin. This cumulative analysis is based on the information provided in the *CalEEMOD* results for Greenhouse Gas (see Appendix "A" of this DEIR).

As noted earlier, Greenhouse gas impacts are cumulative in nature. No one, individual project would result in a measurable increase in concentrations of greenhouse gases in the atmosphere and climate change. As such, climate change is a global phenomenon that requires global efforts. The State of California, recognizing its responsibility as a leader in environmental stewardship efforts, has developed a Scoping Plan that provides measures that when implemented will ensure that California's greenhouse gas emissions will meet AB 32 reduction targets and does its part to address the global problem. The state target is to reduce emissions to 1990 levels by the year 2020 accounting for growth.

AB 32 section 38501(d) states:

> National and international actions are necessary to fully address the issue of global warming. However, action taken by California to reduce emissions of greenhouse gases will have far-reaching effects by encouraging other states, the federal government, and other countries to act. (e) By exercising a global leadership role, California will also position its economy, technology centers, financial institutions, and businesses to benefit from national and international efforts to reduce emissions of greenhouse gases. More importantly, investing in the development of innovative and pioneering technologies will assist California in achieving the 2020 statewide limit on emissions of greenhouse gases established by this division and will provide an opportunity for the state to take a global economic and technological leadership role in reducing emissions of greenhouse gases.

In accordance with CEQA Guidelines 15183.5(b)(2), "an environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project."

In this case, the Tulare County Climate Action Plan (CAP) requires projects to achieve an average of 6-percent reduction in greenhouse gases over and above reductions achieved by adopted regulations. The CAP identifies a number of strategies and measures that can be used to achieve the required reductions. Table 3.7-4 (CAP/General Plan Consistency Analysis) assesses the Project's consistency with the CAP and measures recommended by the CAP.

Table 3.7-4
CAP/General Plan Consistency Analysis

Measure	Discussion
Density Consistent with Blueprint goals	Project is consistent with Blueprint goals by developing within the City of Visalia Urban Development Boundary.
Pedestrian Network	The Project is subject to the standards of the City of Visalia. Per the adopted Visalia General Plan (Figure 5-1 Parks and Recreation Facilities), the site's east property line (planned future Roeben Street) is delineated as a Linear Park/Trail. Also, Avenue 280/Caldwell Avenue is planned as a Linear Park/Trail.
Street Grid Measure	The Project is subject to the standards of the City of Visalia..
Proximity to Bike Path/Bike Lanes Measure	Project is not currently served by bike lanes or paths; however, per the adopted Visalia General Plan (Figure 4-5 General Plan Bikeways) the site's east property line (planned future Roeben Street) is adjacent to a planned Class II Future Bikeway and Greenway. Also, Avenue 280/Caldwell Avenue is planned as a Class III Future Bike Lane.
Pedestrian Barriers Minimized	The Project will be developed to the standards of the City of Visalia and will not create any new pedestrian barriers.
Exceed Title 24 Measure - Commercial, Mixed-Use, Residential	As there will be only one residence for the employee/resident managers, it is unlikely that the Project will exceed 2008 Title 24 by a minimum of 10 percent.
Energy Star Roof Measure – Commercial, Mixed-Use, Residential.	Project buildings have not been designed, but roof materials will be considered in achieving Title 24 energy efficiency requirements.
Non-Roof Surfaces Measure - Commercial	Project buildings have not been designed. Surfaces will be evaluated to determine the architectural design process and if it is economically viable to meet or exceed California Green Building Code Standards.
Item	**Required**
Percent reduction in greenhouse gas emissions	6%
Consistency with General Plan policies with affects on energy consumption and greenhouse gas emissions	Yes
Consistency with Rural Valley Land Plans or Foothill Growth Management Plan development criteria	N/A
Consistency with Urban Growth Boundary expansion criteria	N/A
Consistency for development within Rural Community Urban Development Boundaries and Hamlet Development Boundaries	Yes. Consistent with development requirements of the City of Visalia.

It should be noted that; "In 2030, Tulare County is forecast to generate approximately 6.1 million tonnes of CO_2e. The largest portion of these emissions (59 percent) is attributed to dairies/feedlots, while the second largest portion (20 percent) is from mobile sources. Per capita emissions in 2030 are projected to be approximately 27 tonnes of CO_2E per resident."[23] As shown in **Table 3.7-4** the Project is consistent with General Plan policies to reduce overall GHG emissions and will be required to reduce GHG emissions by 6% consistent with the CAP. Therefore, Project related GHG emissions will result in a ***Less Than Significant Impact***.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

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

Project Impact Analysis: ***No Impact***

This Project does not conflict with the Tulare Climate Action Plan, the Tulare County General Plan, or any Air District rules/regulations, for the purpose of reducing greenhouse gas emissions.

The proposed Project's objectives and Project components do not conflict with the goals of AB 32 and greenhouse gas reduction. Thus, the proposed Project is consistent with the aforementioned plans, policies, and regulations. ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. This cumulative analysis is based on the information provided in the analysis above and the result of the CalEEMOD result included as Appendix "A" of this DEIR.

As the proposed Project is consistent with aforementioned plans, policies, and regulations, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As the proposed Project is consistent with aforementioned plans, policies, and regulations, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

[23] General Plan Background Report, page 6-34

DEFINITIONS/ACRONYMS

DEFINITIONS

Achieved-in-Practice - "Any equipment, technology, practice or operation available in the United States that has been installed and operated or used at stationary source site for a reasonable period of time sufficient to demonstrate that the equipment, technology, practice or operation is reliable when operated in a manner that is typical for the process. In determining whether equipment, technology, practice or operation is Achieved-in-Practice, the District will consider the extent to which grants, incentives or other financial subsidies influence the economic feasibility of its use."[24]

Approved Alternate Technology - "Any District approved, Non-Achieved-in- Practice GHG emissions reduction measure equal to or exceeding the GHG emission reduction percentage for a specific BPS."[25]

Baseline - "The three year average (2002-2004) of GHG emissions for a type of equipment or operation within an identified class and category, expressed as annual GHG emissions per unit."[26]

Best Performance Standard - "For a specific Class and Category, the most effective, District approved, Achieved-In-Practice means of reducing or limiting GHG emissions from a GHG emissions source, which is also economically feasible per the definition of Achieved-in-Practice. BPS includes equipment type, equipment design, and operational and maintenance practices for the identified service, operation, or emissions unit class and category."[27]

Business-as-Usual - "The emissions for a type of equipment or operation within an identified class and category projected for the year 2020, assuming no change in GHG emissions per unit of activity as established for the baseline period."

Category - "A District approved subdivision within a "class" as identified by unique operational or technical aspects."[28]

Class - "The broadest District approved division of stationary GHG sources based on fundamental type of equipment or industrial classification of the source operation."[29]

Global Warming - "Global warming is an increase in the temperature of the Earth's troposphere. Global warming has occurred in the past as a result of natural influences, but the term is most often used to refer to the warming predicted by computer models to occur as a result of increased emissions of greenhouse gases."[30]

Greenhouse Gas - "Greenhouse gas (GHG) emissions are the release of any gas that absorbs infrared radiation in the atmosphere. Generally when referenced in terms of global climate they

[24] "District Policy, Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as Lead Agency, December 17, 2009 which can be accessed, page 6; which can be accessed at: http://www.valleyair.org/Programs/CCAP/12-17-09/2%20CCAP%20-%20FINAL%20District%20Policy%20CEQA%20GHG%20-%20Dec%2017%202009.pdf
[25] Ibid. 6
[26] Op. Cit. 7
[27] Op. Cit.
[28] Op. Cit.
[29] Op. Cit. 7
[30] General Plan Background Report, page 6-3

are considered to be harmful. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydro chlorofluorocarbons (HCFCs), ozone (O_3), hydro fluorocarbons (HFCs), per fluorocarbons (PFCs), and sulfur hexafluoride (SF_6)."[31]

Operational Boundaries - "Operational boundaries are defined as "[t]he boundaries that determine the direct and indirect emissions associated with operations owned or controlled by the reporting company. This assessment allows a company to establish which operations and sources cause direct and indirect emissions, and to decide which indirect emissions to include that are a consequence of its operations" (GHG Protocol, 2008)."[32]

ACRONYMS

AB	Assembly Bill
ARB (or CARB)	Air Resources Board (California Air Resources Board)
BAU	Business As Usual
BPS	Best Performance Standards
CAA	Clean Air Act
Cal EPA	California Environmental Protection Agency
CH_4	Methane
CO_2	Carbon Dioxide
GHG	Greenhouse Gases
HFCs	Hydro fluorocarbons
MRF/TS	Material Recovery Facility/Transfer Station
MSW	Municipal Solid Waste
N_2O	Nitrous Oxide
OPR	Governor's Office of Planning and Research
PFCs	Per fluorocarbons
SF_6	Sulfur Hexafluoride
AIR DISTRICT	San Joaquin Valley Unified Air Pollution Control District
WARM	Waste Reduction Model

[31] Ibid. 6-3
[32] Op. Cit. 6-29

REFERENCES

Tulare County 2030 General Plan, August 2012

Tulare County 2030 General Plan Background Report, February 2010

Tulare County 2030 General Plan, Recirculated Draft Environmental Impact Report (RDEIR), February 2010

Cal/EPA Air Resources Board, which can be accessed at: http://www.arb.ca.gov/desig/desig.htm

San Joaquin Valley Air Pollution Control District Website, which can be accessed at: http://www.valleyair.org/General_info/aboutdist.htm#Mission

"District Policy, Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as Lead Agency", San Joaquin Valley Air Pollution Control District, December 17, 2009 which can be accessed at: http://www.valleyair.org/Programs/CCAP/12-17-09/2%20CCAP%20-%20FINAL%20District%20Policy%20CEQA%20GHG%20-%20Dec%2017%202009.pdf

"Draft Guidance for Assessing and Mitigating Air Quality Impacts – 2014", San Joaquin Valley Air Pollution Control District; which can be accessed at: http://www.valleyair.org/Workshops/postings/2014/07-23-14_GAMAQI/DRAFT_GAMAQI_2014_July_7.pdf

CEQA Guidelines

Hazards and Hazardous Materials
Chapter 3.8

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** related to Hazards and Hazardous Materials with mitigation. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Hazards and Hazardous Materials. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1] The environmental setting provides a description of the Hazards and Hazardous Materials in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030

[1] CEQA Guidelines, Section 15126.2 (a)

General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Create a significant hazard
- Located within one-quarter mile of an existing or proposed school
- Located on a list of hazardous materials sites
- Located within an airport land use plan
- Located within the vicinity of a private airstrip
- Interfere adopted emergency response plan or emergency evacuation plan
- Wildland Fire Risk

ENVIRONMENTAL SETTING

"A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10)."[2]

"Similarly, hazardous wastes are defined as materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3)."[3]

Hazardous Waste Shipments Originating Within Tulare County

"A determination of the routes used to transport hazardous waste within Tulare County was performed by analysis of Hazardous Waste Tracking System (HWTS) data on hazardous shipments. Calendar year 2002 manifest data indicates that a total of 1,606 tons of hazardous waste was transported from all categories of generators in Tulare County."[4] The quantities of hazardous waste transported from facilities located within each zip code in Tulare County are shown in the **Table 3.8-1**.

[2] General Plan Background Report, page 8-19
[3] Ibid. 8-19 to 8-20
[4] Ibid. 8-31

Table 3.8-1
Transport of Hazardous Waste

Zip Code	Total Tons	Zip Code	Total Tons	Zip Code	Total Tons	Zip Code	Total Tons
93219	0.579	93221	19.100	93223	14.73	93227	6.792
93244	4.270	93247	36.370	93256	14.39	93257	155.000
93262	0.459	93271	4.463	93272	17.78	93274	146.700
93275	14.870	93277	407.80	93279	52.01	93286	7.152
93291	321.700	93292	25.600	93615	2.606	93618	139.100
93631	321.700	93647	65.630	93654	4.255	93673	4.915

Source: General Plan Background Report

Environmental Health Department Futures Assessment

"The Environmental Health Department [EHD], of which the CUPA is a part, anticipates a slight increase in the reported volume of hazardous waste generated within Tulare County in year 2003/04. However, EHD does not expect an increase in the actual volume of hazardous waste generated over the same period."[5]

REGULATORY SETTING

Federal Agencies & Regulations

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act of 1975 (HMTA) as amended, is the major transportation-related statute affecting DOE. The objective of the HMTA according to the policy stated by Congress is ". . .to improve the regulatory and enforcement authority of the Secretary of Transportation to protect the Nation adequately against risks to life and property which are inherent in the transportation of hazardous materials in commerce." The HMTA empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property."

Regulations apply to ". . .any person who transports, or causes to be transported or shipped, a hazardous material; or who manufactures, fabricates, marks, maintains, reconditions, repairs, or tests a package or container which is represented, marked, certified, or sold by such person for use in the transportation in commerce of certain hazardous materials.""[6]

Superfund

"Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), commonly referred to as "Superfund", was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities with the ability to respond to uncontrolled releases of

[5] General Plan Background Report, page 8-32
[6] US Department of Energy, The Office of Health, Safety and Security, http://www.hss.doe.gov/sesa/environment/policy/hmta.html

hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. Additionally, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List, a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action."[7]

"Superfund Amendments and Reauthorization Act SARA amended CERCLA on October 17, 1986. This amendment increased the size of the Hazardous Response Trust Fund to $8.5 billion, expanded EPA's response authority, strengthened enforcement activities at Superfund sites; and broadened the application of the law to include federal facilities. In addition, new provisions were added to the law that dealt with emergency planning and community right to know. SARA also required EPA to revise the Hazard Ranking System to ensure that the system accurately assesses the relative degree of risk to human health and the environment posed by sites and facilities subject to review for listing on the National Priorities List."[8]

Federal Aviation Regulations

Sec. 77.17 — Form and time of notice

(a) Each person who is required to notify the Administrator under §77.13(a) shall send one executed form set (four copies) of FAA Form 7460–1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460–1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13(a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates:

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make

[7] General Plan Background Report, page 8-20
[8] Op. Cit. 8-21

an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30-day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460–1 submitted within 5 days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 117–1, Notice of Progress of Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

State Agencies & Regulations

Hazardous Substance Account Act (1984), California Health and Safety Code Section 25300 ET SEQ (HSAA)

"This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the state's 10 percent share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the EPA's ranking system may be placed on the California Superfund list of hazardous wastes requiring cleanup."[9]

California Environmental Protection Agency (Cal/EPA) Department of Toxic Substance Control (DTSC)

"Cal/EPA has regulatory responsibility under Title 22 of the California Code of Regulations (CCR) for administration of the state and federal Superfund programs for the management and cleanup of hazardous materials. The DTSC is responsible for regulating hazardous waste facilities and overseeing the cleanup of hazardous waste sites in California. The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement and Unified Program activities. HWMP maintains the EPA authorization to implement the RCRA program in California, and develops regulations, policies, guidance and technical assistance/ training to assure the safe storage, treatment, transportation and disposal of hazardous wastes. The State Regulatory Programs Division of DTSC oversees the technical implementation of the state's Unified Program, which is a consolidation of six environmental programs at the local level, and conducts triennial reviews of Unified Program agencies to ensure that their programs are consistent statewide and conform to standards."[10]

[9] General Plan Background Report, page 8-22
[10] Op. Cit. 8-22 and 8-23

California Occupational Safety and Health Administration (Cal/OSHA)

"Cal/OSHA and the Federal OSHA are the agencies responsible for assuring worker safety in the handling and use of chemicals in the workplace. Pursuant to the Occupational Safety and Health Act of 1970, Federal OSHA has adopted numerous regulations pertaining to worker safety, contained in the Code of Federal Regulations Title 29 (29 CFR). These regulations set standards for safe workplaces and work practices, including standards relating to hazardous material handling. Cal/OSHA assumes primary responsibility for developing and enforcing state workplace safety regulations. Because California has a federally General Plan Background Report December 2007 approved OSHA program, it is required to adopt regulations that are at least as stringent as those identified in 29 CFR. Cal/OSHA standards are generally more stringent than federal regulations."[11]

Hazardous Materials Transport Regulations

"California law requires that Hazardous Waste (as defined in California Health and Safety Code Division 20, Chapter 6.5) be transported by a California registered hazardous waste transporter that meets specific registration requirements. The requirements include possession of a valid Hazardous Waste Transporter Registration, proof of public liability insurance, which includes coverage for environmental restoration, and compliance with California Vehicle Code registration regulations required for vehicle and driver licensing."[12]

Cal/EPA Cortese List

"The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA)."[13] The Cortese List identifies the following:

- Hazardous Waster and Substance Sites
- Cease and desist order Sites
- Waste Constituents above Hazardous Waste Levels outside the Waste Management Unit Sites
- Leaking Underground Tank (LUST) Cleanup Sites
- Other Cleanup Sites
- Land Disposal Sites
- Military Sites
- WDR Sites
- Permitted Underground Storage Tank (UST) Facilities Sites
- Monitoring Wells Sites
- DTSC Cleanup Sites
- DTSC Hazardous Waste Permit Sites

[11] Op. Cit. 8-23 and 8-24
[12] Op. Cit. 8-24
[13] Cal/EPA Cortese List background, http://www.calepa.ca.gov/sitecleanup/corteselist/Background.htm

Local Policy & Regulations

Visalia and Tulare County Fire Departments

The Visalia Fire Department is available to respond to service needs of the proposed Project if necessary. A mutual aid/response agreement[14] with the City of Visalia for fire-department-related incidents would allow the Visalia Fire Department to respond to such an incident. The nearest City of Visalia Fire Stations (No. 53 (near Plaza Park) and No. 56 (near Whitendale Avenue and Mooney Boulevard)) are both within three miles of the proposed Project site. Project-specific impacts related to this Checklist Item will not likely occur as the proposed Project is not increasing the service area for either Tulare County or City of Visalia Fire Departments.

Tulare County Environmental Health Division

"The Tulare County Department of Public Health protects health, prevents disease, and promotes the health and well-being for all persons in Tulare County. Public Health focuses on the population as a whole, rather than individuals. We conduct our activities through a network of public health professionals throughout the community. Public health nurses make home visits to families with communicable diseases; epidemiologists investigate and analyze data on diseases; our emergency preparedness unit responds to health related emergencies and assists communities in recovery; environmental health specialists ensure safe food, water, and housing; health operations assures the quality and accessibility of health services; and all work with community coalitions to advocate for public policies to protect and improve health."[15]

Comprehensive Airport Land Use Plan (ALUC)

The Project site is located approximately two miles southeast of the Visalia Municipal Airport. The 821-acre facility is owned and operated by the City of Visalia.

"The Visalia Airport is classified as a General Aviation Airport in the Federal Aviation Administration (FAA) *National Plan of Integrated Airport Systems* (NPIAS). General Aviation Airports serve those communities that i) do not receive scheduled commercial service, ii) do not meet the criteria for classification as a commercial service airport, and account for enough aviation activity (usually at least ten locally-based aircraft), and iii) are at least 20 miles from the nearest NPIAS airport. The Airport is designated an airport reference code (ARC) C-III by the FAA, and is classified as a Commercial Service-Primary Airport in the *California Aviation System Plan* (CASP). Commercial Service-Primary Airports provide scheduled passenger service for more than 10,000 passengers annually. However, there were only 2,455 passengers in 2009.

The airport includes one runway (12-30), which is oriented northwest to southeast, and is 6,559 feet long and 150 feet wide. There is a 275-foot displaced landing threshold on runway 12, and left-hand traffic patterns for both runway ends. In addition to general aviation, as of May 2011,

[14] City of Visalia, General Plan Update DEIR, page 3.9-31 accessed on January 12, 2014 at: http://www.visaliageneralplanupdate.com/pdf/eir/Visalia_EIR_3.9_Public_Services_Facilities_Utilities_032414.pdf
[15] Tulare County Environmental Health Webpage, http://www.tularehhsa.org/index.cfm/public-health/about-phd/

Great Lakes Airlines has been providing two passenger flights per day to and from Los Angeles International Airport, and one flight per day to and from McCarran International Airport (in Las Vegas, Nevada), using Beechcraft 1900 aircraft. There are also small package services provided by Federal Express (FedEx) and United Parcel Service (UPS) using turboprop aircraft. According to the *Airport Master Plan*, adopted June 2004, there were an estimated 26,000 annual aircraft operations at the Airport in 2001."[16] The current Visalia Municipal Airport Master Plan was adopted in 2004. The Airport Layout Plan is illustrated on Figure 3.8-1.

The most recent Airport Master Plan for the Visalia Municipal Airport was adopted in 2004. The Airport Layout Plan for Visalia Municipal Airport. The Airport Master Plan proposes the following changes that are relevant to the standards and policies of the Comprehensive Airport Land Use Plan (CALUP).

- Runway 12-30 is proposed to be extended to the southeast from 6,559 feet to 8,000 feet.
- Acquisition of approximately 563 acres to the southeast - 324 acres in fee title and 239 acres in navigation easements – are proposed for the recommended runway extension and future runway protection zone.

"While many hazards exist in the county, two important human-made hazards are produced by airports and hazardous waste. Safety measures that diminish the risk of harm related to these dangers involve assessing the conditions and providing procedures to mitigate the risk."[17]

Airport safety issues are associated with flight hazards and airport hazards associated with surrounding land uses. Flight hazards can be physical (e.g., tall structures that would obstruct airspace), visual (such as glare caused by lights or reflective surfaces), or electronic (interference with aircraft instruments or communication systems). As urban areas grow, there is an increased need for airport operations. Such increased activity generates an increased risk of aircraft crash hazards.

Influence Area Findings

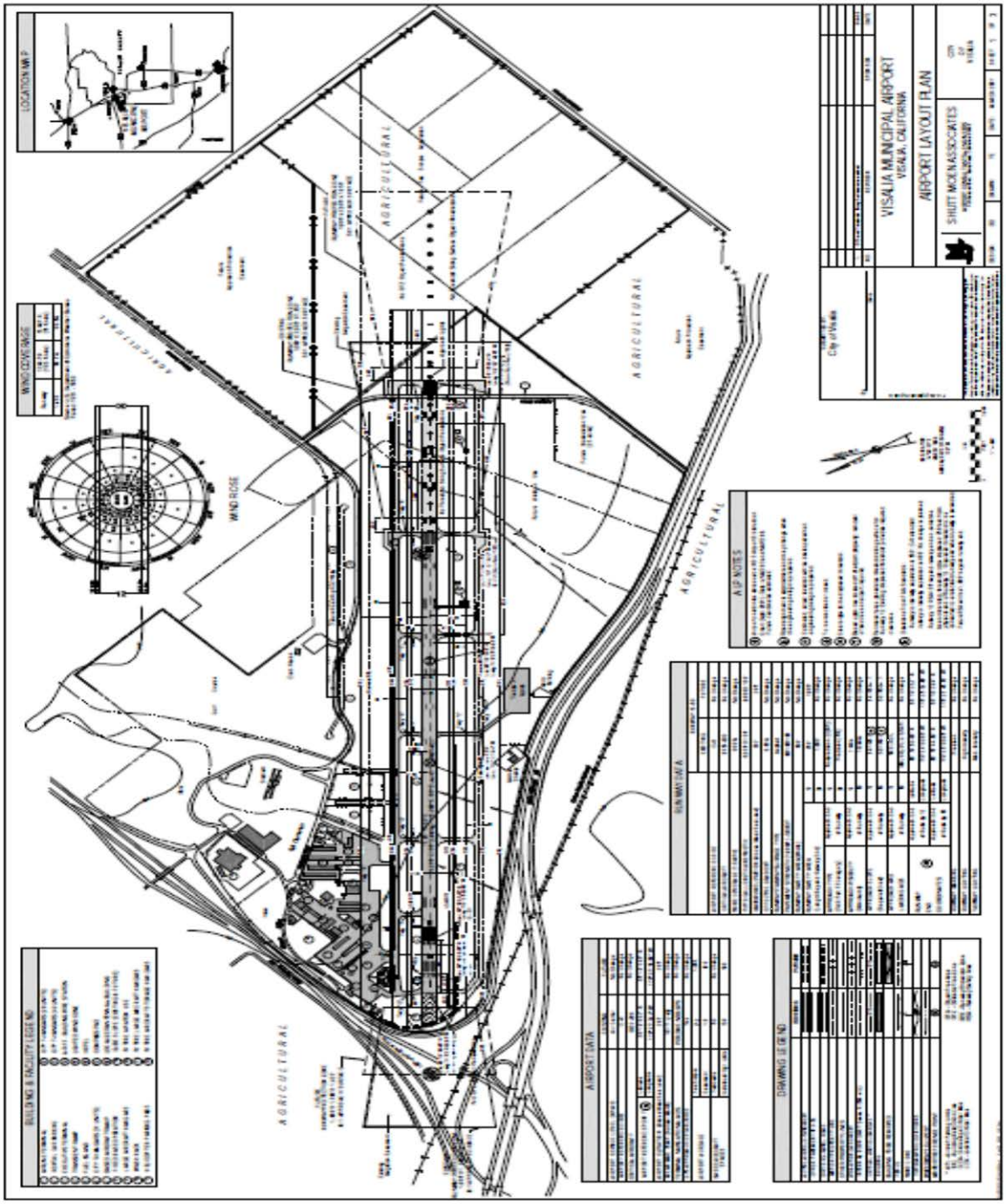
To be consistent with California Public Utilities Code (PUC) and California Public Resources Code (PRC) requirements, the Tulare County ALUC is required to make the following findings:

a. The Airport Influence Area shall be an area that is inclusive of all of the various restriction zones created for managing airport land use compatibility. Specifically these include:

- Airport height restriction zones
- Airport safety zones
- Aircraft noise restriction zones
- Aircraft overflight zones
- Any proposed public, private or charter school site, or community college site, within two miles of the airport runway at one of the County's public-use airports.

[16] Tulare County Comprehensive Airport Land Use Plan, page 5-2
[17] Tulare County General Plan Background Report, page 8-35

Figure 3.8-1
Visalia Municipal Airport Lay Out



b. Airport master plans alone may not be sufficient to meet ALUC responsibilities with respect to aircraft noise. Consequently, the ALUC may have to rely on other documentation, including CEQA documentation associated with the airport master plans or General Plan Noise Elements, to determine noise restriction zones. In the absence of other relevant and qualified sources, the ALUC may need to develop its own interpretation of aircraft noise based on the policies presented in Section 2.5 (specifically see Policy 2.5.3.d).

Height

As noted in the ALUC "Height restrictions are necessary within the Airport Influence Area to insure that tall objects do not impair flight safety or decrease the operational capability of County airports by restricting airspace available for aircraft during take-off and landing maneuvers. To protect the navigable airspace within each Airport Influence Area height restriction zones are established so that tall objects are either properly located and marked in accordance with Federal Aviation Administration (FAA) requirements or are otherwise restricted. The objective of these height restriction zones is to avoid development of land use conditions that may pose a hazard to flight and thereby increase the risk of an accident."[18]

Airport Safety Zones

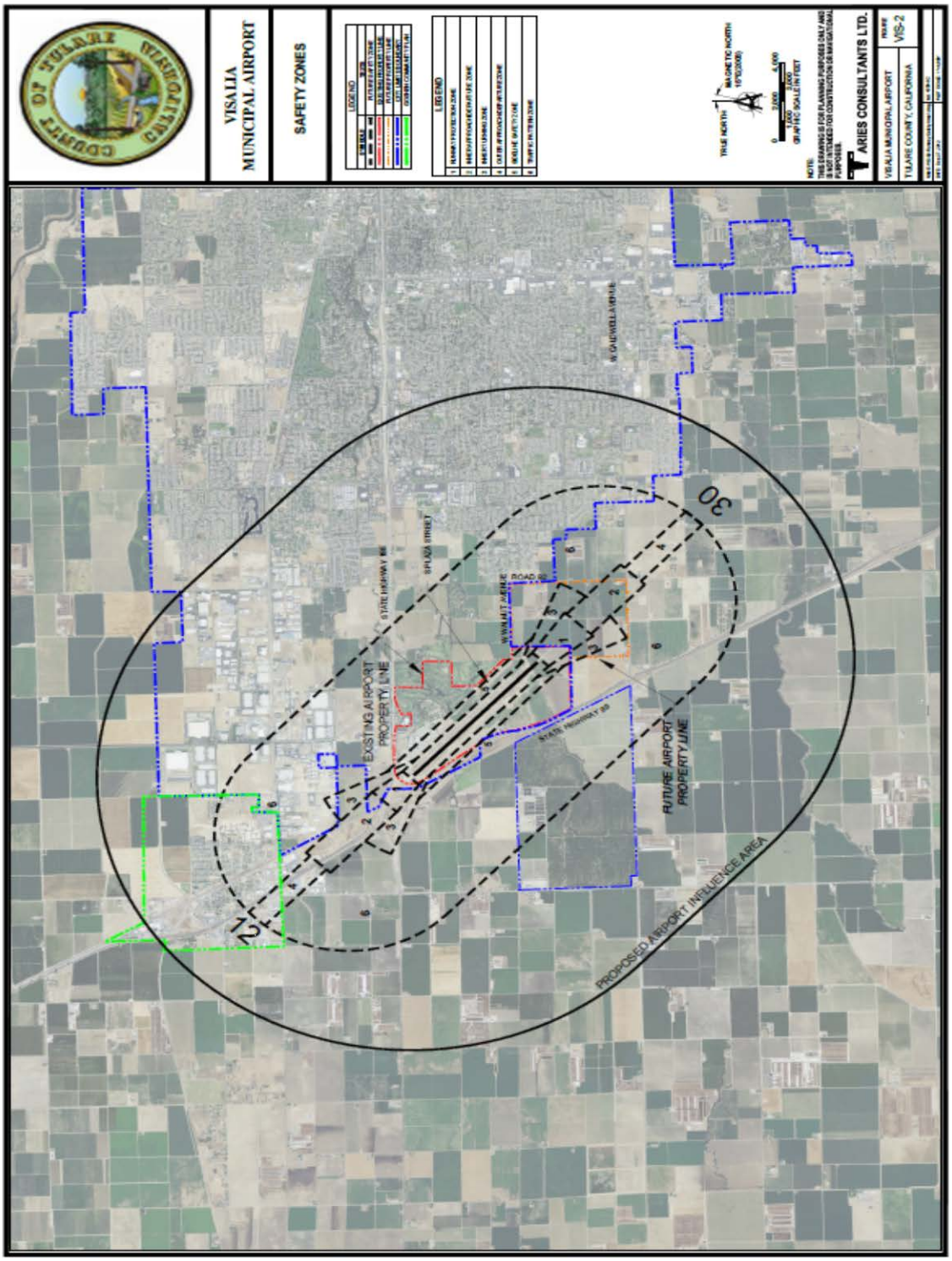
The Project site is located within the traffic pattern (Safety Zone 6) of the Visalia Municipal Airport Influence Area. Mini-storage facilities are compatible lands use within Zone 6 (see **Figure 3.8-2**).

Safety Zone 6, Traffic Pattern Zone – The Traffic Pattern Zone is an oval shaped area centered on the extended runway centerline. This zone encompasses all other portions of the regular traffic patterns and pattern entry routes. This area generally has a low likelihood of accident occurrence at most airports, except where high concentrations of people present the potential for severe consequences.

"Land use controls within the Visalia Municipal Airport Influence Area are primarily based upon the City of Visalia General Plan and Zoning Ordinance, which applies to the incorporated areas and the Tulare County General Plan and Zoning Ordinance, which applies to the unincorporated areas."[19]

[18] Tulare County Comprehensive Airport Land Use Plan, page 2-4
[19] Ibid

Figure 3.8-2
Visalia Municipal Airport Traffic Pattern Safety Zones



Tulare County "ALUC 2.5.2 Noise Findings

"The Tulare County ALUC finds:

a. Excessive noise can be contrary to the public interest by interfering with sleep, communication and relaxation; by contributing to hearing impairment and increasing stress; and by adversely affecting the value of real property.

b. Based on studies of noise, the State of California has established noise standards described in the California Code of Regulations, Title 21, Subchapter 6. These standards designate the Community Noise Equivalent Level (CNEL) as the noise rating method to be used by airports in California.

c. State of California Noise Standards (Title 21, Subchapter 6, Noise Standards, Section 5014) do not permit incompatible land uses within the 65 dB CNEL zone unless the habitable interior noise levels can be mitigated to 45 dB CNEL or a navigation easement for noise has been obtained by the airport proprietor. The State defines incompatible uses as:

    1. Single-family dwellings
    2. Multiple-family dwellings
    3. Trailer parks
    4. Public and private schools of standard construction
    5. Hospitals and convalescent homes
    6. Churches, synagogues, temples and other places of worship

d. The State also established noise reduction requirements for new hotels, motels, apartment houses and other dwelling units, except single-family dwellings. This code limits noise levels (with windows closed) in any habitable affected dwelling, to 45 dB CNEL.

e. Studies of building materials and construction types indicate that noise reductions can be achieved through standard building methods, and that estimated noise reductions identified can be achieved through common building practices.

f. There are practical techniques to reduce interior noise levels of common building types by an additional 10 to 20 dBA. Such techniques include:
    1. Heavy weather-stripping of exterior doors
    2. Fixed, sealed and double paned windows with forced ventilation or air conditioning
    3. Elimination of baffling or openings through exterior walls
    4. Adding materials to ceiling surfaces where no attics exist"[20]

<u>Land Use/Noise Compatibility Matrix</u>

The Tulare County Airport Land Use Compatibility Matrix "addresses land use compatibility in the safety and height restriction zones by land use type."[21] The matrix addresses the maximum residential and non-residential intensity in the safety and height restriction zones.

[20] Tulare County Comprehensive Airport Land Use Plan, page 2-15
[21] Ibid. 3-1

According to the Matrix Table 3-1 of the Tulare County Comprehensive Airport Land Use Plan, mini storage commercial facilities are a compatible use within Safety Zone 6 subject to the following indoor noise requirements: "In areas where aircraft noise is expected to exceed 60dB CNEL; in habited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less. Non-residential structures such as offices, restaurants and retail stores must meet an interior noise level of 50 dB CNEL or less."

City of Visalia Fire Department

The City of Visalia Fire Department also provides oversight of hazardous materials. The Fire Department is responsible for conducting inspections for code compliance and fire-safe practices, and for scene management and investigation of fire and hazardous materials incidents. According to Chapter 8.32 (Hazardous Materials) of the Visalia Municipal Code, an emergency situation created by a hazardous material release which poses an imminent risk to the life, health or safety of persons, property or to the environment shall be mitigated in the manner prescribed and pursuant to the direction of the Fire Department. The Fire Department regulates explosive and hazardous materials under the Uniform Fire Code, and permits the handling, storage and use of any explosive or other hazardous material.

"The City of Visalia hosts "Dump-On-Us" events four times a year for city residents to drop off residential hazardous waste. Accepted items include small appliances, cell phones, fencing material, air conditioning/heating units, tires, scrap metal, mattresses, yard waste, and other types of e-waste."[22]

Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the proposed Project are listed as follows:

HS-3.1 Airport Land Use Compatibility Plan – The County shall require that development around airports is consistent with the safety policies and land use compatibility guidelines contained in the adopted Tulare County Comprehensive Airport Land Use Plan (CALUP).

HS-4.1 Hazardous Materials - The County shall strive to ensure hazardous materials are used, stored, transported, and disposed of in a safe manner, in compliance with local, State, and Federal safety standards, including the Hazardous Waste Management Plan, Emergency Operations Plan, and Area Plan.

HS-4.3 Incompatible Land Uses - The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

HS-4.4 Contamination Prevention - The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

[22] City of Visalia FEIR, page 3.11-11

City of Visalia General Plan Policies

S-P-19 - Coordinate with the Tulare County Environmental Health Division and other appropriate regulatory agencies during the review process of all proposals for the use of hazardous materials or those involving properties that may have toxic contamination, such as petroleum hydrocarbons, CAM 17 metals, asbestos, and lead.

S-P-30 - Integrate the Tulare County Hazard Mitigation Plan, in particular the hazard analysis and mitigation strategy sections, into the development review process, the emergency operations plan, and capital improvement program, as appropriate.

S-P-38 - Continue to rely on the Tulare County Office of Emergency Services to maintain inventories of available resources to be used during disasters.

IMPACT EVALUATION

Would the project:

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

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

Project construction-related activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction-related activities. Construction-related activities will also be required to comply with the California fire code to reduce the risk of potential fire hazards. The local fire agency will be responsible for enforcing the provisions of the fire code. As noted in the July 3, 2013, memo by Al Miller, Tulare County Fire Inspector, the Fire Department had no recommendations for the proposed Project. As such, these materials are not anticipated to expose human health or the environment to undue risks associated with their use and no significant impacts will occur during construction activities.

Transportation, storage, use, and disposal of hazardous materials during construction activities will be required to comply with applicable federal, state, and local statutes and regulations. Transportation of hazardous materials is regulated by DOT and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release. In addition, Cal/OSHA is responsible for developing and enforcing workplace safety standards, including the handling and use of hazardous materials. Project-specific potential impacts related to this Checklist item will be ***Less Than Significant*** with mitigation.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The Project will not create a significant impact (with mitigation) to the City of Visalia or Tulare County, through the transportation or use of hazardous materials during construction. Therefore, no cumulative impacts related to this checklist item will occur.

Mitigation Measure(s):

8-1 The contractor will be required to implement a health and safety plan prior to initiating construction. The plan will outline measures that will be employed to protect construction workers and the public from exposure to hazardous materials during construction-related activities.

Conclusion: ***Less Than Significant Impact With Mitigation***

Project-specific impacts related to this Checklist Item will be reduced to ***Less Than Significant***. Therefore, the Project will also result in ***Less Than Significant Cumulative Impacts***.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Project Impact Analysis: ***No Impact***

The proposed Project does not involve the use or holding of hazardous materials; therefore, it is not reasonably foreseeable that hazardous materials would be released into the environment from this site. ***No Project-specific impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As No Project-specific impacts will occur, ***No Cumulative Impacts*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion ***No Impact***

The proposed Project will not include the use of hazardous materials. Therefore, no cumulative impacts related to this Checklist Item will occur.

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

Project Impact Analysis: ***No Impact***

The Project is for a mini storage facility. The Project is not located within 0.25 mile of an existing or proposed school. Therefore, ***No Project-specific Impacts*** to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***
The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The Project site is not located within 0.25 mile of an existing or proposed school. Therefore, ***No Cumulative Impacts*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** to this Checklist Item will occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Project Impact Analysis: ***No Impact***

As of December 29, 2014, the Project site was not located on a known Cortese List site. Moreover, the proposed Project will not include elements that would require listing on the Cortese List. Therefore, ***No Project-specific Impacts*** to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted above, the proposed Project will not cause other properties to be included in the Cortese List. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** to this Checklist Item will occur.

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?

Project Impact Analysis: ***Less Than Significant Impact***

The Project is located within the City of Visalia's Municipal Airport Land Use Plan area. The site is located within Safety Zone 6. According to the County's ALUP compatibility matrix, a mini storage facility is a compatible use within Zone 6 subject to the following indoor noise requirements: "In areas where aircraft noise is expected to exceed 60 dB CNEL; inhabited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less. Non-residential structures such as offices, restaurants and retail stores must meet an interior noise level of 50 dB CNEL or less."[23] The proposed uses and intensity of development are consistent with all applicable policies and constraints as contained in the Visalia Airport Master Plan. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will not be impacted by future build-out of the airport or additional industrial/institutional build-out of the area. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific or Cumulative Impacts*** to this Checklist Item will occur.

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?

Project Impact Analysis: ***Less Than Significant Impact***

The Project is not located within the vicinity of a private airstrip. As noted earlier, the Project is located within the City of Visalia's Municipal Airport Land Use Plan area. The site is located within Safety Zone 6. According to the County's ALUP compatibility matrix, a mini storage facility is a compatible use within Zone 6. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

[23]Tulare County comprehensive Airport Land Use Plan, Table 3-2, page 3-5

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As Less Than Significant Project Impacts will occur, the Project will result in ***Less Than Significant Cumulative Impacts***.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Project Impact Analysis: ***No Impact***

"Tulare County has in place an emergency plan to cope with natural disasters that are statewide or happen locally. The County Fire Department and local stationed California Department of Forestry (CDF) are well prepared to fight fires locally as well as statewide. The United States Forest Service (USFS) is in charge of fires that happen in the national parks and Tulare County assists with the fire management process as needed."[24]

"In the event of a disaster, certain facilities are critical to serve as evacuation centers, provide vital services, and provide for emergency response. Existing critical facilities in Tulare County include hospitals, county dispatch facilities, electrical, gas, and telecommunication facilities, water storage and treatment systems, wastewater treatment systems, schools, and other government facilities. This plan also addresses evacuation routes, which include all freeways, highways, and arterials that are located outside of the 100-year flood plain."[25]

The proposed Project does not involve a change to any emergency response plan. The project proposed two driveways; 1) for the main entrance, and 2) a 20' wide fire access gate along Roeben Road (private drive). These driveways are sufficient for fire trucks and other emergency vehicles to enter and exit the site. ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project does not include alterations to an emergency plan ***No Cumulative Impacts*** to this Checklist Item will occur.

Mitigation Measure(s): ***None required.***

Conclusion: ***No Impact***

[24] TCAG Regional Transportation Plan, Page 1-11
[25] General Plan Background Report, page 8-35 to 8-36

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Project Impact Analysis: ***No Impact***

The proposed Project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires because there are no wildlands surrounding the Project site. The site is currently disturbed, vacant land, and is completely barren of vegetation. The Project site is not located within or adjacent to a State Responsibility Area managed by the California Department of Forestry (CDF); therefore, the site is not ranked by CDF. In addition, there are residential and agricultural uses surrounding the site.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The Project site in not located in wildlands and will result in ***No Impact*** on wildlands. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** to this Checklist Item will occur.

DEFINITIONS AND ACRONYMS

DEFINITIONS

Storage Facilities - According to available information from the agencies (Department of Toxic Substances Control [DTSC] and RWQCB) that oversee treatment, storage and disposal facilities (TSDFs), there are no facilities authorized for the storage of hazardous waste in Tulare County.

Disposal Facilities - According to available information from the agencies (DTSC and RWQCB) that oversee treatment, storage and disposal facilities (TSDFs), there are no facilities authorized for the disposal of hazardous waste in Tulare County.

Planned Treatment, Storage and Disposal Facilities - According to information available to the CUPA, there are no new treatment, storage and disposal facilities proposed in Tulare County.

ACRONYMS

CDF/CalFire	California Department of Forestry and Fire Protection
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
DOE	Department of Energy
DTSC	Cal/EPA Department of Toxic Substance Control
HMTA	Hazardous Materials Transportation Act of 1975
HWMP	Hazardous Waste Management Program
HWTS	Hazardous Waste Tracking System
LUST	Leaking Underground Tank
NCP	National Contingency Plan
SARA	Superfund Amendments and Reauthorization Act
USFS	United States Forest Service

REFERENCES

City of Visalia General Plan Update, October 2014.

2011 Regional Transportation Plan, Tulare County Association of Governments (TCAG)

Tulare County 2030 General Plan, August 2012

Tulare County 2030 General Plan Background Report, February 2010

Tulare County Comprehensive Airport Land Use Plan, 2012

US Department of Energy, The Office of Health, Safety and Security, which can be accessed at http://www.hss.doe.gov/sesa/environment/policy/hmta.html

Tulare County Environmental Health Webpage, which can be accessed at:
http://www.tularehhsa.org/index.cfm/public-health/about-phd/

Cal/EPA Cortese List, which can be accessed at:
http://www.calepa.ca.gov/sitecleanup/corteselist/Background.htm

CEQA Guidelines

Hydrology and Water Quality
Chapter 3.9

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** related to Hydrology and Water Quality with mitigation. In addition, a memorandum provided by Peters Engineering Group (see Appendix "E" of the DEIR) supports the less than significant determination. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Hydrology and Water Quality. As required in Section 15126, all phases of the proposed Project will be considered was part of the potential environmental impact.

As noted in 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area, as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Hydrology and Water Quality in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report and/or Tulare

[1] CEQA Guidelines, Section 15126.2 (a)

County General Plan Revised DEIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The thresholds of significance for this section are established by the CEQA checklist item questions. The following are potential thresholds for significance.

- Project not in compliance with the regulations outlined by the State Water Resources Control Board.
- Project not in compliance with the regulations by the Regional Water Quality Control Board.
- Design of stormwater facilities will not adequately protect surface water quality.
- Project will cause erosion.
- Project will alter watercourse and increase flooding impacts.
- Project's water usage not assessed in the Tulare County 2030 General Plan (General Plan Amendment, Zone Change, etc.).
- Project that will impact service levels of a Water Services District.
- Project includes or requires an expansion of a Water Service District.
- Project in flood zone.
- Project will create a flood safety hazard.
- Project located immediately downstream of a dam.
- Project violate any water quality standards or waste discharge requirements.
- Project will substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Project will substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Project will substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- Project will 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.

- Project will otherwise substantially degrade water quality; 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.
- Project will place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- Project will 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; and/or be subject to inundation by seiche, tsunami, or mudflow.

ENVIRONMENTAL SETTING

"The Tulare Lake Hydrologic Region covers approximately 10.9 million acres (17,050 square miles) and includes all of Kings and Tulare counties and most of Fresno and Kern counties... The southern portion of the San Joaquin Valley is subdivided into two separate basins, the San Joaquin and the Tulare, by a rise in the valley floor resulting from an accumulation of alluvium between the San Joaquin River and the Kings River fan. The valley floor in this region had been a complex series of interconnecting natural sloughs, canals, and marshes."[2]

> *"The Basin is one of the most important agricultural centers of the world. Industries related to agriculture, such as food processing and packaging (including canning, drying, and wine making), are prominent throughout the area. Producing and refining petroleum lead non-agricultural industries in economic importance."*[3]

The Tulare Lake Hydrologic Region has watershed areas (surface water) and groundwater sub-basin areas. See **Figure 3.9-1**.

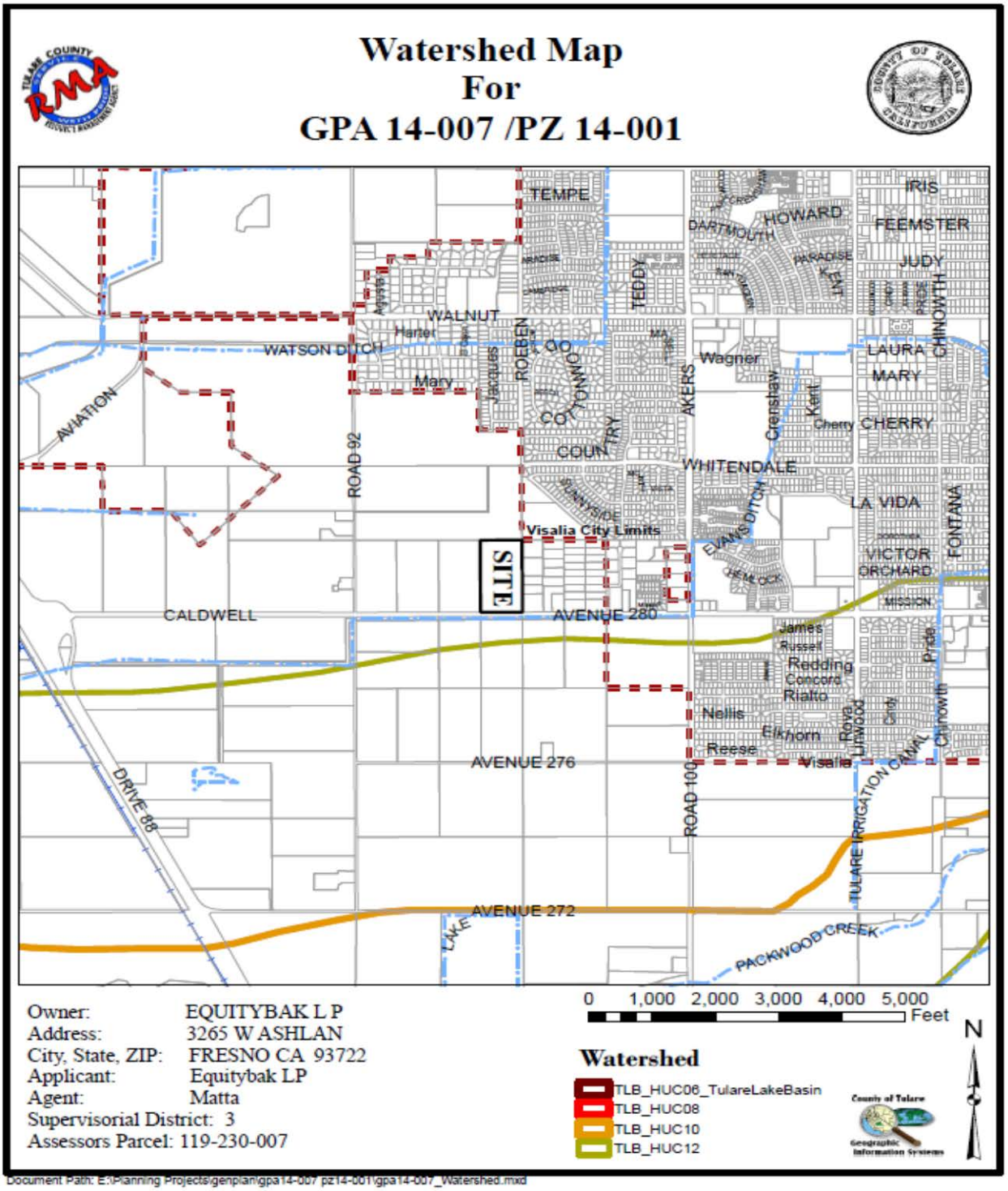
Watershed (Surface Water)

"The Tulare Lake region is divided into several main hydrologic subareas: the alluvial fans from the Sierra foothills and the basin subarea (in the vicinity of the Kings, Kaweah, and Tule rivers and their distributaries); the Tulare Lake bed; and the southwestern uplands. The alluvial fan/basin subarea is characterized by southwest to south flowing rivers, creeks, and irrigation canal systems that convey surface water originating from the Sierra Nevada. The dominant hydrologic features in the alluvial fan/basin subarea are the Kings, Kaweah, Tule, and Kern rivers and their major distributaries."[4]

"Surface water from the Tulare Lake Basin only drains north into the San Joaquin River in years of extreme rainfall. This essentially closed basin is situated in the topographic horseshoe formed by the Diablo and Temblor Ranges on the west, by the San Emigdio and Tehachapi Mountains on the south, and by the Sierra Nevada Mountains on the east and southeast."[5]

[2] California Water Plan Update 2009, Tulare Lake, page TL-5
[3] Water Quality Control Plan for the Tulare Lake Basin, page I-1
[4] California Water Plan Update 2009, Tulare Lake, page TL-8
[5] Ibid. I-1

Figure 3.9-1
Watershed Map



Surface Water Quality

"Surface water quality in the Basin is generally good, with excellent quality exhibited by most eastside streams. The Regional Water Board intends to maintain this quality."[6] Specific objectives outlined in the Regional Water Board's "Water Quality Control Plan" are listed below: [7]

- **Ammonia:** Waters shall not contain un-ionized ammonia in amounts which adversely affect beneficial uses. In no case shall the discharge of wastes cause concentrations of un-ionized ammonia (NH3) to exceed 0.025 mg/l (as N) in receiving waters.
- **Bacteria:** In waters designated REC-1, the fecal coliform concentration based on a minimum of not less than five samples for any 30-day period shall not exceed a geometric mean of 200/100 ml, nor shall more than ten percent of the total number of samples taken during any 30-day period exceed 400/100 ml.
- **Biostimulatory Substances:** Waters shall not contain biostimulatory substances in concentrations that promote aquatic growths to the extent that such growths cause nuisance or adversely affect beneficial uses.
- **Chemical Constituents:** Waters shall not contain chemical constituents in concentrations that adversely affect beneficial uses.
- **Color:** Waters shall be free of discoloration that causes nuisance or adversely affects beneficial uses.
- **Dissolved Oxygen:** Waste discharges shall not cause the monthly median dissolved oxygen concentrations (DO) in the main water mass (at centroid of flow) of streams and above the thermocline in lakes to fall below 85 percent of saturation concentration, and the 95 percentile concentration to fall below 75 percent of saturation concentration.
- **Floating Material:** Waters shall not contain floating material, including but not limited to solids, liquids, foams, and scum, in concentrations that cause nuisance or adversely affect beneficial uses.
- **Oil and Grease:** Waters shall not contain oils, greases, waxes, or other materials in concentrations that cause nuisance, result in a visible film or coating on the surface of the water or on objects in the water, or otherwise adversely affect beneficial uses.
- **pH:** The pH of water shall not be depressed below 6.5, raised above 8.3, or changed at any time more than 0.3 units from normal ambient pH.
- **Pesticides:** Waters shall not contain pesticides in concentrations that adversely affect beneficial uses.
- **Radioactivity:** Radionuclides shall not be present in concentrations that are deleterious to human, plant, animal, or aquatic life nor which result in the accumulation of radionuclides in the food web to an extent that presents a hazard to human, plant, animal, or aquatic life.

[6] Water Quality Control Plan for the Tulare Lake Basin, page III-3
[7] Ibid. III-2 to III-7

- **Salinity:** Waters shall be maintained as close to natural concentrations of dissolved matter as is reasonable considering careful use of the water resources.
- **Sediment:** The suspended sediment load and suspended sediment discharge rate of waters shall not be altered in such a manner as to cause nuisance or adversely affect beneficial uses.
- **Settleable Material:** Waters shall not contain substances in concentrations that result in the deposition of material that causes nuisance or adversely affects beneficial uses.
- **Tastes and Odors:** Waters shall not contain taste- or odor-producing substances in concentrations that cause nuisance, adversely affect beneficial uses, or impart undesirable tastes or odors to fish flesh or other edible products of aquatic origin or to domestic or municipal water supplies.
- **Temperature:** Natural temperatures of waters shall not be altered unless it can be demonstrated to the satisfaction of the Regional Water Board that such alteration in temperature does not adversely affect beneficial uses.
- **Toxicity:** All waters shall be maintained free of toxic substances in concentrations that produce detrimental physiological responses in human, plant, animal, or aquatic life…
- **Turbidity:** Waters shall be free of changes in turbidity that cause nuisance or adversely affect beneficial uses.

Surface Water Supply

"Surface water supplies for the Tulare Lake Basin include developed supplies from the [Central Valley Project] CVP, the [State Water Project] SWP, rivers, and local projects. Surface water also includes the supplies for required environmental flows. Required environmental flows are comprised of undeveloped supplies designated for wild and scenic rivers, supplies used for instream flow requirements, and supplies used for Bay-Delta water quality and outflow requirements. Finally, surface water includes supplies available for reapplication downstream. Urban wastewater discharges and agricultural return flows, if beneficially used downstream, are examples of reapplied surface water."[8]

"Along the eastern edge of the valley, the Friant-Kern Canal is used to divert San Joaquin River water from Millerton Lake for delivery to agencies extending into Kern County. All of the Tulare Lake region's streams are diverted for irrigation or other purposes, except in the wettest years. Historically, they drained into Tulare Lake, Kern Lake, or adjacent Buena Vista Lake. The latter ultimately drained to Tulare Lake, which is about 30 feet lower in elevation."[9]

"The Kings, Kaweah, Tule, and Kern Rivers, which drain the west face of the Sierra Nevada Mountains, are of excellent quality and provide the bulk of the surface water supply native to the Basin. Imported surface supplies, which are also of good quality, enter the Basin through the San Luis Canal/California Aqueduct System, Friant-Kern Canal, and the Delta- Mendota Canal. Adequate control to protect the quality of these resources is essential, as imported surface water

[8] General Plan Background Report, page 10-7
[9] California Water Plan Update 2009, Tulare Lake, page TL-5

supplies contribute nearly half the increase of salts occurring within the Basin."[10]

Ground Water Sub Basin

"The Tulare Lake Hydrologic Region has 12 distinct groundwater basins and seven sub-basins of the San Joaquin Valley Groundwater Basin, which crosses north into the San Joaquin River Hydrologic Region (Figure TL-2). These basins underlie approximately 5.33 million acres (8,330 square miles) or 49 percent of the entire hydrologic region. Groundwater has historically been important to both urban and agricultural uses, accounting for 41 percent of the region's total annual supply and 35 percent of all groundwater use in the state. Groundwater use in the region represents about 10 percent of the state's overall water supply for agricultural and urban uses."[11]

"Water agencies in the Tulare Lake region have been practicing conjunctive use for many years to manage groundwater and assist dry year supplies. Groundwater recharge is primarily from rivers and natural streambeds, irrigation water percolating below the root zone of irrigated fields, direct recharge from developed ponding basins and water banks, and in-lieu recharge where surface water is made available in-lieu of groundwater pumping. Some water agencies accomplish recharge by directing available water into existing natural streambeds and sloughs, and others encourage application of water, when available, on farmed fields. The Deer Creek and Tule River Authority provides an example of how groundwater management activities can be coordinated with other resources. The authority, in conjunction with the US Bureau of Reclamation, has constructed more than 200 acres of recharge basins as part of its Deer Creek Recharge-Wildlife Enhancement Project. When available, the project takes surplus water during winter months and delivers it to the basins, which serve as winter habitat for migrating waterfowl, creating a significant environmental benefit. Most of the water also recharges into the underlying aquifer, thereby benefiting the local groundwater system."[12]

<u>Groundwater Quality</u>

Specific objectives outlined in the Water Quality Control Plan are listed below:

- **"Bacteria:** In ground waters designated MUN, the concentration of total coliform organisms over any 7-day period shall be less than 2.2/100 ml.
- **Chemical Constituents:** Ground waters shall not contain chemical constituents in concentrations that adversely affect beneficial uses.
- **Pesticides:** No individual pesticide or combination of pesticides shall be present in concentrations that adversely affect beneficial uses.
- **Radioactivity:** Radionuclides shall not be present in ground waters in concentrations that are deleterious to human, plant, animal, or aquatic life, or that result in the accumulation of radionuclides in the food web to an extent that presents a hazard to human, plant, animal or aquatic life.
- **Salinity:** All ground waters shall be maintained as close to natural concentrations of dissolved matter as is reasonable considering careful use and management of water

[10] Water Quality Control Plan for the Tulare Lake Basin, page I-1
[11] California Water Plan Update 2009, Tulare Lake, page TL-9 to TL-10
[12] Ibid. TL-10

resources.

- **Tastes and Odors:** Ground waters shall not contain taste- or odor producing substances in concentrations that cause nuisance or adversely affect beneficial uses.
- **Toxicity:** Ground waters shall be maintained free of toxic substances in concentrations that produce detrimental physiological responses in human, plant, animal, or aquatic life associated with designated beneficial use(s)."[13]

According to the California Water Plan, the key ground water quality issues include the following.

> **"Salinity:** Salinity is the primary contaminant affecting water quality and habitat in the Tulare Lake region. Because the groundwater basin in the San Joaquin Valley portion of the region is an internally drained and closed basin, salts, much of which are introduced into the basin with imported water supplies, build up in the soil and groundwater. Salt contained in the imported water supply is the primary source of salt circulating in the Tulare Lake region. The California Aqueduct, Friant-Kern Canal, and to a less extent Delta Mendota Canal supply most of the higher quality surface irrigation water in the Tulare Lake region. The quality of this supply may be impaired by the recirculation of salts from the San Joaquin River to the Delta Mendota Canal intake pump, leading to a greater net accumulation of salts in the basin. Delivery data from the two major water projects in California indicate there is a substantial amount of salt being transported from the Delta to other basins throughout the state. Annual import of salt into the Tulare Lake region is estimated to be 1,206 thousand tons of salt. In situ dissolution of salts and pumping from the underlying confined aquifer are important secondary sources.
>
> **Sedimentation and Erosion:** In the Central Valley, erosion is occurring from the headwaters down to the valley floor. Although naturally occurring, erosion can be accelerated by timber harvest activities, land use conversion, rural development, and grazing. Excessive soil erosion and sediment delivery can impact the beneficial uses of water by (1) silting over fish spawning habitats; (2) clogging drinking water intakes; (3) filling in pools creating shallower, wider, and warmer streams and increasing downstream flooding; (4) creating unstable stream channels; and (5) losing riparian habitat. Timber harvesting in the riparian zone can adversely affect stream temperatures by removing stream shading, a concern for spawning and rearing habitat for salmonids. Thousands of miles of streams are potentially impacted, and the lack of resources has prevented a systematic evaluation of these impacts.
>
> **Nitrates and Groundwater Contaminates:** Groundwater is a primary water supply, but in many places it is impaired or threatened because of elevated levels of nitrates and salts that are derived principally from irrigated agriculture, dairies, wastewater discharges to land, and disposal of sewage from both community wastewater systems and septic tanks. As population has grown, many cities have struggled to fund improvements in wastewater systems. High TDS content of west-side water is due to recharge of stream-flow originating from marine sediments in the Coast Range.
>
> Naturally occurring arsenic and human-made organic chemicals—pesticides and

[13] Water Quality Control Plan for the Tulare Lake Basin, pages III-7 and III-8

industrial chemicals—in some instances have contaminated groundwater that is used as domestic water supplies in this region. In some cases, nitrates are from natural sources. Agricultural pesticides and herbicides have been detected throughout the valley, but primarily along the east side where soil permeability is higher and depth to groundwater is shallower. The most notable agricultural contaminant is DBCP, a now-banned soil fumigant and known carcinogen once used extensively on grapes."[14]

Groundwater Supply

"Surface water supplies tributary to or imported for use within the Basin are inadequate to support the present level of agricultural and other development. Therefore, ground water resources within the valley are being mined to provide additional water to supply demands."[15]

"Tulare Lake region's groundwater use rises and falls contingent on the availability of both local and imported surface supplies. The management of water resources within this region is a complex activity and critical to the region's agricultural operations. Local annual surface supplies are determined by the amount of runoff from the Sierra Nevada watersheds, the flows captured in local reservoirs, and carryover storage over a series of years. Imported surface supply availability is contingent not only on runoff in any year or series of years but also by regulations determining the amount of water that can be pumped month to month from the Sacramento-San Joaquin River Delta due to fishery and other concerns. The recent San Joaquin River settlement will reduce the overall volume of water available for diversion into the Friant-Kern Canal. The new biological opinion on the Operating Criteria and Plan (OCAP) for the SWP and CVP will impact surface water supplies to south-of-Delta water users."[16]

"Groundwater in Tulare County occurs in an unconfined state throughout, and in a confined state beneath its western portion. Extensive alluvial fans associated with the Kings, Kaweah, and Tule Rivers provide highly permeable areas in which groundwater in the unconfined aquifer system is readily replenished. Interfan areas between the streams contain less permeable surface soils and subsurface deposits, impeding groundwater recharge and causing well yields to be relatively low. The mineral quality of groundwater in Tulare County is generally satisfactory for all uses."[17] "Groundwater recharge is primarily from natural streams, other water added to streambeds, from deep percolation of applied irrigation water, and from impoundment of surface water in developed water bank/percolation ponds."[18]

"The Tulare Lake region has experienced water-short conditions for more than 100 years, which has resulted in a water industry that has consciously developed—through careful planning, management and facility design—the possibility of a shortage occurring in any year. Water demand is more or less controlled by available, reliable long-term water supplies. Over the years, agricultural acreage has risen and dropped largely based on water supplies. The region initially developed with surface water supplies; but local water users learned these supplies could widely vary in volume from year to year and drought conditions could quickly develop. The introduction of deep well turbines resulted in a dramatic rise in groundwater use in the early 1900s, subsequently resulting in dropping groundwater levels and land subsidence. Surface water

[14] California Water Plan Update 2009, Tulare Lake, page TL-22 to TL-24
[15] Water Quality Control Plan for the Tulare Lake Basin, page I-1
[16] Op. Cit. TL-15 to TL-17
[17] General Plan Background Report, page 10-11
[18] Op. Cit. TL-17

storage and conveyance systems built to alleviate the overuse of groundwater provided an impounded supply of water that could be used during years with deficient surface water. This resulted in a regional reliance on conjunctive water use in the development of the local water economy. Efforts to address Delta environmental issues and the subsequent loss of surface water to the region is increasing groundwater use and creating concern that additional pumping will increase subsidence."[19]

According to the 2009 California Water Plan, water storage has fluctuated between 1998-2005. The data suggests that variations occur as a result of changing precipitation levels. See **Table 3.9-1** and **Chart 3.9-1**.

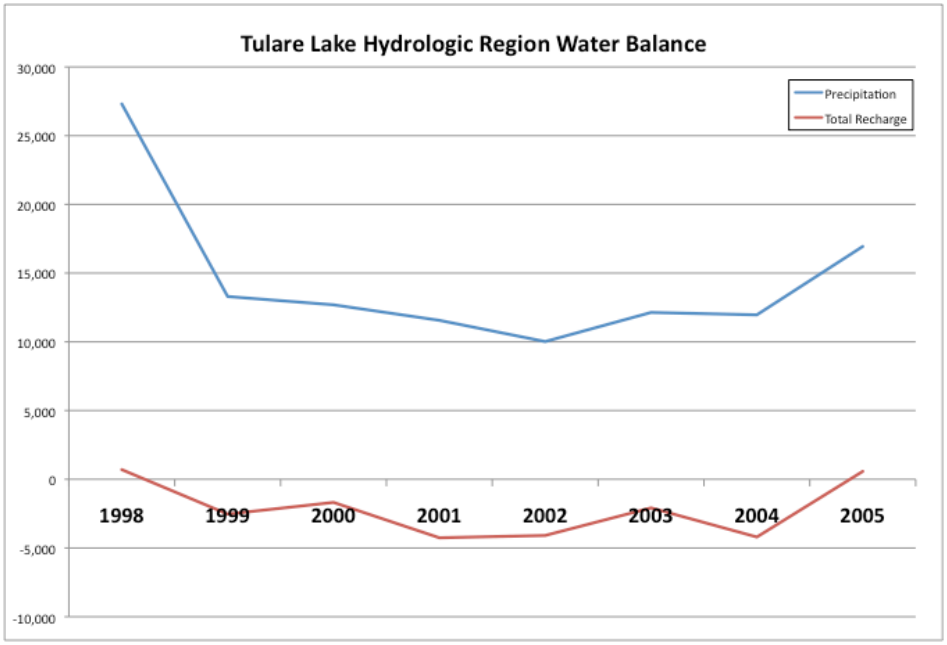
Table 3.9-1
Tulare Lake Hydrologic water balance for 1998-2005 (thousand acre-feet)

Tulare Lake Region	Water Year							
	1998	1999	2000	2001	2002	2003	2004	2005
Water Entering the Region								
Precipitation	27,306	13,298	12,693	11,564	10,021	12,137	11,964	16,939
Inflow from Oregon/Mexico	0	0	0	0	0	0	0	0
Inflow from Colorado River	0	0	0	0	0	0	0	0
Imports from Other Regions	3,716	4,817	5,627	3,696	4,239	5,174	4,816	5,909
Total	**31,022**	**18,115**	**18,320**	**15,260**	**14,260**	**17,311**	**16,780**	**22,848**
Water Leaving the Region								
Consumptive Use of Applied Water	5,401	7,486	7,427	7,591	7,938	7,430	8,031	6,655
Outflow to Oregon/Nevado/Mexico	0	0	0	0	0	0	0	0
Exports to Other Regions	1,857	821	1,540	1,093	1,643	1,898	1,961	1,724
Statutory Required Outflow to Salt Sink	0	0	0	0	0	0	0	0
Additional Outflow to Salt Sink	457	456	457	458	305	458	457	300
Evaporation, Evapotranspiration of Native Vegetation, Groundwater Subsurface Outflows, Natural and Incidental Runoff, Ag Effective Precipitation & Other Outflows	22,606	11,885	10,578	10,374	8,462	10,327	10,532	13,596
Total	**30,321**	**20,648**	**20,002**	**19,516**	**18,348**	**20,113**	**20,981**	**22,274**
Storage Changes in Region: [+] Water added to storage, [-] Water removed from storage								
Change in Surface Reservoir Storage	438	-595	-57	-141	-161	173	-199	680
Change in Groundwater Storage	263	-1,938	-1,625	-4,115	-3,927	-2,975	-4,002	-106
Total	**701**	**-2,533**	**-1,682**	**-4,256**	**-4,088**	**-2,802**	**-4,201**	**574**

Source: California Water Plan Update 2009, Tulare Lake, Department of Water Resources (This table does not include dairy usage)

[19] Op. Cit. TL-19

Chart 3.9-1
Tulare Lake Hydrologic Region Water Balance



Source: California Water Plan Update 2009, Tulare Lake, Department of Water Resources

"Groundwater overdraft is expected to decline statewide by 2020. The reduction in irrigated acreage in drainage problem areas on the west side of the San Joaquin Valley is expected to reduce groundwater demands in the Tulare Lake region by 2020."[20] According to the 2009 California Water Plan Update, it is anticipated that there will be a 550,000 acre-feet reduction in the water demand in the Tulare Lake Hydrologic Area under Current Growth trends. Slow & Strategic Growth trends may further decrease water demand, while Expansive Growth trends may increase water demand.

"There are 19 entities in Tulare County with active programs of groundwater management. These management programs include nearly all types of direct recharge of surface water. Groundwater recovery is accomplished primarily through privately owned wells. Among the larger programs of groundwater management are those administered by the Kaweah Delta Water Conservation District, the Kings River Water Conservation District, the Tulare Irrigation District, the Lower Tule Water Users Association, and the Alta Irrigation District, utilizing water from the Friant-Kern Canal and local streams. The Kings River Water Conservation District covers the western county."[21]

Irrigation Districts in Tulare County

"The Tulare County Resource Management Agency maintains a list of special districts that provide sewer and/or water service that cannot currently meet the demand of new development projects. The list provided by Tulare County RMA (last updated April 30, 2007) indicates that

[20] General Plan Background Report, page 10-11b
[21] Ibid. 10-12

following water and/or sewer districts are either under a temporary cease and desist order by the Regional Water Control Board prohibiting any new connections, or have other limitations for water and sewer connections."[22]

Table 3.9-2 - Irrigation Districts in Tulare County

Entity	Surface Water	Imported Water Source	Groundwater Extraction
Alpaugh Irrigation District	NA	Friant-Kern Canal (1,000af average)	19,000 af
Alta Irrigation District	King River	Friant-Kern Canal (surplus)	230,000 af
Delano-Earlimart Irrigation District	NA	Friant-Kern Canal (146,050 af average)	8,000 af
Exeter Irrigation District	NA	Friant-Kern Canal (1,000 af average)	14,000 af
Hills Valley Irrigation District	NA	Cross Valley Canal (2,000 af average)	1,000 af
Ivanhoe Irrigation District	Kaweah River	Friant-Kern Canal (11,650 af average)	15,000 af
Kaweah Delta Water Cons. District	Kaweah River	Friant-Kern Canal (24,000 af average)	130,000 af
Kern-Tulare Water District	Kern River	Cross Valley Canal (41,000 af average)	33,000 af
Lindmore Irrigation District	NA	Friant-Kern Canal (44,000 af average)	28,000 af
Lower Tulare River Irrigation Dist.	Tule River	Friant-Kern Canal (180,200 af average) Cross Valley Canal (31,000 af average)	NA
Lindsay-Strathmore Irrigation District	NA	Friant-Kern Canal (24,150 af average)	NA
Orange Cove Irrigation District	NA	Friant-Kern Canal (39,200 af average)	30,000 af
Pioneer Water Irrigation District	Tule River		3,000 af
Pixley Irrigation District	NA	Friant-Kern Canal (1,700 af average) Cross Valley Canal (31,000 af average)	130,000 af
Porterville Irrigation District	Tule River	Friant-Kern Canal (31,000 af average)	15,000 af
Rag Gulch Water District	Kern River	Friant-Kern Canal (3,700 af average) Cross Valley Canal (13,300 af average)	
Saucelito Irrigation District	Tule River	Friant-Kern Canal (37,600 af average)	15,000 af
Stone Corral Irrigation District	NA	Friant-Kern Canal (10,000 af average)	5,000 af
Teapot Dome Irrigation District	NA	Friant-Kern Canal (5,600 af average)	
Terra Bella Irrigation District	NA	Friant-Kern Canal (29,000 af average)	2,000 af
Tulare Irrigation District	Kaweah River	Friant-Kern Canal (100,500 af average)	65,000 af

Source: Bookman-Edmonston Engineering Inc. Water Resources Management in the Southern San Joaquin Valley, Table A-1.

Flooding

The site is located within FEMA Zone X, minimal risk of flood. Construction within Zone X requires no specific flood avoidance measures. Source: Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Flood Insurance Rate Map (FIRM) for Community Number 06107C0936E dated June 16, 2009.

"Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two

[22] California Water Plan Update 2009, Tulare Lake, page TL-17

kinds of flooding can occur in the Central Valley: general rainfall floods occurring in the late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and early summer. Most floods are produced by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt) enter storage reservoirs, causing an increase in the amount of water that is released."[23]

"Flood events in the Tulare Lake region are caused by rainfall, snowmelt, and the resultant rising of normally dry lakes. Although significant progress has been made to contain floodwaters in the region, improvements to the flood control system are still needed to lessen the flood risk to life and property."[24]

"Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms."[25]

"The flood carrying capacity in rivers and streams has decreased as trees, vegetation, and structures (e.g., bridges, trestles, buildings) have increased along the Kaweah, Kings, and Tule Rivers. Unsecured and uprooted material can be carried down a river, clogging channels and piling up against trestles and bridge abutments that can, in turn, give way or collapse, increasing blockage and flooding potential. Flooding can force waters out of the river channel and above its ordinary floodplain. Confined floodplains can result in significantly higher water elevations and higher flow rates during high runoff and flood events."[26]

"Dam failure can result from numerous natural or human activities, such as earthquakes, erosion, improper siting, rapidly rising flood waters, and structural and design flaws. Flooding due to dam failure can cause loss of life, damage to property, and other ensuing hazards. Damage to electric-generating facilities and transmission lines associated with hydro-electric dams could also affect life support systems in communities outside the immediate hazard area."[27]

REGULATORY SETTING

Federal Agencies & Regulations

Clean Water Act/NPDES

"The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972… Under the CWA, EPA has implemented pollution control programs such as setting wastewater standards for industry. We have also set

[23] General Plan Background Report, page 8-13
[24] California Water Plan Update 2009, Tulare Lake, page TL-28 to TL-29
[25] General Plan Background Report, page 8-14
[26] Ibid.
[27] Op. Cit. 8-17

water quality standards for all contaminants in surface waters… The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters."[28]

Safe Drinking Water Act

"The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards… SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.)"[29]

Environmental Protection Agency

The mission of EPA is to protect human health and the environment.

"EPA's purpose is to ensure that:

- all Americans are protected from significant risks to human health and the environment where they live, learn and work;
- national efforts to reduce environmental risk are based on the best available scientific information;
- federal laws protecting human health and the environment are enforced fairly and effectively;
- environmental protection is an integral consideration in U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are similarly considered in establishing environmental policy;
- all parts of society -- communities, individuals, businesses, and state, local and tribal governments -- have access to accurate information sufficient to effectively participate in managing human health and environmental risks;
- environmental protection contributes to making our communities and ecosystems diverse, sustainable and economically productive; and
- the United States plays a leadership role in working with other nations to protect the global environment."[30]

[28] EPA summary of the Clean Water Act – http://www.epa.gov/lawsregs/laws/cwa.html
[29] EPA summary of the Safe Drinking Water Act – http://water.epa.gov/lawsregs/rulesregs/sdwa/index.cfm
[30] http://www.epa.gov/aboutepa/whatwedo.html

Army Corps of Engineers (Corps)

"The Department of the Army Regulatory Program is one of the oldest in the Federal Government. Initially it served a fairly simple, straightforward purpose: to protect and maintain the navigable capacity of the nation's waters. Time, changing public needs, evolving policy, case law, and new statutory mandates have changed the complexion of the program, adding to its breadth, complexity, and authority.

The Regulatory Program is committed to protecting the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands."[31]

National Flood Insurance Program

"In 1968, Congress created the National Flood Insurance Program (NFIP) to help provide a means for property owners to financially protect themselves. The NFIP offers flood insurance to homeowners, renters, and business owners if their community participates in the NFIP. Participating communities agree to adopt and enforce ordinances that meet or exceed FEMA requirements to reduce the risk of flooding."[32]

State Agencies & Regulations

The Porter-Cologne Water Quality Control Act

"Under the Porter-Cologne Water Quality Control Act (Porter-Cologne), the State Water Resources Control Board (State Board) has the ultimate authority over State water rights and water quality policy. However, Porter-Cologne also establishes nine Regional Water Quality Control Boards (Regional Boards) to oversee water quality on a day-to-day basis at the local/regional level."[33]

State Water Quality Control Board

"The State Water Resources Control Board (State Water Board) was created by the Legislature in 1967. The joint authority of water allocation and water quality protection enables the State Water Board to provide comprehensive protection for California's waters. The State Water Board consists of five full-time salaried members, each filling a different specialty position. Board members are appointed to four-year terms by the Governor and confirmed by the Senate."[34]

Regional Water Quality Control Board

"There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans

[31] Army Corps of Engineers http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx
[32] Flood Insurance Program Summary: http://www.floodsmart.gov/floodsmart/pages/about/nfip_overview.jsp
[33] Porter-Cologne Water Quality Control Act Summary, http://ceres.ca.gov/wetlands/permitting/Porter_summary.html
[34] State Water Board Website, http://www.waterboards.ca.gov/about_us/water_boards_structure/mission.shtml

that will best protect the State's waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans" for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality."[35]

"The primary duty of the Regional Board is to protect the quality of the waters within the Region for all beneficial uses. This duty is implemented by formulating and adopting water quality plans for specific ground or surface water basins and by prescribing and enforcing requirements on all agricultural, domestic and industrial waste discharges. Specific responsibilities and procedures of the Regional Boards and the State Water Resources Control Board are contained in the Porter-Cologne Water Quality Control Act."[36]

California Department of Water Resources

"This Department's primary mission is to manage the water resources of California in cooperation with other agencies, to benefit the State's people, and to protect, restore, and enhance the natural and human environments. Other goals include:

- Goal 1 - Develop and assess strategies for managing the State's water resources, including development of the California Water Plan Update.
- Goal 2 - Plan, design, construct, operate, and maintain the State Water Project to achieve maximum flexibility, safety, and reliability.
- Goal 3 - Protect and improve the water resources and dependent ecosystems of statewide significance, including the Sacramento-San Joaquin Bay-Delta Estuary.
- Goal 4 - Protect lives and infrastructure as they relate to dams, floods, droughts, watersheds impacted by fire and disasters, and assist in other emergencies.
- Goal 5 - Provide policy direction and legislative guidance on water and energy issues and educate the public on the importance, hazards, and efficient use of water.
- Goal 6 - Support local planning and integrated regional water management through technical and financial assistance.
- Goal 7 - Perform efficiently all statutory, legal, and fiduciary responsibilities regarding management of State long-term power contracts and servicing of power revenue bonds.
- Goal 8 - Provide professional, cost-effective, and timely services in support of DWR's programs, consistent with governmental regulatory and policy requirements.[37]

SB 610 (Costa, 2001)

This Bill requires additional information to be included as part of an urban water management plan if groundwater is identified as a source of water available to the supplier. This law also requires an urban water supplier to include in the plan a description of all water supply projects

[35] Ibid.
[36] Central Valley Water Quality Control Board, http://www.swrcb.ca.gov/centralvalley/about_us/
[37] California Department of Water Resources website, http://www.water.ca.gov/about/mission.cfm

and programs that may be undertaken to meet total projected water use.

SB 221 (Kuehl, 2001)

This Bill prohibits approval of a tentative subdivision map, or a parcel map for which a tentative subdivision map is not required, or a development agreement for a subdivision of property of more than 500 dwelling units unless the city or county provides written verification from the applicable public water system that a sufficient water supply is available. In addition, the law requires the city or county make a finding that sufficient water supplies are, or will be, available prior to completion of the project.

Local Policy & Regulations

California Water Service

The Project will connect to the California Water Service Company for water. This source was confirmed and affirmed on February 24, 2015 by California Water Service Company (see Appendix "E" of the DEIR). "Water is primarily distributed by California Water Service Company (Cal Water); in addition, there is at least one mutual water district located within city limits. Cal Water's 75 active supply wells in the Visalia District extract groundwater from the Kaweah Groundwater Sub-basin and distribute it over approximately 519 miles of pipeline. The Cal Water system includes two elevated 300,000 gallon storage tanks, an ion exchange treatment plant, four granular activated carbon filter plants and one nitrate blending facility. These facilities are in place to provide Cal Water's customers with safe drinking water of a quality and quantity to meet State and Federal drinking water standards.

Cal Water operates as a private utility with rates to its customers set and regulated by the California Public Utility Commission. Cal Water's drinking water must meet standards set by the federal Safe Drinking Water Act and the California Safe Drinking Water Act. The Act authorizes the California Department of Public Health to protect the public from contaminants in drinking water by establishing maximum contaminant levels that are at least as stringent as those developed by the U.S. EPA. Cal Water operates within these federal and State requirements and must meet reporting and operating requirements as regregulated by the California Department of Public Health."[38]

Tulare County Environmental Health Services

"The Environmental Health Services Division regulates retail food sales and hazardous waste storage and disposal; inspects contaminated sites and monitors public water systems, which protects and reduces the degradation of groundwater. The Division regulates the production and shipping of milk for Tulare and Kings Counties and also serves as staff to the Tulare County Water Commission appointed by the Board of Supervisors. The goal of HHSA's Environmental Health division is to protect Tulare County's residents and visitors by ensuring that our

38 City of Visalia General Plan, page 5-26

environment is kept clean and healthy."[39] This division requires water quality testing of public water systems.

Any project that involves septic tanks and water wells within Tulare County is subject to approval by this agency. All recommendations provided by this division will be added as mitigation measures to ensure reduction of environmental impacts.

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed as follows:

PF-4.14 Compatible Project Design - The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

HS-4.4 Contamination Prevention - The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

WR-2.1 Protect Water Quality - All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement - The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

WR-2.3 Best Management Practices (BMPs) - The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

WR-2.4 Construction Site Sediment Control - The County shall continue to enforce provisions to control erosion and sediment from construction sites.

WR-2.5 Major Drainage Management - The County shall continue to promote protection of each individual drainage basin within the County based on the basins unique hydrologic and use characteristics.

WR-2.8 Point Source Control - The County shall work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the

[39] Tulare County Environmental Health Division, http://www.tularehhsa.org/index.cfm/public-health/environmental-health/

California Environmental Quality Act review and project approval process) and monitored to ensure long-term compliance.

WR-3.3 Adequate Water Availability - The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement.

WR-3.5 Use of Native and Drought Tolerant Landscaping - The County shall encourage the use of low water consuming, drought-tolerant and native landscaping and emphasize the importance of utilizing water conserving techniques, such as night watering, mulching, and drip irrigation.

WR-3.6 Water Use Efficiency - The County shall support educational programs targeted at reducing water consumption and enhancing groundwater recharge.

WR-3.10 Diversion of Surface Water - Diversions of surface water or runoff from precipitation should be prevented where such diversions may cause a reduction in water available for groundwater recharge.

IMPACT EVALUATION

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

Septic System

The proposed Project will utilize an on-site, new septic tank and leach field which will be reviewed by the Tulare County Health and Human Services Agency (HHSA), Health Services Division (HSD). HSD has provided recommendations for this Project which have been included as Mitigation Measures as part of this DEIR. Implementation of these Mitigation Measures will reduce potential impacts related to this specific resource to a ***Less Than Significant Impact***.

Stormwater (Surface Water Quality)

The project site is located in the Kaweah River Watershed. The Kaweah River begins in Sequoia National Park, flows west and southwest, and is impounded by Terminus Dam. It subsequently spreads into many distributaries around Visalia and Tulare trending toward Tulare Lake. The Tule River begins in Sequoia National Forest and flows southwest through Lake Success toward Tulare Lake."[40] The Project site is not located along a natural water

[40] California Water Plan Update 2009, Tulare Lake, page TL-7

feature such as a lake, river or stream. There is an irrigation ditch (Evans Ditch) south of the site; south of Avenue 280 (Caldwell Avenue).

The proposed Project would be subject to the construction-related storm water permit requirements of the Federal Clean Water Act (CWA), and National Pollutant Discharge Elimination System (NPDES) general permit issued by the Central Valley Regional Water Quality Control Board. Prior to issuance of a grading permit, the applicant would be required to file a Notice of Intent (NOI) with the CVRWQCB, thereby providing notification and intent to comply with the State of California general permit. Prior to issuance of the first grading permit, a Storm Water Pollution Prevention Plan (SWPPP) must be completed for on-site and associated off-site construction activities. A Copy of the permit shall be submitted to the County prior to the start of grading activities. A copy of the SWPPP must be available and implemented at the construction site at all times. The SWPPP outlines the source control and/or treatment control best management practices (BMPs) that will avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.

Compliance with the NPDES permit, preparation and implementation of a SWPPP, and the filing of a NOI with the CVRWQCB, would ensure that any impact would be less than significant. With approval and implementation of the SWPPP, impacts would be ***Less Than Significant.*** The proposed Project will retain all stormwater on site. In addition, the stormwater will not include any discharges to any other body of water or outside of the onsite drainage basins.

Ground Water Quality

The proposed Project will connect to and receive service from the California Water Service Company. This source was confirmed and affirmed on February 24, 2015 by California Water Service Company (see Appendix "E" of the DEIR).

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is the Tulare Lake Basin. This cumulative analysis is based on information provided in the Water Quality Control Plan for the Tulare Lake Basin and the requirements of Tulare County Environmental Health.

The proposed Project (as mitigated), will be required to comply with the all requirements of the Central Valley Water Board and Tulare County Health Services Division (TCEHSD). In addition, the drainage and pond plans will be reviewed and approved by the Central Valley Regional Water Quality Control Board and may require a Report of Waste Discharge (RWD) National Pollution Discharge and Elimination System (NPDES) permit, if one is required. The on-site drainage will also be reviewed by Tulare County Environmental Health Service Division.

Contact with the City of Visalia on January 20, 2015, with Mr. Paul Scheibel (Planning Services Manager, City of Visalia Planning Division), with Ms. Susan Simon, Planner III, Environmental Planning Division, Tulare County Resource Management Agency – Planning

Branch stated, "at this time no current or future projects proposed in the Project area." Therefore, the proposed Project will be ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

Mitigation Measure(s):

9-1 The applicant shall prepare and submit a SWPPP to Tulare County prior to the issuance of a building permit. The facility operators shall prepare, retain on site, and implement a SWPPP as part of the General Stormwater Permit.

9-2 If the facility is located within access of a sanitary sew access point (1320 feet), then the site shall be required to connect to the sanitary sewer for sewage disposal. If the site is not within the 1320 feet of an access point, then an individual sewage disposal system can be utilized.

9-3 New sewage disposal systems shall be designed by an Engineer, Registered Environmental Health Specialist, Geologist, or other competent persons, all of whom must be registered and/or licensed professionals knowledgeable and experienced in the field of sewage disposal system and design. The specifications and engineering data for the system shall be submitted to the TCEHSD for review and approval prior to the issuance of a building permit.

9-4 Leach fields should not be located under structures, pavement, or areas subject to vehicle traffic.

9-5 The drainage system, including the berms, and the retention pond and drainage swale facilities shall be designed, and the plans stamped by a registered Professional Engineer, of whom must be registered and/or licensed in California, and have professional knowledge and experience in the field of on-site drainage and detention facility design. The specifications and engineering data for the drainage system and detention facilities shall be submitted to the Public Works Department and TCEHSD for review and approval prior to the issuance of a building permit.

9-6 The Applicant shall connect to and receive water service from the California Water Service Company.

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of the above mentioned Mitigation Measures, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant Impact***.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for

which permits have been granted)?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The Project site will connect to and receive service from the California Water Service Company. This source was confirmed and affirmed on February 24, 2015 by California Water Service Company (see Appendix "E" of the DEIR). In addition, a memorandum provided by Peters Engineering Group calculated current water usage of the site based on annual water used for a irrigated crop (corn) compared to the proposed Project water usage (an office/single family residence and landscape irrigation). The analysis concluded that the proposed Project's water usage would use approximately 533,762 gallons annually versus 14,666,400 annually for an agricultural crop. As such, water usage would be nearly twenty-seven times less than an agricultural crop if the proposed Project were developed.

Construction Water Demands

Project construction will occur in three phases over ten years. It is likely that grading will also occur in three phases. Dust control water may be used for construction traffic ingress and egress, onsite construction vehicle and equipment traffic, and construction of the mini storage facility.

On-Going Project Water Demands

Office/Residence: The office/residence will be utilized by six employees.

Landscaping/Visual Buffer: As part of the proposed Project, and to provide a visual buffer, the Applicant will incorporate site design measures to preserve appropriate screening of the Project. (See Mitigation Measures 1-1 and 1-2)

As discussed previously, In order to further reduce the demand for water from the Project, the following Mitigation Measures have been established to limit flows for human consumption and landscaping. Standard water conservation measures have been added as Mitigation Measures 9-7 through 9-8. In addition, per Tulare County Ordinance 3029, water efficient landscaping is required to conserve water. As noted in the Mitigation Measures 9-8, the proposed Project shall conform to this Water Efficient Landscaping Ordinance. With the implementation of these Mitigation Measures, Project impacts related to to this checklist item (specific to the facility expansion) will be reduced to a ***Less Than Significant Impact***.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the Tulare Lake Basin. This cumulative analysis is based on the information provided in the California Water Plan Update 2009, Tulare Lake.

In a telephone communication with the City of Visalia on January 20, 2015, Mr. Paul Scheibel (Planning Services Manager, City of Visalia Planning Division), January 20, 2015 with Ms. Susan Simon, Planner III, Environmental Planning Division, Tulare County

Resource Management Agency – Planning Branch stated, "at this time no current or future projects proposed in the Project area."[41] Therefore, the proposed Project will be ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

Mitigation Measure(s):

9-7 All new construction shall have water conserving fixtures (water closets, low flow showerheads, low flow sinks, etc.) New urinals shall also conserve water through waterless, zero flush, or other water conservation technique and/or technology.

9-8 The proposed Project shall conform to the Water Efficient Landscaping Ordinance.

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of the above mentioned mitigation measures, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant Impact***.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The Project site is not located along a natural water feature such as a lake, river or stream. There is an irrigation ditch (Evans Ditch) located south and crossed Caldwell Avenue to the site. However, a drainage plan will divert stormwater to a proposed ponding basin. The proposed Project will also be required to implement a Stormwater Pollution Prevention Plan (SWPPP) as part of their National Pollutant Discharge Elimination System **(**NPDES) permit as contained in Mitigation Measure 9-5. This SWPPP will ensure that potential construction erosion and siltation will not affect offsite drainages. This will inhibit any erosion or siltation from occurring onsite or offsite. As such, Project-specific impacts related to this Checklist item will be ***Less Than Significant***.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. Alteration of a stream or river would be subject to the regulations of the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife. The Project site is not near or in the vicinity of a stream or river under the jurisdiction of either the U.S. Army Corps of Engineers or California Department of Fish and Wildlife nor will any part of the Project be physically sited on or near a stream or river.

As the drainage plan will adequately address potential stormwater impacts, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

[41] Personal telephone communication between Mr. Paul Scheibel, Planning Services Manager, City of Visalia Planning Division, January 20, 2015 with. Susan Simon, Planner III, Environmental Planning Division, Tulare County Resource Management Agency – Planning Branch.

Mitigation Measure(s): ***See Mitigation Measure 9-5***

Conclusion: ***Less Than Significant Impact With Mitigation***

As noted earlier, ***Less Than Significant Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Project Impact Analysis: ***Less Than Significant Impact***

The Project site is not located along a natural water feature such as a lake, river or stream. There is an adjacent irrigation ditch located south and across Caldwell Avenue; however, the changes to the drainage pattern will not impact the irrigation ditch. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Iitem will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. Alteration of a stream or river would be subject to the regulations of the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife.

The proposed Project will not affect the drainage pattern of any off-site parcels, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

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?

Project Impact Analysis: ***Less Than Significant Impact***

The proposed Project will result in a minor increase of stormwater runoff generated on-site as a result of increased impervious surfaces associated with the buildings and paved surfaces. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the requirements of the Central Valley Regional Water Quality Control Board.

As noted in the SWPPP, storm water will be retained on site. As such, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted above, ***Less Than Significant Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

f) Otherwise substantially degrade water quality?

Project Impact Analysis: ***No Impact***

The proposed Project does not include elements that could degrade water quality beyond what was discussed in Item 3.9 a). ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the requirements of the Central Valley Regional Water Quality Control Board. As noted earlier, the proposed Project does not include elements that could degrade water quality beyond what was discussed in Item 3.9 a). ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

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?

Project Impact Analysis: ***No Impact***

The Project is located outside of the 100-year floodplain. Since the project would not place structures and housing units within the 100-year floodplain, it would not impede or redirect flood flows. Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, as no Project-specific impacts will occur, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Project Impact Analysis: ***No Impact***

According to the Federal Emergency Management Agency (FEMA) National flood Insurance Program (NFIP) Flood Insurance Rate Map (FIRM) for Community Number 06107C0936C dated June 16, 2009; the Project site is located with within Zone X, minimal risk of flood. The proposed Project will not place any structures or housing, which would impede or redirect flood flows within a 100-year flood hazard area. Therefore, ***No Impact*** related to this Checklist Item will occur

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will not have off-site impacts related to flooding. In addition, the proposed Project will not induce additional flooding hazards. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s) ***None Required.***

Conclusion ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

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?

Project Impact Analysis: ***No Impact***

"Two major dams could cause substantial flooding in Tulare County in the event of a failure: Terminus Dam and Success Dam. In addition, there are many smaller dams throughout the county that would cause localized flooding in the event of their failing."[42]

The proposed Project is not located near a major levee or dam. In addition, the proposed Project does not involve significant water storage or changing the alignment of an established watercourse. ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

[42] General Plan Background Report, page 8-17

As noted earlier, the proposed Project is not located near a major levee or dam. The proposed Project will not have any impacts related to this Checklist Item on other off-site parcels. Therefore, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s) ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

j) Inundation by seiche, tsunami, or mudflow?

Project Impact Analysis: ***No Impact***

The Project site is relatively flat and is not located near a large body of water, the coast or hillsides. As such, the proposed Project is not subject to inundation by seiche, tsunami, or mudflow. ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project is not located near a large body of water, the coast or hillsides. The proposed Project will not have any impacts related to this Checklist Item on other off-site parcels. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

ACRONYMS

AF	Acre-feet
AMP	Agricultural Management Plan
CIMIS	California Irrigation Management Information System
DWR	State of California Department of Water Resources
M&I	Municipal and Industrial
MW	Megawatts
O&M	Operation and Maintenance
TDS	Total Dissolved Solids
UWMP	Urban Water Management Plan
WSA	Water Supply Assessment

REFERENCES

California Department of Water Resources, which can be accessed at: http://www.water.ca.gov/

California Water Plan Update 2009, Volume 3 Tulare Lake, California Department of Water Resources

EPA summary of the Safe Drinking Water Act, which can be accessed at: http://water.epa.gov/lawsregs/rulesregs/sdwa/index.cfm

EPA summary of the Clean Water Act, which can be accessed at: http://www.epa.gov/lawsregs/laws/cwa.html

FEMA Flood Zone Designations which can be accessed at: https://msc.fema.gov/webapp/wcs/stores/servlet/info?storeId=10001&catalogId=10001&langId=-1&content=floodZones&title=FEMA%2520Flood%2520Zone%2520Designations

Flood Insurance Program Summary, which can be accessed at: http://www.floodsmart.gov/floodsmart/pages/about/nfip_overview.jsp

Personal communication between Mr. Paul Scheibel, Planning Services Manager, City of Visalia Planning Division, January 20, 2015, with. Susan Simon, Planner III, Environmental Planning Division, Tulare County Resource Management Agency – Planning Branch.

Tulare County General Plan Update 2030, Adopted August 28, 2012

Tulare County General Plan 2030 Update: Background Report (February 2010)

CEQA Guidelines

Land Use and Planning
Chapter 3.10

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** to Land Use and Planning. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Land Use and Planning. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed Project. In assessing the impact of a proposed Project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the Project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the Project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision will have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Land Use and Planning setting in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report and/or Tulare County General Plan Revised DEIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the

[1] CEQA Guidelines, Section 15126.2 (a)

proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Divide a Community
- Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project
- Conflict with an applicable habitat conservation plan

ENVIRONMENTAL SETTING

Tulare County is located in a geographically diverse region with the majestic peaks of the Sierra Nevada framing its eastern region, while its western portion includes the San Joaquin Valley floor, which is very fertile and extensively cultivated. In addition to its agricultural production, the County's economic base also includes agricultural packing and shipping operations. Small and medium size manufacturing plants are located in the western part of the county and are increasing in number. Tulare County contains portions of Sequoia National Forest, Sequoia National Monument, Inyo National Forest, and Kings Canyon National Park. Sequoia National Park is entirely contained within the county.

The County encompasses approximately 4,840 square miles of classified lands (lands with identified uses) and can be divided into three general topographical zones: a valley region; a foothill region east of the valley area; and a mountain region just east of the foothills. The eastern half of the county is generally comprised of public lands, including the Mountain Home State Forest, Golden Trout Wilderness area, and portions of the Dome Land and south Sierra Wilderness areas. Federal lands, which include wilderness, national forests, monuments and parks, along with County parks, make up 52 percent of the County, the largest percentage found in the County. Agricultural uses, which include row crops, orchards, dairies, and grazing lands on the Valley floor and in the foothills total over 2,020 square miles or about 43 percent of the entire County. Urban uses such as incorporated cities, communities, hamlets, other unincorporated urban uses, and infrastructure rights-of-way make up the remaining land in the County.

"Land use in Tulare County is predominately agriculture, and the County is committed to retaining the rich agricultural land. The foothill and mountain regions are controlled predominantly by the State and federal governments. However, as population increases, so does the demand for new housing, retail and commercial space. Agricultural land around the cities is being converted into urban uses. Housing, land, employment and economics are balanced to minimize the amount of agricultural land taken by development. Economic principles tend to take precedence over the conservation of land."[2]

"Tulare County has been one of the faster growing counties in the state. Since 1950, its annualized growth rate is 1.8% (2.0% since 1980). Population growth has been primarily in the incorporated cities versus the unincorporated county… As of January 2009, the Department of Finance (DOF) estimates the County population to be 441,481…"[3]

[2] 2011 TCAG Regional Transportation Plan, page 1-11
[3] Ibid., page 1-4

REGULATORY SETTING

Federal Agencies & Regulations

Federal Endangered Species Act

"Through federal action and by encouraging the establishment of state programs, the 1973 Endangered Species Act provided for the conservation of ecosystems upon which threatened and endangered species of fish, wildlife, and plants depend. The Act:

- authorizes the determination and listing of species as endangered and threatened;
- prohibits unauthorized taking, possession, sale, and transport of endangered species;
- provides authority to acquire land for the conservation of listed species, using land and water conservation funds;
- authorizes establishment of cooperative agreements and grants-in-aid to States that establish and maintain active and adequate programs for endangered and threatened wildlife and plants;
- authorizes the assessment of civil and criminal penalties for violating the Act or regulations;
- authorizes the payment of rewards to anyone furnishing information leading to arrest and conviction for any violation of the Act or any regulation issued there under."[4]

State Agencies & Regulations

California Department of Fish and Game

"The Department of Fish and Game maintains native fish, wildlife, plant species and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities. The department is also responsible for the diversified use of fish and wildlife including recreational, commercial, scientific and educational uses."[5]

California Endangered Species Act

"The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved. The Department will work with all interested persons, agencies and organizations to protect and preserve such sensitive resources and their habitats."[6]

[4] Federal Endangered Species Act, http://www.fws.gov/laws/lawsdigest/esact.html
[5] California Department of Fish and Game website, http://www.dfg.ca.gov/about/
[6] California Endangered Species Act, http://www.dfg.ca.gov/habcon/cesa/

Local Policy & Regulations

Tulare County Association of Governments (TCAG)

"The Tulare County Association of Governments (TCAG) is responsible for overseeing and planning projects with the county and each of its cities, helping to bring tax money back home to fund bus service, road improvements, projects that will improve our air quality, and more."[7] TCAG's 2009 Regional Blueprint includes a goal of a 25% increase in land use densities facilitated with urban growth and expansion of transportation facilities.

Existing County Land Uses

The proposed Project site is located in the northwestern portion of Tulare County. The Tulare County is located in the San Joaquin Valley portion of the Great Central Valley of California that lies south of the Sacramento-San Joaquin Delta, and is comprised of 4,863 square miles. The County is bordered by Fresno County to the north, Kings County to the west, Kern County to the south, and Inyo County to the east. The valley portion of land totals approximately 3,930 square miles or approximately 81 percent of Tulare County. Open space, which includes wilderness, national forests, monuments and parks, and county parks, encompass approximately 1,230 square miles, or approximately 25 percent of the County. Agricultural uses total approximately 2,150 square miles or approximately 44 percent of the entire County. Incorporated cities in the Tulare County account for less than three percent of the entire County area.

Tulare County General Plan Policies

The Tulare County General Plan policies applicable to the proposed Project are listed below.

PF-1.2 Location of Urban Development - The County shall ensure that urban development only takes place in the following areas:

1. Within incorporated cities and CACUDBs;
2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.

PF-4.1 CACUABs for Cities - The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns may be given consideration as part of the land use review process. The

[7] Tulare County Council of Governments (TCAG) Website, http://www.tularecog.org/

lands within the UAB are considered to be the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

Although it is the policy of the County that this area will at some time become appropriate for urban development, generally no public purpose is served by permitting intensive development therein. As communities grow and expand, it is logical to assume the UDBs may be correspondingly expanded or established until they coincide with the ultimate UAB. The land lying between the Urban Development Boundary and the Urban Area Boundary will generally have an agricultural land use designation or rural residential land use designation in conformity with Land Use Policy LU 3.8: Rural Residential Interface.

LU-3.8 Rural Residential Interface - The County shall minimize potential land use conflicts at the interface between urban development and existing developed rural-residential areas.

PF-4.14 Compatible Project Design - The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

PF-4.17 Cooperation with Individual Cities - The County may use the policies set forth under this goal (PF-4A: Cities: Continued) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all of the residents in the County and cities is enhanced. The County and Cities will establish a working committee to facilitate the policies identified in this section 4A.

PF-4.18 Future Land Use Entitlements in a CACUDB - The County may work with an individual city to limit any General Plan amendments to change the land use designations of any parcel or any amendments to the County zoning ordinance to add uses to a current zoning classification or change the zoning district designation of any parcel within a CACUDB except as follows:

1. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), including where the boundary line may increase an outward expansion of the overlap area with a CACUDB area that is not coterminous to the city's Urban Development Boundary/Sphere of Influence (UDB or SOI), or to any General Plan amendment adopting a new County unincorporated UDB, an HDB, or Planned Community. County Corridor development nodes will not be located inside a city's UDB or SOI unless mutually agreed by the City and County.
2. This policy will not apply where the General Plan land use designation or the zoning district classification of a particular parcel is inconsistent with an existing special use permit, or legal non-conforming use.
3. As determined by the RVLP checklist, the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non-agricultural uses), and for which the city cannot or will not annex as per PF-4.24.

4. This policy will not apply where the effect of the amendments to the General Plan land use designation or of the rezoning is to designate or zone the parcel to an agricultural designation or zone except where the effect of the amendment creates a less intensive agricultural designation or zone.
5. This policy will not apply where amendments to the General Plan land use designations or the zoning classifications apply only to that portion of a CACUDB that is overlapped (where exterior UDB's are coterminous) by a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area.
6. This policy will not apply where amendment to the General Plan land use designation or the zoning classification is required to bring the County regulations into compliance with more restrictive State or Federal statutes or regulations.
7. This policy will not apply where amendments to the Zoning Ordinance are part of a comprehensive modernization or restructuring of the processes or procedures set out in the Zoning Ordinance or part of a comprehensive update to the text of the zoning classifications to bring the Zoning Ordinance procedures and text into consistency with the General Plan update. [This comprehensive modernization, restructuring or update would not include any rezonings outside that allowed in this policy. However, revision of processes and procedures and simplification of existing ordinances may occur.]
8. This policy would not apply to a comprehensive update of a CAC General Plan, including rezoning there under, in cooperation with the affected city.
9. This policy would not apply where the County has worked with the city to identify and structure a mutually acceptable alternative General Plan land use designation or zoning classification.

PF-4.19 Future Land Use Entitlements in a CACUAB - As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city's UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city's UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small "stand alone," non-urban projects which are defined as

residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.

PF-4.21 Application of the RVLP Checklist to Control Development in a CACUAB - As an exception to the County policies that the Rural Valley Lands Plan is only advisory within CACUABs, the County may work with an individual city to provide that the requirements of the RVLP will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUAB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors.

ED-1.5 Regional Cooperation - The County will work cooperatively with regional economic development activities to expand and improve the economic base of the County.

ED-3.1 Diverse Economic Base - The County shall actively promote the development of a diversified economic base by continuing to promote agriculture, recreation services, and commerce, and by expanding its efforts to encourage industrial development including the development of energy resources.

HS-3.1 Airport Land Use Compatibility Plan - The County shall require that development around airports is consistent with the safety policies and land use compatibility guidelines contained in the adopted Tulare County Comprehensive Airport Land Use Plan (CALUP).

- ***Safety Zone 6, Traffic Pattern Zone*** *– The Traffic Pattern Zone is an oval shaped area centered on the extended runway centerline. This zone encompasses all other portions of the regular traffic patterns and pattern entry routes. This area generally has a low likelihood of accident occurrence at most airports, except where high concentrations of people present the potential for severe consequences. Caltrans research indicates that 18 to 29 percent of near runway accidents occur in this zone, but that these numbers are misleading due to the large size of this zone.*

PFS-1.4 Standards of Approval - The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,

2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

Rural Valley Lands Plan Part II, Chapter 1 - RVLP Policy Statement: County Adopted City General Plans land use plans shall be adopted for incorporated cities within Urban Area Boundaries. The point exception system shall be used in an advisory capacity to evaluate the relative agricultural or non-agricultural suitability of lands located between the Urban Development Boundaries or Urban Area Boundaries for which a general plan amendment is proposed to expand or establish an Urban Development Boundary. **The point total shall be considered along with other relevant information when approving or denying a proposed general plan amendment.**

RVLP-1.4 Determination of Agriculture Land - The County shall not allow re-zoning of parcels that accumulate 17 or more points according to the RVLP Development Criteria (contained in Section 1.3 of this chapter). If the number of points accumulated is 11 or less, the parcel may be considered for non-agricultural zoning. A parcel receiving 12 to 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system.

In addition to the Tulare County General Plan policies listed above, the proposed Project is required to comply with the design and construction policies listed in **Table 3.10-1**. These policies were included in Exhibit B of the General Plan Initiation (GPI) and staff report that was approved by the Board of Supervisors on March 25, 2014 and is included as part of Appendix "G" of this DEIR.

Table 3.10-1 Applicable Design and Construction Policies

PF 1.6 Appropriate Land Uses By Location	AQ 4.3 Paving or Treatment of Roadways for Reduced Air Emissions
AG 1.6 Conservation Easements	HS 8. 14 Sound Attenuation
LU 1.1 Smart Growth and Healthy Communities	WR 2.1 Protect Water Quality
LU 1.2 Innovative Development	WR 2.4 Construction Site Sediment Control
LU 1. 10 Roadway Access	WR 3.5 Use of native and Drought Tolerant Landscaping
LU 2.1 Agricultural Lands	TC 1.13 Land Dedication for Roadways and other Travel Modes
LU 2.3 Open Space Character	TC 1.14 Roadway Facilities
LU 4.5 Commercial Building Design	TC 1.15 Traffic Impact Study
LU 7.3 Friendly Streets	TC 1.16 County Level of Service Standards
LU 7.4 Streetscape Continuity	TC 4.4 Nodal Land use Patterns that Support Public Transit
LU 7. 7 Parking Location	TC 4.7 Transit Ready Development

Table 3.10-1 Applicable Design and Construction Policies	
LU 7.1 O Gateway/Entry Points	TC 5.2 Consider Non-Motorized Modes in Planning and Development
LU 7.17 Shared Parking Facilities	TC 5.3 Provision for Bicycle Use
LU 7.19 Minimize Glare	TC 5.4 Design Standards for Bicycle Routes B-13
ED 2.4 Job Quality Diversity	TC 5.5 Facilities
SL 1.1 Natural Landscapes	PFS 1.2 Maintain Existing Levels of Service
SL 1.2 Working Landscapes	PFS 1.3 Impact Mitigation
SL 3.3 Highway Commercial	PFS 1.4 Standards of Approval
ERM 4.1 Energy Conservation and Efficiency Measures	PFS 2.2 Adequate Systems
ERM 4.2 Streetscape and parking Area Improvements for Energy Conservation	PFS 2.4 Water Connections
ERM 4.8 Energy Efficiency Standards	PFS 3.2 Adequate Capacity
AQ 1.3 Cumulative Air Quality Impacts	PFS 3.3 New Development Requirements
AQ 1.5 California Environmental Quality Act Compliance	PFS 4.2 Site Improvements
AQ 2.2 Indirect Source Review	PFS 4.3 Development Requirements
AQ 2.4 Transportation Management Associations	PFS 4.4 Stormwater Retention Facilities
AQ 3.3 Street Design	PFS 4.5 Detention/Retention Facilities
AQ 3.4 Landscape	PFS 5.6 Ensure Capacity
AQ 3.5 Alternative Energy Design	PFS 7.2 Fire Protection Standards
AQ 4.1 Air Pollution Control Technology	PFS 7.7 Cost Sharing
AQ 4.2 Dust Suppression Measures	
Source: General Plan Initiation, Exhibit B, 3/25/14.	

IMPACT EVALUATION

Would the project:

a) Physically divide an established community?

Project Impact Analysis: ***No Impact***

The entire 19.3 acre Project site is located in unincorporated Tulare County. The proposed Project does not include a land division, roads, major infrastructure, transportation facility, or off-site construction. The requested General Plan Amendment and Zone Change are site specific and do not apply to any properties other than the 19.3 acre Project site. Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County, and is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project is not part of a new transportation facility that could divide a community. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Project Impact Analysis: ***Less Than Significant Impact***

The Project site is located inside Tulare County's Urban Area Boundary (UAB), outside and adjacent to Tulare County's Urban Development Boundary (UDB), partially within the City of Visalia's Urban Growth Boundary (UGB), and entirely within the City of Visalia's Sphere of Influence (SOI).

Rural Valley Lands Plan

A Rural Valley Lands Plan (RVLP) analysis typically is completed when a property is located in an area outside of an UAB to determine the site's suitability under the General Plan for nonagricultural land uses and zones. Also, pursuant to the Memorandum of Understanding approved by the County in November of 2013, an RVLP analysis is required when a General Plan Amendment or Zone Change is proposed within a City's UAB, which may be allowed to proceed if deemed appropriate under the requirements of the RVLP.

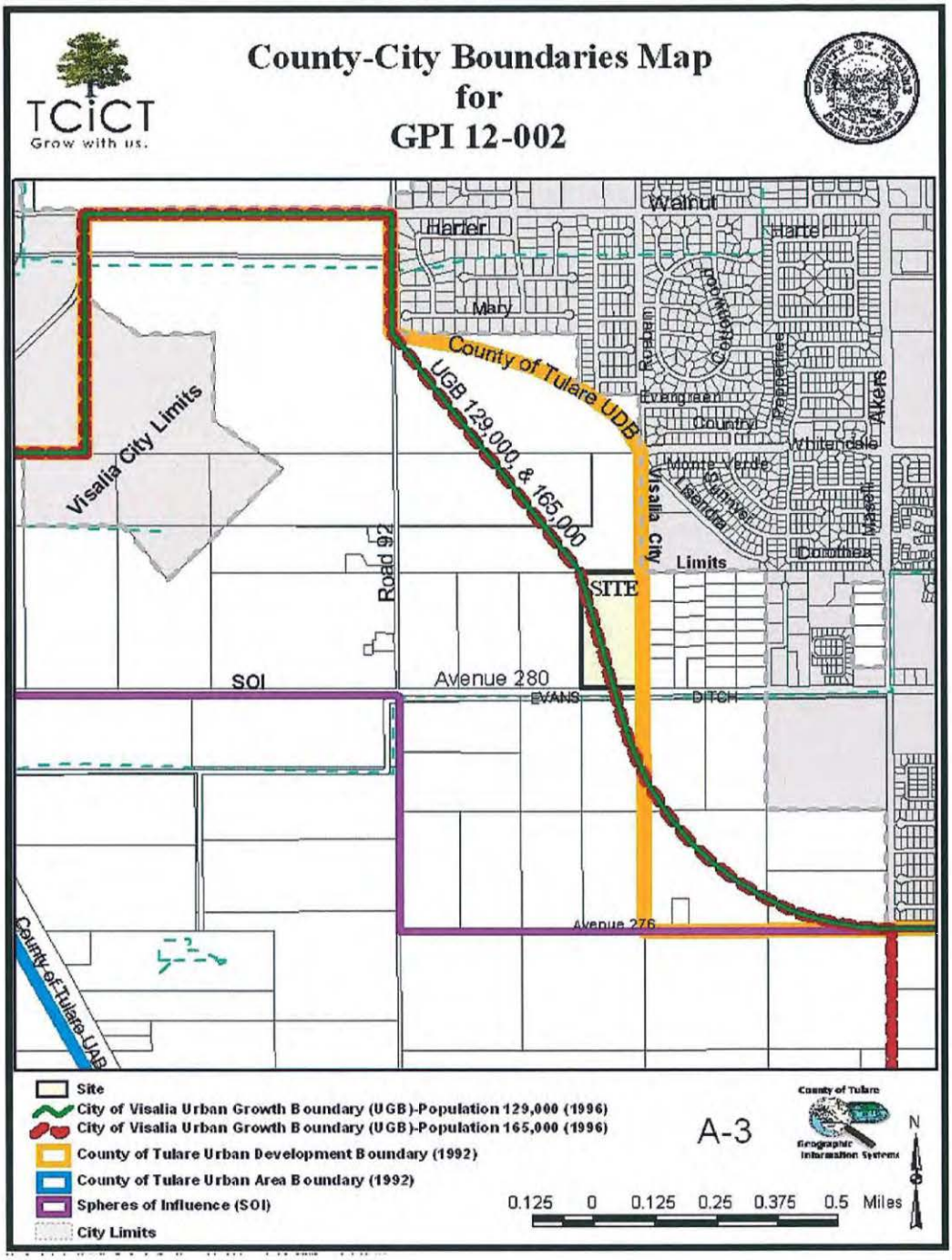
However, the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Therefore, consideration of the project and other factors, including the economic benefits of the project, are required prior to rendering a decision on the project.

The RVLP establishes minimum parcel sizes for agriculture zones outside of the urban boundaries, in order to develop a policy that is fair, logical, legally supportable, and consistent in the utilization of resource information for determining the suitability of rural lands for nonagricultural uses. A point evaluation system, which places a point value on 15 factors, is used to determine a site's suitability for nonagricultural zoning. After all the factors have been applied, the number of points the parcel has accumulated are totaled. Outside of an UAB if the number of points accumulated is 17 or more, then the parcel shall remain agriculturally zoned. If the number of points accumulated is 11 or less, the parcel may be considered for non-agricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which consideration of the project and other factors are required. In such instances, the Planning Commission and Board of Supervisors may make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by the RVLP process.

The RVLP evaluation system ("ANALYSIS STATEMENT FOR RURAL VALLEY LANDS PLAN (RVLP) EVALUATION CHECKLIST FOR GPI 12-002 – Equity Bak L.P. (Derrel's Mini Storage)/DR Mata Consulting"; see Appendix "G" of this DEIR) determined

that the subject site may receive 14 points. [8] This analysis indicates that the site is within the gray area and therefore other factors should be considered. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Figure3.10-1, County-Cities Boundary Map



[8] Rural Valley Lands Plan – Parcel Evaluation Checklist, 12/30/13

City of Visalia General Plan

The Project site is partially within the City of Visalia's Urban Growth Boundary, entirely within the Sphere of Influence, and abuts the City of Visalia's municipal boundary at the northeast corner. According to the City's General Plan Update (2014), the Project site is now entirely within the city's Urban Development Boundary, and is designated as "Airport Industrial." Therefore, the proposed project is consistent with the Visalia General Plan Update, and meets the criteria for development as a part of Tier 1. "The First Tier, also known as the Urban Development Boundary I or UDB (Tier I), is largely coterminous with the 2012 city limits. It comprises slightly over half of the potentially developable land under the Plan, and could support a target buildout population of approximately 160,000. The Second Tier, known as the Urban Development Boundary II or UDB (Tier II) comprises 27,936 acres and could support a target buildout population of approximately 178,000." (Source: City of Visalia General Plan Update, 10/2014)

The Airport Industrial designation provides for uses that can match airport land use compatibility guidelines and would facilitate uses related to the airport. The designation provides for uses that can match airport land use compatibility guidelines and would facilitate uses related to the airport. Maximum FAR for this designation is 0.25. The proposed Project is also a compatible use under the County of Tulare's Comprehensive Airport Land Use Plan, which was approved by CALTRANS.

Memorandum of Understanding

The Project applicant will work with the City of Visalia, and the California Water Company to provide services acceptable to the City during construction of the site or when the services become available. The applicant is required to construct infrastructure to City standards as described in the County's General Plan and Memorandum of Understanding (MOU) with the City. It may also be necessary for the applicant to provide an appropriate amount of roadway improvements for Avenue 280 (Caldwell Avenue) and Road 96 (Roeben Road). Section 3.17 of this DEIR analyzes the infrastructure services for the Project including sewer, water, drainage, and solid waste services.

Potential Impacts to Other Agencies: ***Less than Significant Impact***

This Project will not impact federal or state, or local equal protection laws. Environmental justice is defined in all state planning law as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption… implementation of environmental laws, regulations and policies" (See Section 65040.12(c)). The Project is not violating any group's procedural or substantive rights under the U.S. or State Constitution, or the Civil Rights Act, or Fair Housing Act because it is equally allowing every population segment to be involved in the process and not creating inequity in expanding an existing land use on property already owned by the applicant. The land use decision being considered is not for creating geographic inequity or exclusionary zoning by concentrating undesirable land uses or concentrating desirable land uses in another area as defined in Chapter 2 of the State of California General Plan Guidelines.

Changing the General Plan land use designation from Agriculture to Commercial or Light Industrial, and the zoning from AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-

3 (Service Commercial) will enable internal consistency between the General Plan and Zoning Ordinance. The Project site, which has been used for growing row crops, is located inside Tulare County's Urban Area Boundary (UAB), outside and adjacent to Tulare County's Urban Development Boundary (UDB), partially within the City of Visalia's Urban Growth Boundary (UGB), and entirely within the City of Visalia's Sphere of Influence (SOI). Therefore, the General Plan amendment, Zone Change, and site improvements pursuant to the City of Visalia MOU eliminate the potential for impacts to other agencies. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

In addition to the General Plan Amendment and Zone Change, the project will require a Phasing Plan, Public Facilities Financing Plan, and Development Agreement. On a cumulative basis, the General Plan Amendment and Zone Change has the potential to induce a limited amount of growth in the area. Consistent with General Plan Policy ED-2.2 Land Requirements, the County maintains a policy to ensure there is capacity for businesses to expand. The Applicant has been providing storage services for 49 years and operates 55 storage sites within the San Joaquin Valley (including three in Visalia and two in Tulare). The General Plan Amendment and Zone Change will allow the applicant to expand its business into Tulare County. The potential cumulative growth inducing impact of the General Plan Amendment and Zone Change (beyond what was identified in the Tulare County 2030 General Plan) will be minimal. The proposed Project will be allowed by-right upon successful rezoning to the C-3 zone; therefore, it will not result in any planning or policy conflicts or impacts. As such, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

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

Project Impact Analysis: ***No Impact***

As noted in section 3.4 of this EIR, there are two habitat conservation plans that apply in Tulare County. The Kern Water Habitat Conservation Plan, which applies to one area near Allensworth (located in southwestern Tulare County), and therefore does not apply to the Project site. And, the Recovery Plan for Upland Species in the San Joaquin Valley, which outlines a number of species that are important to the San Joaquin Valley. None of these species were identified on the Project site.

Furthermore, the biotic evaluation prepared by Live Oak Associates states - "Absent habitats from the site that were once native to the San Joaquin Valley, and absent areas of significant native habitat important to native wildlife species in the general site vicinity, use of the Project Site as a "movement corridor" by native wildlife is not likely. Wildlife movement

corridors in the San Joaquin Valley are more typically associated with natural drainages (rivers and creeks) having significant riparian vegetation along the channel banks. Alternatively, wildlife movement corridors may link important habitat patches of similar values for similar assemblages of species. The Project Site fits neither criterion. Therefore, the proposed Project will have no effect on wildlife movement corridors and wildlife habitat." As such, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

There are ***No Impacts*** related to habitat conservation plans, and, therefore, there are ***No Cumulative Impacts*** that will conflict with local policies or ordinances.

Mitigation Measure(s): ***None Required***

Conclusion: ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

REFERENCES

2011 Regional Transportation Plan, Tulare County Association of Governments (TCAG), July 11, 2012

"ANALYSIS STATEMENT FOR RURAL VALLEY LANDS PLAN (RVLP) EVALUATION CHECKLIST FOR GPI 12-002 – Equity Bak L.P. (Derrel's Mini Storage) / DR Mata Consulting", 12/31/13

Tulare County Council of Governments (TCAG) Website, which can be accessed at http://www.tularecog.org/

Tulare County 2030 General Plan, August 2012

Board of Supervisors General Plan Initiation (GPI) and staff report, March 25, 2014

City of Visalia General Plan Update, October 2014

CEQA Guidelines

Mineral Resources
Chapter 3.11

SUMMARY OF FINDINGS

The proposed Project will ***No Significant Impacts*** related to Mineral Resources, as the Project site is not located near a known mineral resource area. No mitigation measures will be required. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Mineral Resources. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Mineral Resources in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030

[1] CEQA Guidelines, Section 15126.2 (a)

General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The Tulare County 2030 General Plan identifies known Mineral Resource areas. The threshold of significance for this section will include the following:

- Impact a known Mineral Resource

ENVIRONMENTAL SETTING

"There is estimated to be a total of 932 million tons of aggregate resources in Tulare County. This figure includes 219 million tons of reserves available for mining and 200 million tons that are located in the hard rock quarries southeast of Porterville. Of that total, 19 million tons are located in Northern Tulare County, which is expected to be depleted by the year 2010 unless new resources are permitted for mining. Lemon Cove has been the most highly extracted area for PCC quality aggregate supplies."[2]

"Economically, the most important minerals that are extracted in Tulare County are sand, gravel, crushed rock and natural gas. Other minerals that could be mined commercially include tungsten, which has been mined to some extent, and relatively small amounts of chromite, copper, gold, lead, manganese, silver, zinc, barite, feldspar, limestone, and silica. Minerals that are present but do not exist in the quantities desired for commercial mining include antimony, asbestos, graphite, iron, molybdenum, nickel, radioactive minerals, phosphate, construction rock, and sulfur... The majority of these activities appear to occur in the Sierra Foothill Area."[3]

"The following MRZ categories are used by the State Geologist in classifying the State's lands. The geologic and economic data and the arguments upon which each unit MRZ assignment is based are presented in the mineral land classification report transmitted by the State Geologist to the SMGB…

A. *MRZ-1*—Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. This zone is applied where well developed lines of reasoning, based on economic-geologic principles and adequate data, indicate that the likelihood for occurrence of significant mineral deposits is nil or slight.

B. *MRZ-2a*—Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present. As shown on the diagram of the California Mineral Land Classification System, MRZ-2 is divided on the basis of both degree of knowledge and economic factors. Areas classified MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits. A typical MRZ-2a area would include an operating mine, or an area where extensive

[2] General Plan Background Report, pages 10-18
[3] Ibid. 10-17

sampling indicates the presence of a significant mineral deposit.

C. *MRZ-2b*—Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified MRZ-2b contain discovered deposits that are either inferred reserves or deposits that are presently sub-economic as determined by limited sample analysis, exposure, and past mining history. Further exploration work and/or changes in technology or economics could result in upgrading areas classified MRZ-2b to MRZ-2a. A typical MRZ-2b area would include sites where there are good geologic reasons to believe that an extension of an operating mine exists or where there is an exposure of mineralization of economic importance.

D. *MRZ-3a*—Areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories. MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits. As shown on the diagram of the California Mineral Land Classification System, MRZ-3 is divided on the basis of knowledge of economic characteristics of the resources. An example of a MRZ-3a area would be where there is direct evidence of a surface exposure of a geologic unit, such as a limestone body, known to be or to contain a mineral resource elsewhere but has not been sampled or tested at the current location.

E. *MRZ-3b*—Areas containing inferred mineral deposits that may qualify as mineral resources. Land classified MRZ- 3b represents areas in geologic settings which appear to be favorable environments for the occurrence of specific mineral deposits. Further exploration work could result in the reclassification of all or part of these areas into the MRZ-3a category or specific localities into the MRZ-2a or MRZ-2b categories. MRZ-3b is applied to land where geologic evidence leads to

the conclusion that it is plausible that economic mineral deposits are present. An example of a MRZ-3b area would be where there is indirect evidence such as a geophysical or geochemical anomaly along a permissible structure which indicates the possible presence of a mineral deposit or that an ore-forming process was operative.

F. *MRZ-4*—Areas where geologic information does not rule out either the presence or absence of mineral resources. The distinction between the MRZ-1 and MRZ-4 categories is important for land-use considerations. It must be emphasized that MRZ-4 classification does not imply that there is little likelihood for the presence of mineral resources, but rather there is a lack of knowledge regarding mineral occurrence. Further exploration work could well result in the reclassification of land in MRZ-4 areas to MRZ-3 or MRZ-2 categories."[4]

[4] Guidelines for classification and designation of mineral land, pages 4 to 6.

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to the proposed Project.

State Agencies & Regulations

Surface Mining and Reclamation Act of 1975 (SMARA)

"The Surface Mining and Reclamation Act (SMARA), Chapter 9, Division 2 of the Public Resources Code, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, Sections 2710-2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. Public Resources Code Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations."[5]

State Mining & Geology Board (SMGB)

"The SMGB serves as a regulatory, policy, and appeals body representing the State's interests in geology, geologic and seismologic hazards, conservation of mineral resources and reclamation of lands following surface mining activities. The SMGB operates within the Department of Conservation, and is granted certain autonomous responsibilities and obligations under several statutes including the Alquist-Priolo Earthquake Fault Zoning Act, the Seismic Hazards Mapping Act, and the Surface Mining and Reclamation Act."[6]

The Office of Mine Reclamation (OMR)

"Created in 1991 to administer the Surface Mining and Reclamation Act of 1975 (SMARA). Established to meet the Act's requirement, OMR provides assistance to cities, counties, state agencies and mine operators for reclamation planning and promotes cost-effective reclamation. OMR strives to reclaim mined lands to a beneficial end-use through the implementation of SMARA, prevent or minimize the adverse environmental effects of mining by providing assistance to lead agencies and miners in the review of reclamation plans, and minimize residual hazards to public health and safety through the Abandoned Mine Lands program."[7]

[5] SMARA Description, http://www.conservation.ca.gov/smgb/Regulations/Pages/regulations.aspx
[6] State Mining & Geology Board (SMGB), http://www.conservation.ca.gov/smgb/Pages/Index.aspx
[7] Office of Mine Regulation, http://www.conservation.ca.gov/OMR/Pages/Index.aspx

Local Policy & Regulations

Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County. The General Plan policy that specifically relates to the proposed Project is listed below.

ERM-2.10 Incompatible Development - Proposed incompatible land uses in the County shall not be on lands containing or adjacent to identified mineral deposits, or along key access roads, unless adequate mitigation measures are adopted or a statement of overriding considerations stating public benefits and overriding reasons for permitting the proposed use are adopted.

IMPACT EVALUATION

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Project Impact Analysis: ***No Impact***

The proposed Project does not include mining operations. In addition, the Project site is not located on or near a known mineral resource zone. The existing site is currently vacant; therefore, the proposed Project will result in ***No Impact*** related to this Checklist Item.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project does not include mining operations and is not located within or near a known mineral resource zone. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Project Impact Analysis: ***No Impact***

As noted in the Response to 3.11 a), the proposed Project does not include a mining operation and the proposed Project site is not located in or near a known mineral resource zone. There will be no significant loss of local important mineral resource recovery site. According to U.S. Geological Survey, the nearest active mine and mineral production plant to the proposed Project is Lemon Cove Plant (operated by RMC Pacific Materials) located

approximately 21 miles northeast of the proposed Project site within Tulare County[8]. The mine facility is located east of State Route 198 on Avenue 324, near the Sierra Mountains foothills. The Lemon Cove Plant generally produces sand and gravel materials[9]. The RMC Pacific Materials mine site is identified by U.S. Geological Survey Record ID, 133. The proposed Project will not create any project specific impacts related to this resource.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted in the Response to Item 3.11 a), the proposed Project does not include mining operations and is not located within a mineral resource zone. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

[8] USGS Mineral Resources On-Line Spatial Data, Active mines and mineral plants in the US. http://mrdata.usgs.gov/mineral-resources/active-mines.html. Accessed June, 2014.
[9] Ibid.

ACRONYMS

MRZ	Mineral Resource Zone
OMR	Office of Mine Reclamation
SMGB	State Mining & Geology Board
SMARA	Surface Mining and Reclamation Act

REFERENCES

Tulare County 2030 General Plan, August 2012

Tulare County 2030 General Plan Background Report, February 2010

California Department of Conservation, Division of Mines and Geology, "Guidelines for Classification and Designation of Mineral Lands", which can be accessed at: http://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf

SMARA Description, which can be accessed at: http://www.conservation.ca.gov/smgb/Regulations/Pages/regulations.aspx

State Mining & Geology Board (SMGB), which can be accessed at http://www.conservation.ca.gov/smgb/Pages/Index.aspx

Office of Mine Regulation, which can be accessed at: http://www.conservation.ca.gov/OMR/Pages/Index.aspx

CEQA Guidelines

Noise
Chapter 3.12

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Impact With Mitigation*** related to Noise. A noise evaluation, the "2011 Avenue 280 Road-Widening Project Noise Study Report", was conducted by Caltrans which included a segment where the proposed Project is located. This report is used as the basis for determining that the proposed Project result in Less Than Impact With Mitigation. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts related to Noise. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]
The environmental setting provides a description of the Noise Setting in Tulare County. The regulatory setting provides a description of applicable Federal, State, and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents

[1] CEQA Guidelines, Section 15126.2 (a)

utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Exceed Tulare County Standards for Noise Levels
- Expose people of excessive ground-borne vibration
- Expose people to excessive airport/airstrip noise

ENVIRONMENTAL SETTING

"Noise in the community has often been cited as being a health problem, not in terms of actual damage such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation, and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well-being are the bases for land use planning policies preventing exposure to excessive community noise levels."[2]

"Noise sources are commonly grouped into two major categories: transportation and non-transportation noise sources. Transportation noise sources include surface traffic on public roadways, railroad line operations, and aircraft in flight. Non-transportation (or fixed), noise sources, commonly consist of industrial activities, railroad yard activities, small mechanical devices (lawnmowers, leaf blowers, air conditioners, radios, etc.), and other sources not included in the traffic, railroad and aircraft category."[3]

"Noise level data collected during continuous monitoring included the hourly Leq and Lmax and the statistical distribution of noise levels over each hour of the sample period. The community noise survey results indicate that typical noise levels in noise-sensitive areas of the unincorporated areas of Tulare County are in the range of 29-65 dB Ldn. As would be expected, the quietest areas are those that are removed from major transportation-related noise sources and industrial or stationary noise sources."[4]

REGULATORY SETTING

Federal Agencies & Regulations

Federal Highways Administration (FHWA) Highway Traffic Noise Prediction methodology

"In March 1998, the Federal Highway Administration (FHWA) released the Traffic Noise Model, Version 1.0 (FHWA TNM®). It was developed as a means for aiding compliance with policies and procedures under FHWA regulations. Since its release in March 1998, Version 1.0a was released in March 1999, Version 1.0b in August 1999, Version 1.1 in September 2000, Version 2.0 in June 2002, Version 2.1 in March 2003 and the current version, Version 2.5 in

[2] TCAG 2011 Regional Transportation Plan Draft Subsequent EIR, Page 151
[3] Ibid. 153
[4] General Plan Background Report, page 8-77

April 2004. The FHWA TNM is an entirely new, state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers."[5]

Federal Aviation Administration (FAA)

"Aircraft operated in the U.S. are subject to certain federal requirements regarding noise emissions levels. These requirements are set forth in Title 14 CFR, Part 36. Part 36 establishes maximum acceptable noise levels for specific aircraft types, taking into account the model year, aircraft weight, and number of engines. Pursuant to the federal Airport Noise and Capacity Act of 1990, the FAA established a schedule for complete transition to Part 36 "Stage 3" standards by year 2000. This transition schedule applies to jet aircraft with a maximum takeoff weight in excess of 75,000 pounds, and thus applies to passenger and cargo airlines, but not to operators of business jets or other general aviation aircraft."[6]

Federal Railway Administration (FRA) and the Federal Transit Administration (FTA)

"The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to groundborne vibration levels of 0.5 PPV without experiencing structural damage. The FTA has identified the human annoyance response to vibration levels as 80 VdB."[7]

State Agencies & Regulations

California Department of Transportation (Caltrans)

"The State of California establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State passby standard is consistent with the federal limit of 80 dB. The State passby standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dB at 15 meters from the centerline."[8]

California Noise Insulation Standards

"The California Noise Insulation Standards found in the California Code of Regulations, Title 24, set requirements for new multi-family residential units, hotels, and motels that may be subject to relatively high levels of transportation-related noise. For exterior noise, the noise insulation standard is DNL 45 dB in any habitable room and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than DNL 60 dB."[9]

[5] Federal Highway Administration website, Traffic Noise Model, http://www.fhwa.dot.gov/environment/noise/traffic_noise_model/
[6] TCAG 2011 Regional Transportation Plan Draft Subsequent EIR, page 152
[7] Ibid. 152
[8] TCAG 2011 Regional Transportation Plan Draft Subsequent EIR, page 152
[9] Op. Cit. 153

California's Airport Noise Standards

"The State of California has the authority to establish regulations requiring airports to address aircraft noise impacts on land uses in their vicinities. The State of California's Airport Noise Standards, found in Title 21 of the California Code of Regulations, identify a noise exposure level of CNEL 65 dB as the noise impact boundary around airports. Within the noise impact boundary, airport proprietors are required to ensure that all land uses are compatible with the aircraft noise environment or the airport proprietor must secure a variance from the California Department of Transportation."[10]

Local Policy & Regulations

Existing Circulation and Traffic Conditions

Avenue 280 (Caldwell Avenue) is an arterial road that traverses west of SR 99. It has two travel lanes west of SR 99, widening to four lanes at Akers Road.

Tulare County Comprehensive Airport Land Use Plan (CALUP)

As noted in the ALUC Aircraft Noise Restriction Areas, "t[T]he most common public complaint regarding airports is the noise generated by aircraft operations. Most individuals can tolerate low levels of aircraft noise, but as the overall noise level rises and begins to interfere with conversation, sleep, business and other activities, the frequency of complaints increases. Complaints can also result from a single event in which the perception is held that an aircraft is too low or too noisy. Eventually, excess noise levels become detrimental to the public health, safety and welfare and, therefore, contrary to the public interest.

The objective of the ALUC regarding aircraft noise is to minimize the number of people exposed to frequent and/or high levels of airport noise capable of disrupting noise-sensitive activities. In accomplishing this objective the ALUC wants to ensure that as the airports evolve over time, even beyond the 20-year time horizon of this plan, that the growth in aviation activity does not envelop areas that were set aside in a previous plan as being noise compatible."[11]

Tulare County "ALUC 2.5.2 Noise Findings

"The Tulare County ALUC finds:

a. Excessive noise can be contrary to the public interest by interfering with sleep, communication and relaxation; by contributing to hearing impairment and increasing stress; and by adversely affecting the value of real property.
b. Based on studies of noise, the State of California has established noise standards described in the California Code of Regulations, Title 21, Subchapter 6. These standards designate the Community Noise Equivalent Level (CNEL) as the noise rating method to be used by airports in California.

[10] Op. Cit. 152
[11] Tulare County Comprehensive Airport Land Use Plan, page 2-14

c. State of California Noise Standards (Title 21, Subchapter 6, Noise Standards, Section 5014) do not permit incompatible land uses within the 65 dB CNEL zone unless the habitable interior noise levels can be mitigated to 45 dB CNEL or a navigation easement for noise has been obtained by the airport proprietor. The State defines incompatible uses as:

1. Single-family dwellings
2. Multiple-family dwellings
3. Trailer parks
4. Public and private schools of standard construction
5. Hospitals and convalescent homes
6. Churches, synagogues, temples and other places of worship

d. The State also established noise reduction requirements for new hotels, motels, apartment houses and other dwelling units, except single-family dwellings. This code limits noise levels (with windows closed) in any habitable affected dwelling, to 45 dB CNEL.

e. Studies of building materials and construction types indicate that noise reductions can be achieved through standard building methods, and that estimated noise reductions identified can be achieved through common building practices.

f. There are practical techniques to reduce interior noise levels of common building types by an additional 10 to 20 dBA. Such techniques include:

1. Heavy weather-stripping of exterior doors
2. Fixed, sealed and double paned windows with forced ventilation or air conditioning
3. Elimination of baffling or openings through exterior walls
4. Adding materials to ceiling surfaces where no attics exist"[12]

Tulare County Airport Land Use Commission (ALUC) 2.5.3 Noise Policies

"Noise restriction policies at Tulare County public-use airports are proposed to limit the number of people exposed to frequent and/or high levels of airport noise or to frequent and/or high cumulative noise levels of which airport noise is one component. The basic strategy for achieving noise compatibility is to limit the development of land uses that are particularly sensitive to noise and to obtain avigation easements for aircraft noise within all aircraft safety areas (defined in Section 2.4) and overflight areas (defined in Section 2.6). The following policies are established:

a. The standard for noise compatibility for residential and other noise-sensitive uses within an Airport Influence Area in Tulare County is 60 dB Community Noise Equivalent Level (CNEL). Within city jurisdictions the standard for aircraft noise compatibility is as explicitly stated in the Noise Element of the local agency's General Plan, or 60 dB CNEL as noted in the previous sentence. In no case shall a local agency set the aircraft noise compatibility standard above 65 dB CNEL, which is the State of California and federal noise standard.

[12] Tulare County Comprehensive Airport Land Use Plan, page 2-15

b. Aircraft noise exposure contours define aircraft noise restriction areas and provide the basis for these policies. Aircraft noise exposure contours shall be developed using the Federal Aviation Administration's Integrated Noise Model (commonly referred to as the INM). Such modeling shall be based on a level of aircraft operations that are at least equal to, or greater than, the forecast level of aircraft operations at the airport, as represented in the airport master plan or Caltrans approved alternative. The resultant analysis should provide the 55, 60, and 65 dB CNEL aircraft noise exposure contours.

c. Aircraft noise exposure contours for each City-owned public-use airport are illustrated on the following figures in Section 5. It should be noted that not all of these aircraft noise exposure contours were developed in a manner consistent with Policy 2.5.3.b. above. At this time, noise exposure contours have not been developed for Sequoia Field, Exeter Airport or Eckert Field. Aircraft operations at these three airports are very low and, based on FAA guidance, aircraft noise at levels above established impact threshold levels would not extend beyond the airport boundary.

Airport	Figure
Visalia Municipal Airport	VIS-3
Porterville Municipal Airport	PTV-3
Tulare Municipal Airport – Mefford Field	TLR-3
Woodlake Municipal Airport	WDL-3

d. The ALUC anticipates that aircraft noise exposure contours, identified in Policy 2.5.3.b. above, normally would be prepared as part of the environmental processing associated with adoption of an airport master plan or as part of a General Plan Noise Element. In those situations where an airport master plan, or the Caltrans approved alternative, supporting CEQA document or General Plan Noise Element does not provide aircraft noise exposure contours, the ALUC may pursue the development of its own aircraft noise exposure contours in order to meet its obligations under California law.

e. Extremely noise sensitive land uses shall not be allowed within the 60 dB CNEL aircraft noise restriction zone. At a minimum the following land uses are considered extremely noise sensitive:

1. All residential land uses (rural residential, suburban residential, single-family, multifamily, mobile homes and mobile home parks, and caretaker quarters)
2. Outdoor theaters, amphitheaters, and public assembly areas (does not include sports stadiums, athletic fields, playgrounds, public swimming pools, tennis courts, golf courses, or small picnic areas)
3. Campgrounds (with overnight sleeping facilities)
4. Bed and breakfast inns, home stay facilities
5. Hospitals, nursing homes and residential care facilities

f. Moderately noise sensitive land uses shall be allowed within the 60 dB CNEL aircraft noise restriction zone only when sufficient mitigation is provided through the

incorporation of special design features and construction techniques to ensure noise compatibility. Mitigation measures must attenuate ambient noises to interior levels of 45 db or less. At a minimum the following land uses are considered moderately noise sensitive:

1. Hotels and motels
2. Restaurants, bars, taverns, food takeouts, wine tasting rooms, and similar business
3. Temporary sleeping quarters for air crews and other employees in transit
4. Offices, office buildings
5. Churches, synagogues, temples, mosques, monasteries and convents
6. Mortuaries, funeral parlors
7. Indoor theaters, music halls, meeting halls, and other indoor public assembly facilities (but not including facilities utilized exclusively by pilots organizations, airport or airline employees, or other airport related groups)
8. Studios - radio, television, recording, rehearsal, and performance facilities
9. Schools and day care centers (but not including flight schools, aviation mechanics training schools, airline orientation facilities or other institutions offering instruction only in aviation-related fields)
10. Libraries (excluding aviation-oriented libraries)
11. Museums (excluding air museums)

g. The compatibility of all other land uses shall be based upon the respective Noise Element of the City or County General Plans"[13]

Visalia Municipal Airport

The Visalia General Plan EIR notes "The Visalia Municipal Airport is the only airport in Tulare County that has scheduled airline service. The noise impacts from these public airports were analyzed in the 2004 Airport Master Plan. Current average daily activity is estimated at 71 takeoffs and landings and approximately 26,000 operations per year. The projected 2019 total activity level is 90 takeoffs and landings and approximately 33,000 operations per year.

The Airport Master Plan establishes procedures and criteria for reviewing proposed development in the Airport environs. All land uses located outside of the 65 dB CNEL contours are considered compatible. However, residential and lodging land uses located inside the 65 CNEL contour are considered to be incompatible uses and could generate complaints. This can be expected because the background noise levels, absent of aircraft overflights, are low. Maximum noise levels due to typical single engine aircraft overflights can range between 65 dB and 80 dB, which may be annoying to individuals.

The Airport Master Plan (Shutt Moen Associates 2004) reported CNEL contours for 1999 and projected (2019) average daily airport activity levels. Contours for current 2012 conditions are not available but likely lie between the 1999 and 2019 contours."[14]

[13] Ibid, pages 2-15 through 2-15
[14] City of Visalia General Plan EIR, page 3-10-17

Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the proposed Project are listed below.

HS-8.1 Economic Base Protection - The County shall protect its economic base by preventing the encroachment of incompatible land uses on known noise-producing industries, railroads, airports, and other sources.

HS-8.2 Noise Impacted Areas - The County shall designate areas as noise-impacted if exposed to existing or projected noise levels that exceed 60 dB Ldn (or Community Noise Equivalent Level (CNEL)) at the exterior of buildings.

HS-8.3 Noise Sensitive Land Uses - The County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces.

HS-8.4 Airport Noise Contours - The County shall ensure new noise sensitive land uses are located outside the 60 CNEL contour of all public use airports.

HS-8.6 Noise Level Criteria - The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

HS-8.8 Adjacent Uses - The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

HS-8.10 Automobile Noise Enforcement - The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

HS-8.11 Peak Noise Generators - The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

HS-8.13 Noise Analysis - The County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element).

HS-8.14 Sound Attenuation Features - The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-8.15 Noise Buffering - The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

HS-8.16 State Noise Insulation - The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

HS-8.18 Construction Noise - The County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors.

HS-8.19 Construction Noise Control - The County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

City of Visalia

Below is a listing of City of Visalia policies contained in the Updated Visalia General Plan which may relate to the proposed Project:

N-P-5 - Continue to enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC) noise requirements.

N-P-7 - Use the land use compatibility zone guidelines contained in the Airport Master Plan or more current information on airport noise to assess noise compatibility of airport operation with proposed land uses.

IMPACT EVALUATION

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Project Impact Analysis: ***Less Than Significant Impact***

Proposed Project construction-related activity will involve temporary noise sources from construction and earthmoving equipment operations. Typical construction equipment will include a grader, trencher, and other miscellaneous equipment. During the construction phase, noise from construction activities will contribute to the noise environment in the immediate proposed Project vicinity. Activities involved in construction will generate maximum noise levels, as indicated in the **Table 3.12-1**, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers, well maintained equipment, shielding noisier equipment parts, and/or time and activity constraints) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control.

Table 3.12-1
Typical Construction Noise Levels

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise Control[1]
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

Source: U.S. Department of Transportation, Federal Transit Administration. 2006.
[1] Feasible noise control includes the use of intake mufflers, exhaust mufflers, and engine shrouds operating in accordance with manufacturers specifications.

The nearest residences are located approximately 0.15 to 0.2 miles to the east of the proposed Project site. Although the noise generated from earthmoving equipment may exceed the 75 dB Ldn during earthmoving operations, the impact is intermittent, short-term, temporary, and will only occur during normal business hours (typically from 8:00 a.m. - 5:00 p.m.). In addition, this will occur near agricultural land uses to the west and rural residences to the east.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

Due to the short-term, temporary nature of construction-related activities, the proposed Project will not generate long-term impacts. Therefore, ***Less Than Significant Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur. ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will also occur.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Project Impact Analysis: ***Less Than Significant Impact***

Vibration is the periodic oscillation of a medium or object. Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. Similar to airborne sound, ground borne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS (VbA) vibration velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal and is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (FTA 2006).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. As it takes some time for the human body to respond to vibration signals, it is more prudent to use vibration velocity when measuring human response. The vibration velocity level is reported in decibels relative to a level of 1x10-6 inches per second and is denoted as VdB. The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2006).

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day (FTA 2006). The table below describes the typical construction equipment vibration levels.

Table 3.12.2
Typical Construction Vibration Levels

Equipment	VdB at 25 ft^2
Small Bulldozer	58
Jackhammer	79

Source: U.S. Department of Transportation. Federal Transit Administration, Transit Noise and Vibration Impact Assessment. 2006.

Vibration from construction activities will be temporary and not exceed the FTA threshold for the nearest residences, approximately 0.15 miles (or approximately 792 feet) and 0.2 miles (or approximately 1,056 feet) to the east of the proposed Project. As such, ***Less Than Significant*** Project-specific impacts related to this Checklist item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As a result of the intermittent, short-term, and temporary nature of construction-related activities, the proposed Project will not generate long-term impacts. Further, operations-related activities of the proposed Project will not result in any long-term vibration impacts. Therefore, ***Less Than Significant Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur. ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will also occur.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Project Impact Analysis: ***Less Than Significant Impact***

The proposed Project site is set in a rural area, adjacent to the City of Visalia. Agriculture uses are located to the north, south, and west, while rural residences are located to the east. Avenue 280 (Caldwell Avenue) intersects with SR 99 at a full access interchange. From SR99/Avenue 280 (Caldwell Avenue) interchange east to Akers Street, Avenue 280 is generally a rural two-lane roadway with paved shoulders.

The ambient noise environment in the vicinity of the proposed Project site is dominated by agricultural uses, primarily tractors and by vehicles traveling along Avenue 280 (Caldwell Avenue). The Project site historically supported agricultural uses which produced noise from agricultural activities.

A noise evaluation ("2011 Avenue 280 Road-Widening Project Noise Study Report") was conducted by Caltrans for the Avenue 280 Road-Widening Project between SR 99 and the City of Exeter. The existing noise environment in the Study Area is dominated by noise from traffic traveling on Avenue 280 (Caldwell Avenue), with occasional noise from aircraft approaching or departing Visalia Municipal Airport and distant traffic travelling SR 99.

Land uses in the Study Area were grouped into a series of lettered analyses areas that are identified as "Receivers". Receivers N-01 through N-07 along Avenue 280 (Caldwell Avenue) from SR 99 to south Akers Street was identified as Area A. The proposed mini-storage Project site is located proximate to Receiver N-05 which shows traffic noise in 2010 at 66 dB L_{dn}. Results of the traffic noise, including projections with or without the Avenue 280 Road-Widening Project, is identified in the Final EIR (page 28) at Table 3.10-3 (Predicted Future Traffic Noise Levels and Impacts). Table 3.10-3 indicates that the segment between Receivers N-01, N-05, and N-07 are projected to receive an increase of plus 1 (one) decibel for future noise levels while the remainder of the Receivers (N-02, N-03, N-04, and N-06) showed no future noise increase. These results indicate that noise-sensitive land uses in the Avenue 280 Road-Widening Project Study Area would be exposed to traffic noise equaling or exceeding the significance threshold of 60 dBA L_{dn}. Noise levels projected in Area A of the Avenue 280 Road-Widening Project, under "Future With Project" conditions, would result in a noise increase no greater than 1 dB, compared to "Future No-Project conditions".

Traffic data representing annual average daily traffic volumes (AADT), truck mix and the day/night distribution of traffic for existing (1986) and future (2010) conditions were noted in the Noise Element (Technical Reference Document) of the Tulare County General Plan (Table 3-1, Traffic & Noise Level Data State Highways & Major Local Streets), which estimates future traffic volumes along Avenue 280 from Shirk Road to Akers Road for the year 2010, 138 at 65 dB L_{dn} contours and 297 at 60 dB L_{dn} contours.

The Avenue 280 Road-Widening Project Noise Study Report indicates that noise levels as a result of the Avenue 280 Road-Widening Project would result in a plus 1 (one) decibels for the Project area, which is less than calculated in the Noise Element for the County of Tulare. The proposed mini-storage Project will result in intermittent, short-term, and temporary construction-related activities and would be accomplished prior to initiation of construction of the Avenue 280 Road-Widening Project. As such, the proposed Project would not contribute to anticipated cumulative noise from the Avenue 280 Road-Widening Project. Also, the Avenue 280 Road-Widening Project traffic study projected average daily traffic (ADT) volume between Shirk Road (Road 92) and Akers Avenue from 10,330 ADT in year 2010 to 23,780 ADT in Year 2035, an increase of about 130%. This studied accounted for increases in traffic associated with development of land and population growth to the Year 2035 and the resultant one decibel increase in noise. The TIS, conducted for the proposed mini-storage Project projects approximately 469 ADT in Year 2040 (see Table 5 contained in Appendix "D" of the DEIR); this would represent less than 0.01% of the Year 2035 ADT (23,780) of the Shirk Avenue to Akers Avenue segment of the Avenue 280 Road-Widening Project. Therefore, it can reasonably be concluded that traffic noise as a result of the mini storage Project would not significantly contribute to cumulative noise levels resulting in a ***Less Than Significant Impact***.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will be exposed to on-site and off-site noise; however, as shown in the "Avenue 280 Road-Widening Project Environmental Assessment" potential cumulative noise will be minimal. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur. ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will also occur.

d) A substantial temporary or periodic increase in ambient noise levels in the project

vicinity above levels existing without the project?

Project Impact Analysis: ***Less Than Significant With Mitigation***

Proposed Project construction-related activity will involve intermittent, short-term, and temporary noise sources from construction and earthmoving equipment-related operations in temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Mitigation Measure 12.1 will reduce noise impacts to ***Less Than Significant*** levels.

Cumulative Impact Analysis: ***Less Than Significant With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

There are no other projects that will significantly increase either temporary or short-term noise levels in the vicinity of the Project site. In a personal telephone communication with Mr. Paul Scheibel (Planning Services Manager, City of Visalia Planning Division), on January 20, 2015. Mr. Scheibel stated "at this time there are no current or future projects proposed in the Project area." Unless significant temporary noise levels from multiple sources will occur at the same time; temporary and short-term construction-related noise from the proposed Project will result in ***Less Than Significant Cumulative Impact With Mitigation***.

Mitigation Measure(s):

12-1 **The hours of future construction shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday or weekends (if allowed by the County) where residential uses are within 200 feet of where the activity is taking place. If residential uses are beyond 300 feet limited work hours are not required.**

Conclusion: ***Less Than Significant With Mitigation***

As noted earlier, ***Less Than Significant Project-specific Impacts With Mitigation*** related to this Checklist Item will occur. ***Less Than Significant Cumulative Impacts With Mitigation*** related to this Checklist Item will also occur.

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

Project Impact Analysis: ***Less Than Significant Impact***

The existing noise contours from the Visalia Municipal Airport do not encompass any portion of the proposed Project site. As noted in the 2019 Aircraft Noise Contour Map in the

Tulare County Comprehensive Airport Land Use Plan (**Figure 3.12-1** of this DEIR), (site is depicted in orange) the 55 CNEL (nor the 60 CNEL) noise contour will not encroach on to the Project site. As the City of Visalia and Tulare County has set 60 CNEL (dB) as the threshold for normally acceptable level for residential uses, the proposed Project would not expose people to excessive airport noise. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Cumulative Impacts***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project would not subject people to excessive airport related noise. Therefore, ***Less Than Significant Cumulative Impacts*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***Less Than Significant Project-specific or Cumulative Impacts*** to this Checklist Item will occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Project Impact Analysis: ***No Impact***

The proposed Project is not located within the vicinity of a private airstrip. The nearest airport is Visalia Municipal Airport, which is not a private airstrip. Therefore, ***No Project-Specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

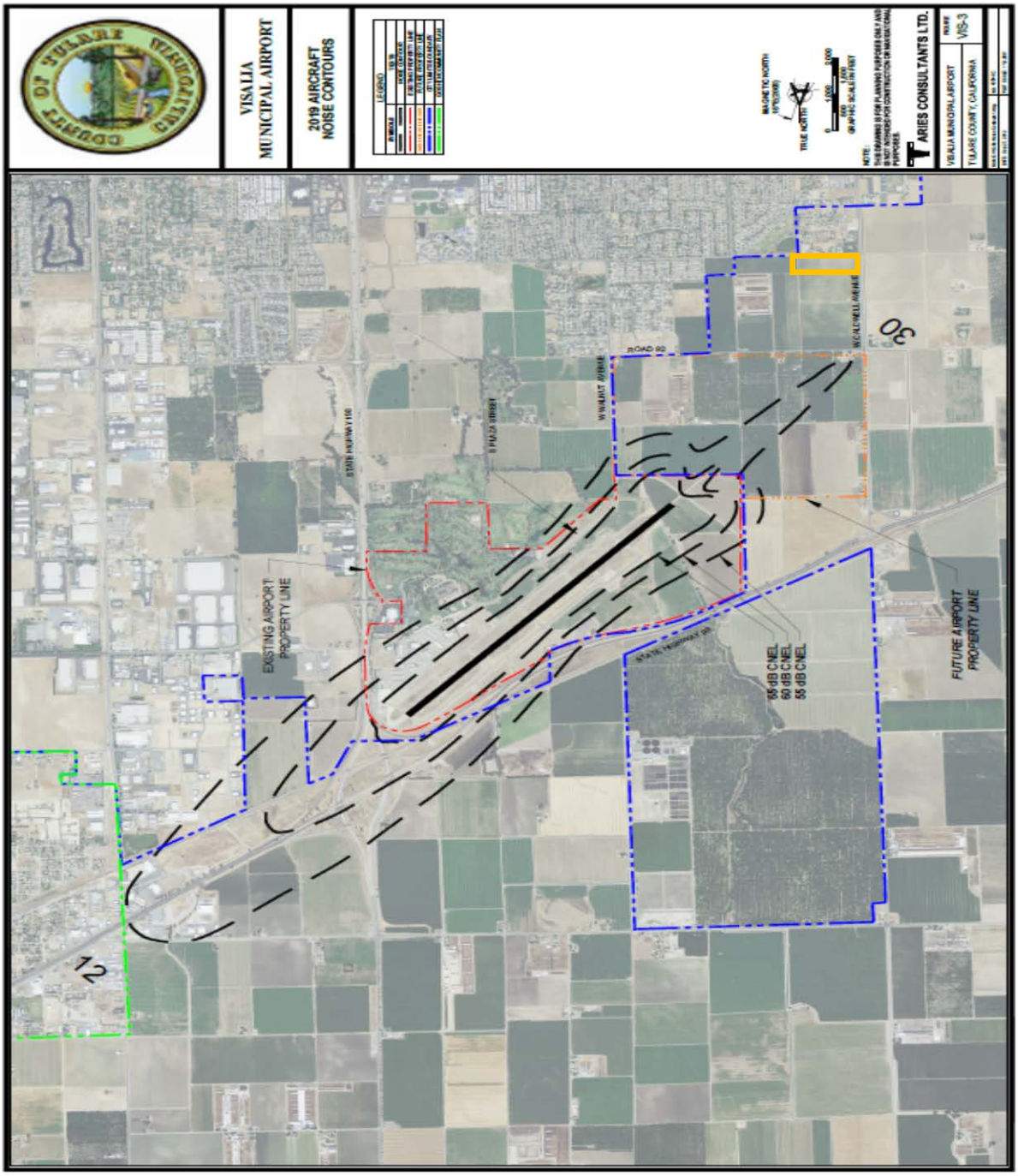
As noted earlier, the proposed Project is not located near a private airstrip. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, *No* ***Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

Figure 3.12-1
Visalia Municipal Airport
2019 Aircraft Noise Contours



DEFINITIONS

"Noise is often described as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. Researchers have generally agreed that A-weighted sound pressure levels (sound levels) are well correlated with subjective reaction to noise. Variations in sound levels over time are represented by statistical descriptors, and by time-weighted composite noise metrics such as the Day/Night Average Level (Ldn)."[15] In addressing noise impacts, the following key terms are outlined and explained below:

Ambient Noise - "The total noise associated with a given environment and usually comprising sounds from many sources, both near and far."

Attenuation - "Reduction in the level of sound resulting from absorption by the topography, the atmosphere, distance, barriers, and other factors.

A-weighted decibel (dBA) - A unit of measurement for noise based on a frequency weighting system that approximates the frequency response of the human ear.

Community Noise Equivalent Level (CNEL) - Used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (see below). In practice, CNEL and Ldn are often used interchangeably.

Decibel (dBA) - A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure (which is 20 micronewtons per square meter).

Day-Night Average Sound Level (Ldn) - Average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises."

Equivalent Sound Level (Leq). - The level of a steady-state sound that, in a stated time period and at a stated location, has the same sound energy as the time-varying sound (approximately equal to the average sound level). The equivalent sound level measured over a 1-hour period is called the hourly Leq or Leq (h).

Lmax and Lmin - The maximum and minimum sound levels, respectively, recorded during a measurement period. When a sound meter is set to the "slow" response setting, as is typical for most community noise measurements, the Lmax and Lmin values are the maximum and minimum levels recorded typically for 1-second periods.

Percentile-Exceeded Sound Level (Lx) - The sound level exceeded during a given percentage of a measurement period. Examples include L10, L50, and L90. L10 is the A-weighted sound level that is exceeded 10% of the measurement period, L50 is the level exceeded 50% of the

[15] TCAG 2011 Regional Transportation Plan Draft Subsequent EIR, page 150

period, and so on. L50 is the median sound level measured during the measurement period. L90, the sound level exceeded 90% of the time, excludes high localized sound levels produced by nearby sources such as single car passages or bird chirps. L90 is often used to represent the background sound level. L50 is also used to provide a less conservative assessment of the background sound level.

Sensitive Receptors - Sensitive receptors are defined to include residential areas, hospitals, convalescent homes and facilities, schools, and other similar land uses."[16]

REFERENCES

Tulare County 2030 General Plan, August 2012

Tulare County General Plan Background Report, February 2010

TCAG 2011 Regional Transportation Plan Draft Subsequent Environmental Impact Report, April 30, 2010

Visalia General Plan Update and EIR, adopted October 14, 2014

"Caltrans Avenue 280 Road-Widening Project Environmental Assessment", prepared by ICF International for the County of Tulare - Resource Management Agency. May 2012

CEQA Guidelines

[16] General Plan Background Report, pages 8-46 to 8-47

Population and Housing
Chapter 3.13

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** related to Public Services without mitigation. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Population and Housing. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed Project. In assessing the impact of a proposed Project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the Project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the Project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision will have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Population and Housing in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report and/or Tulare County General Plan Revised DEIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project

[1] CEQA Guidelines, Section 15126.2 (a)

is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Induce Substantial Population Growth
- Displace Housing
- Displace People

ENVIRONMENTAL SETTING

"Tulare County, California is one of the largest counties in the great and fertile San Joaquin Valley. Geographically it is situated about midway between San Francisco and Los Angeles, the two principal cities of the Pacific Slope… Within the confines of Tulare County are now 4,863 square miles, or 3,158,400 acres."[2]

Tulare County Regional Housing Needs Assessment Plan 2014-2023 (TCAG, June 2014)

State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). The RHNA is updated prior to each housing element cycle. The current RHNA, adopted on June 30, 2014, covers a 9.75-year projection period (January 1, 2014 to September 30, 2023). The growth projections applied in the Housing Element Update are based upon growth projections developed by the State of California. The RHNA housing allocations for Tulare County were incorporated into **Table 3.13-1**. "A Regional Housing Needs Assessment Plan" provides a general measure of each local jurisdiction's responsibility in the provision of housing to meet those needs. The Tulare County Association of Governments (TCAG) was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in this Housing Element.

"The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State's climate action goals…to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California's Metropolitan Planning Organizations (MPO) prepare a *sustainable communities strategy* as part of its regional transportation plan (RTP). The SCS contains land use, housing and transportation strategies that, if implemented, would allow the region to meet its GHG reduction targets. In the past, the RHNA was undertaken independently from the RTP. SB 375 requires that the RHNA and RTP/SCS processes be undertaken together to better integrate housing, land use, and transportation planning. In addition to the RHNA requirements, SB 375 requires that TCAG address the region's housing needs in the SCS of the RTP, to include sections on state housing goals (Government Code Section 65080(b)(2)(B)(vi)); identify areas within the region sufficient to house all the population of the region (including all economic segments of the population) over the course of the planning period for the RTP (out to 2040 for the 2040 RTP/SCS); and identify areas within the region sufficient to meet the regional housing needs" [3]

[2] Tulare County Regional Blueprint, page 4 to 5
[3] TCAG, Final RHNP for Tulare County 2014-2023 (adopted June 30, 2014), page 5

The RHNA housing results are summarized in **Table 3.13-1**. The Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 7081 units per year in the unincorporated portions of the County. The County administratively agreed to a housing share of 7,081 units (726 units per year over the 9.75-year RHNA planning period). The RTP allocates 30% of population to the County. The RHNA bases the housing needs assessment on this percentage.

Table 3.13-1 Regional Housing Needs Assessment Plan
January 1, 2014 – September 30, 2023

	Income Category				
Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Dinuba	211	163	121	470	965
Exeter	143	125	85	272	625
Farmersville	74	65	68	259	466
Lindsay	80	80	82	348	590
Porterville	623	576	566	1,431	3,196
Tulare	920	609	613	1,452	3,594
Visalia	2616	1,931	1,802	3,672	10,021
Woodlake	71	41	69	191	372
Unincorporated Area	1,477	1,065	1,169	3,370	7,081
Total Tulare County	6,215	4,655	4,575	11,465	26,910

Source: Table 1: "2014-2023 Final RHNA Allocations by Income Category," Final Regional Housing Needs Plan for Tulare County 2014-2023, page 19 (TCAG, 2014)

According to the Tulare County Regional Housing Needs Plan, the number of household in Tulare County's was 110,356 in 2000. In 2007 the number of households was 125,836. The 2014 household projection was 159,514. **Table 3.13-2** summarizes Tulare County's population between 1980 and 2010 according to the 1980-2010 U.S. Census.

Table 3.13-2
Tulare County Population

	1980	1990	2000	2008	2010
Tulare County's Population	245,738	311,921	368,021	435,254	442,179

Source: 1980, 1990, 2000, 2008, 2010 U.S. Census, State of California, Department of Finance, E-1 Population Estimates.

"Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing, or are unable to afford any housing and are homeless. A household is considered to be overpaying (or cost burdened) if it spends more than 30 percent of its gross income on housing. Severe overpayment occurs when a household spends more than 50 percent of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the

inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance."[4]

"Housing costs continue to rise significantly. Since 2000, the median rent has increased 40.9 percent from $516 to $727. The monthly owner costs for housing units with a mortgage have seen an even larger escalation going from $943 to $1,518 which is a 61 percent increase. The monthly owner costs for those housing units without a mortgage increased by 31 percent, going from $251 to $330."[5]

REGULATORY SETTING

Federal Agencies & Regulations

US Department of Housing and Urban Development (HUD)

"HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business."[6]

State Agencies & Regulations

California Department of Housing and Community Development (HCD)

HCD's mission is to "[p]rovide leadership, policies and programs to preserve and expand safe and affordable housing opportunities and promote strong communities for all Californians."[7] "In 1977, the State Department of Housing and Community Development (HCD) adopted regulations under the California Administrative Code, known as the Housing Element Guidelines, which are to be followed by local governments in the preparation of local housing elements. AB 2853, enacted in 1980, further codified housing element requirements. Since that time, new amendments to State Housing Law have been enacted. Each of these amendments has been considered during development of this Housing Element."[8]

California Relocation Assistance Act

The State of California adopted the California Relocation Assistance Act (*California Government Code* §7260 et seq.) in 1970. This State law, which follows the federal Uniform Relocation Assistance and Real Property Acquisition Act, requires public agencies to provide procedural protections and benefits when they displace businesses, homeowners, and tenants in the process of implementing public programs and projects. This State law calls for fair, uniform, and equitable treatment of all affected persons through the provision of relocation benefits and assistance to minimize the hardship of displacement on the affected persons.

Local Policy & Regulations

Tulare County 2014-2023 Regional Housing Needs Assessment Plan

The Tulare County Association of Governments (TCAG) was responsible for allocating the

[4] 2009 Housing Element, page 36
[5] Ibid. 41
[6] HUD Website, http://portal.hud.gov/hudportal/HUD?src=/about/mission
[7] HCD website, http://www.hcd.ca.gov/mission.html
[8] 2009 Housing Element, page 3 to 4

State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in this Housing Element. Tulare County has no control over the countywide population and housing projections provided to TCAG when it prepared the Regional Housing Needs Assessment Plan.

Tulare County Regional Blueprint 2009

This Blueprint includes the following preferred growth scenario principals:

- Increase densities county-wide by 25% over the status quo densities.
- Establish light rail between cities.
- Extend Highway 65 north to Fresno County.
- Expand transit throughout the county.
- Maintain urban separators around cities.
- Growth would be directed toward incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are or will be provided.

Tulare County Housing Authority

"The Housing Authority of the County of Tulare (HATC) has been officially designated as the local public housing agency for the County of Tulare by the Board of Supervisors and was created pursuant to federal and state laws. …HATC is a unique hybrid: a public sector agency with private sector business practices. Their major source of income is the rents from residents. The HATC mission is "to provide affordable, well-maintained rental housing to qualified low- and very low-income families. Priority shall be given to working families, seniors and the disabled. Tenant self sufficiency and responsibility shall be encouraged. Programs shall be self-supporting to the maximum extent feasible." HATC provides rental assistance to very low and moderate-income families, seniors and the handicapped throughout the county. HATC offers many different programs, including the conventional public housing program, the housing choice voucher program (Section 8), the farm labor program for families with farm labor income, senior housing programs, and other programs. They also own or manage some individual subsidized rental complexes that do not fall under the previous categories, and can provide information about other affordable housing that is available in Tulare County. All programs are handicap accessible. Almost all of the complexes have 55-year recorded affordability covenants."[9]

2009-2014 Housing Element Policies

Policy 1.11 - Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.

Policy 1.14 - Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

Policy 1.33 - Encourage and support a balance between housing and agricultural needs.

Policy 3.11 - Support and coordinate with local economic development programs to encourage a

[9] Op. Cit. 112

"jobs to housing balance" throughout the unincorporated area.

IMPACT EVALUATION

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Project Impact Analysis: ***Less Than Significant Impact***

Approximately 60 temporary, local construction workers and up to six permanent employees are anticipated to be utilized for the proposed Project which will not require additional permanent housing. The Project Applicant is proposing that the facility operate 7:00 am to 7:00 pm, seven days a week. The employees are anticipated to be part of the existing workforce in Tulare County. Therefore, demand for additional housing as a direct result of the proposed Project will be less than significant and will not induce population growth in the area. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The proposed Project includes only one residence/office and no other new homes. The proposed Project will result in ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted above, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Project Impact Analysis: ***No Impact***

The proposed Project includes only one residence/office and no other new homes. There are no other residences proposed or located at the Project site as it is currently completely devoid of development. As such, implementation of the proposed Project will not result in displacement of any existing housing and will not necessitate the construction of replacement housing elsewhere. ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, there is no existing housing on the Project site and the proposed Project will not displace any housing units. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Project Impact Analysis: ***No Impact***

As noted earlier, the proposed Project includes only one residence/office and no other new homes. The proposed Project site is completely devoid of development; as such the proposed Project will not displace substantial numbers of people nor will it necessitate the construction of replacement housing elsewhere. Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will not convert housing on-site or off-site. As such, ***No Project-Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

DEFINITIONS AND ACRONYMS

DEFINITIONS

RHNA Determination - HCD issued an overall region wide housing need called the RHNA Determination. The RHNA Determination is the total number of units that the jurisdictions within the Tulare County region must collectively plan to accommodate between January 1, 2014, and September 30, 2023.

RHNA Methodology - TCAG prepared a RHNA Methodology to allocate a portion of the RHNA Determination to each jurisdiction in the Tulare County region. The RHNA Methodology must reflect certain objectives of State law and be consistent with the SCS development pattern.

RHNA Allocations - Once the TCAG Board of Governors adopted the RHNA Methodology, TCAG released the RHNA Allocations in conjunction with the Draft RHNP. The RHNA Allocations are each jurisdiction's share of the RHNA Determination.

Regional Housing Needs Plan - Once the TCAG Board of Governors adopts the RHNA Allocations, TCAG issues the Regional Housing Needs Plan (RHNP). The Final RHNP describes the RHNA process and officially assigns the allocations to each jurisdiction. The RHNP must be adopted by the TCAG Board of Governors.

Regional Housing Needs Plan. Once the TCAG Board of Governors adopts the RHNA Allocations, TCAG issues the Regional Housing Needs Plan (RHNP). The Final RHNP describes the RHNA process and officially assigns the allocations to each jurisdiction. The RHNP must be adopted by the TCAG Board of Governors.

ACRONYMS

DOF	Department of Finance
HCD	Housing and Community Development
RHNP	Regional Housing Needs Plan
RNHA	Regional Housing Needs Assessment
TCAG	Tulare County Association of Government

REFERENCES

Tulare County 2030 General Plan, August 2012

Tulare County 2009 Housing Element Update, May 2012

Tulare County Regional Blueprint, TCAG, May 2009

Final Tulare County 2014 Regional Housing Needs Assessment Plan, Tulare County Association of Governments, May 2014, which can be accessed at: http://www.tularecog.org

Housing and Urban Development Website, which can be accessed at: http://portal.hud.gov/hudportal/HUD?src=/about/mission

Housing and Community Development Website, which can be accessed at: http://www.hcd.ca.gov/mission.html

CEQA Guidelines

Public Services
Chapter 3.14

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** related to Public Services. A detailed review of potential impacts is provided in the analysis below.

INTRODUCTION

California Environmental Quality Act (CEQA)

This section of the Final Environmental Impact Report (FEIR) addresses potential impacts to Land Use and Recreation. As required in Section 15126, all phases of the proposed Project will be considered was part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]
The environmental setting provides a description of the Public Services Setting in Tulare County. The regulatory setting provides a description of applicable Federal, State, and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

[1] CEQA Guidelines, Section 15126.2 (a)

Thresholds of Significance

The thresholds of significance for this section are established by the CEQA Checklist Item questions. The following are potential thresholds for significance.

- Impact Fire Services
- Impact Police Services
- Impact Schools
- Impact Parks
- Impact Other Public Facilities

ENVIRONMENTAL SETTING

Tulare County Fire Protection

"The [formerly titled] California Department of Forestry and Fire Protection/Tulare County Fire Department (now CalFire/TCFD) serve 145,128 of Tulare County's population. As Table 7-6 [of the General Plan Background document] shows, dispatchers reported 14,022 responses in 2002, averaging 38.4 calls a day. Fire occurrence data generated by the department indicate a direct relationship between high use areas of the county and fire occurrence. The population increase in the mountain areas have caused increased wildland urban interface problems as well. Structures are being built throughout wildland areas wherein vegetation fires can spread rapidly. Providing adequate fire protection to those structures has become a major undertaking."[2]

The Tulare County Fire Department's 2013 Annual Report provides a summary of Incident Reports by major incident type as shown in **Table 3.14-1**[3]

Table 3.14-1_

MAJOR INCIDENT TYPE	# INCIDENTS	% OF TOTAL
Fires	**1484**	**12.28**
Overpressure, Rupture, …	**38**	**0.31**
Rescue & Emergency Medical	**7234**	**59.88**
Hazardous Conditions	**325**	**2.69**
Service Calls	**666**	**5.51**
Good Intent	**1892**	**15.66**
False Alarm	**358**	**2.96**
Severe Weather	**3**	**0.02**
Special Type	**84**	**0.70**
Total	**12,084**	**100%**

As shown in **Table 3.14-1**, the Tulare County Fire Department responded to 12,084 calls for service in 2012;A majority of the calls were for rescue and medical emergencies (approximately 60 percent) followed by fire calls (12.28 percent) and" good intent" (15.66 percent) as the top three incident types.

[2] General Plan Background Report, page 7-73
[3] Tulare County Fire Department's 2013 Annual Report, page 9, accessed on January 9, 2014 and available at: http://tularecounty.ca.gov/fire/index.cfm/department-information-for-the-field/annual-report-2013/

CalFire/TCFD uses an "attack" time protocol of less than 10 minutes to respond to 90 percent of the calls on the valley floor and less than 15 minutes on 75 percent of calls in the foothill and mountain areas. The Project site is in the 15 minute response area. Such response times are feasible from each of the stations mentioned.[4]

Police Protection

"In 2007, the Tulare County Sheriff's Department currently had 448 sworn officers serving its unincorporated population (145,128), and generates a level of service ratio of 3.2 officers per 1,000 residents. The ratio is above the accepted standard of 2.0 officers per 1,000 residents set by the Federal Bureau of Investigation. The Sheriff's Department also has 186 non-sworn clerical and support staff amounting to total Sheriff's Department staff personnel of 633 employees."[5]

"Law enforcement protection for the unincorporated county is divided into 22 areas with four stations… [T]he Porterville substation serves the largest number of areas with 10 patrols, followed by the headquarters in Visalia with six, and Cutler-Orosi and Pixley, each with three areas."[6]

According to the Tulare County Sheriff's Department 2013-2014 Annual Report, there are currently 523 allocated sworn officers serving the unincorporated population of 146,060 resulting in a service ratio of 2.79%. This ratio is still above the accepted standard of 2.0 officers per 1,000 residents set by the Federal Bureau of Investigation. The Sheriff's Department also has allocated 192 non-sworn clerical and support staff amounting to the Sheriff's Department staff personnel of 820 total employees.[7]

Schools

A total of 48 school districts provide education throughout Tulare County... Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12th grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many districts only have one school."[8]

"Total enrolment in Tulare County public schools has increased from about 80,000 to 88,300 students during a nine-year span from 1993 to 2002. On average, the growth rate has remained steady with annual increases approximating two percent."[9]

Parks

There are a number of Federal, State, and local parks within Tulare County. There are 13 park and recreational facilities operated by Tulare County. A nearest County park facilities located approximately 10 miles from the Project site is provided in Table **3.14-2**.

[4] Ibid.
[5] Op. Cit. 7-71 to 7-72
[6] Op. Cit. 7-72
[7] Tulare County Sheriff's Department 2013-2014 Annual Report, page 6, accessed on January 9, 2014 and available at: http://tularecounty.ca.gov/sheriff/index.cfm/community-outreach/2013-2014-annual-report/
[8] Op. Cit. 7-75 to 7-76
[9] Op. Cit. 7-76

Table 3.14-2
Recreational Areas in Tulare County

ID	Recreation Area	Location	Acres	Type of Use/Features
1	Cutler Park	5 miles east of Visalia on Highway 216 to Ivanhoe.	50	Reservations for picnic areas are taken. Entrance fee for vehicles.
2	Elk Bayou Park	6 miles SE of Tulare on Avenue 200.	60	Reservations for picnic areas are taken. No fee for day use.
3	Mooney Grove Park	2 Miles south of Caldwell Avenue on Mooney Blvd. In South Visalia.	143	Reservations for picnic areas are taken. Paddle boats, playground, baseball diamonds. Home of the End Trail statue. One of the largest oak woodlands in Tulare County. Location of the Agriculture and Farm Labor Museum.
4	Tulare County Museum	In Mooney Grove Park, South Visalia.	8.5	Free admission with park fee. Museum is opened Thursday thru Monday (closed Tuesday and Wednesday).
5	West Main Street Park	2 blocks west of County Courthouse on Main Street in Downtown Visalia.	5	Day use no entrance fee.

The nearest City of Visalia parks are Sunset Park (3.5 acres, less than 0.10 miles northeast), Combs Park (8.9 acres, approximately 0.75 miles east), and Plaza Park (40 acres, approximately 1.5 miles northwest).

A more detailed discussion of Recreational facilities is provided in Chapter 3.15.

Library

"The Tulare County Public Library System comprises of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch."[10] The nearest libraries to the Project are identified in Table **3.14-3** which lists the five nearest to the Project site.

[10] General Plan Background Report, page 7-96

Table 3.14-3
Tulare County Libraries

Branch	Address	Service Hours (2013)
Dinuba	150 South I Street Dinuba, CA 93618-2399	Tuesdays and Thursdays: 11 a.m. - 5 p.m., 6 p.m. - 8 p.m. Wednesdays and Fridays: 9 a.m. - 1 p.m., 2 p.m. - 6 p.m.
Ivanhoe	15964 Heather Ivanhoe, CA 93235-1253	Tuesdays: 11 a.m. – 5 p.m., 6 p.m. - 8 p.m. Wednesdays and Thursdays: 9 a.m. - 1 p.m., 2 p.m. - 6 p.m.
Cutler-Orosi	12646 Avenue 416 Orosi, CA 93647-2018	Wednesdays, Thursdays and Fridays: 9 a.m. - 1 p.m., 2 p.m. - 6 p.m.
Visalia	Main Branch 200 West Oak Avenue Visalia, CA 93291-4993	Tuesdays, Wednesdays and Fridays: 9 a.m. - 8 p.m. Saturdays: 9 a.m. - 5 p.m.
Woodlake	400 West Whitney Woodlake, CA 93286-1298	Wednesdays, Thursdays and Fridays: 9 am - 1 p.m., 2 p.m. - 6 p.m.

Library hours as of October 2013;see: http://www.tularecountylibrary.org/index.html#

Electricity

Southern California Edison Company will serve electricity to the Project site.

Natural Gas

The Gas Company is available to supply the Project site with natural gas.

Telephone

AT&T is available to provide the Project site telephone service.

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to the proposed Project.

State Agencies & Regulations

None that apply to the proposed Project.

Local Policy & Regulations

Tulare County General Plan Policies

The Tulare County General Plan has several policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed as follows:

PFS-7.1 Fire Protection - The County shall strive to expand fire protection service in areas that experience growth in order to maintain adequate levels of service.

PFS-7.2 Fire Protection Standards - The County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection.

PFS-7.3 Visible Signage for Roads and Buildings - The County shall strive to ensure all roads are properly identified by name or number with clearly visible signs.

The County shall strive to ensure all roads are properly identified by name or number with clearly visible signs.

PFS-7.5 Fire Staffing and Response Time Standards - The County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

Table 3.14-4
Fire Staffing and Reponses Time Standards

	Demographics	Staffing/Response Time	% of Calls
Urban	> 1,000 people/sq. mi.	15 FF/9 min.	90
Suburban	500-100 people/sq. mi.	10 FF/10 min.	80
Rural	< 500 people/sq. mi.	6 FF/14 min.	80
Remote*	Travel Dist. > 8 min.	4 FF/no specific response time	90

**Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safety commence an initial attach within 2 minutes, 90% of the time. (FF = Fire Fighters)*

Source: Tulare County 2030 General Plan

PFS-7.6 Provision of Station Facilities and Equipment - The County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County.

PFS-7.8 Law Enforcement Staffing Ratios - The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas.

PFS-7.9 Sheriff Response Time - The County shall work with the Sheriff's Department to achieve and maintain a response time of:

1. Less than 10 minutes for 90 percent of the calls in the valley region; and
2. 15 minutes for 75 percent of the calls in the foothill and mountain regions.

PFS-7.12 Design Features for Crime Prevention and Reduction - The County shall promote the use of building and site design features as means for crime prevention and reduction.

PFS-8.1 Work with Local School Districts - The County shall work with local school districts to develop solutions for overcrowded schools and financial constraints of constructing new facilities.

PFS-8.4 Library Facilities and Services - The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

City of Visalia

Below is a listing of City of Visalia policies contained in the Updated Visalia General Plan which may relate to the proposed Project:

P-16 - Promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness. Collection programs should be reviewed annually and expanded where appropriate. The City will also coordinate with hazardous waste recyclers to increase the frequency of hazardous waste collection events under this program.

S-P-29 - Ensure availability of adequate water supplies to meet public health and safety needs, and for resource protection, by maintaining the following order of priority for water use:

- Potable water supply, fire protection, and domestic use;
- Resource protection and preservation;
- Industrial, irrigation and commercial uses;
- Water-oriented or water-enhanced recreation; and
- Air conditioning.

S-P-41 - Periodically conduct joint training exercises with the County, State and federal agencies and others with the goal of developing the best possible coordinated action in fire suppression and crowd control.

IMPACT EVALUATION

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:
Fire protection?

Project Impact Analysis: ***Less Than Significant Impact***

The proposed Project is within the service area of the Tulare County Fire Department. The County of Tulare Fire Department has 28 stations that are located throughout the County within its most densely populated areas and currently maintains minimal staffing to meet the requirements set forth under NFPA 1720-1721 for a rural area. These requirements consist of one full-time person per station per shift with other paid on-call firefighters. Per the Tulare County Fire Department, while this is sufficient to meet the basic needs of the County, this

level of staffing often results in an elevated fire loss value during some emergency conditions when compared with other departments with additional staff support[11].

Also, the Visalia Fire Department is available to respond to service needs of the proposed Project if necessary.. A mutual aid/response agreement[12] with the City of Visalia for fire-department-related incidents would allow the Visalia Fire Department to respond to such an incident. The nearest City of Visalia Fire Stations (No. 53 (near Plaza Park) and No. 56 (near Whitendale Avenue and Mooney Boulevard)) are both within three miles of the proposed Project site. Project-specific impacts related to this Checklist Item will not likely occur as the proposed Project is not increasing the service area for either Tulare County or City of Visalia Fire Departments.

Less Than Significant Project-specific Impacts related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will not significantly impact the fire department's response times. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As the Project will be required to comply with applicable Building, Fire, Mechanical, Electrical and Plumbing Codes, and Fire Department approval, the Project-specific impacts related to this Checklist Item will be ***Less Than Significant***. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Police protection?

Project Impact Analysis: ***No Impact***

The County of Tulare's Sheriff's Office will provide police protection services to the proposed Project upon development. The proposed Project will not significantly impact the ability of police protection services to respond if needed. As no residential construction is proposed for this site, there will be no corresponding or significant population growth as a result of the Project. Further, as the proposed Project is a mini storage business, the Applicant anticipates only one employee (a resident/manager); therefore, there will not be a significant increase in persons and an insignificant impact to police services. There will be ***No Impact*** to police services.

Cumulative Impact Analysis: ***No Impact***

[11] Tulare County Recirculated Draft Environmental Impact Report (SCH # 2006041162). Page 3.9-25.
[12] City of Visalia, General Plan Update DEIR, page 3.9-31 accessed on January 12, 2014 at: http://www.visaliageneralplanupdate.com/pdf/eir/Visalia_EIR_3.9_Public_Services_Facilities_Utilities_032414.pdf

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project will not impact Police Services. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

Schools?

Project Impact Analysis: ***No Impact***

The proposed Project is located within the Visalia Unified School District. The proposed Project will not include any residential housing and, therefore, will not generate any new school students at any grade level. Therefore, the will be ***No Impact*** as a result of the Project.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project will not impact Schools. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

Parks?

Project Impact Analysis: ***No Impact***

The nearest public park, Plaza Park, located in and operated by the City of Visalia, is approximately 1.5 miles northwest of the proposed site. The nearest local park operated by the County of Tulare is Mooney Grove Park, located approximately 3.5 miles southeast of the site. Absent any residential housing development, the proposed Project will not require

that employees be added, or interfere with the use of these parks during operations or construction. Therefore, there will be ***No Impact*** on parks.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project will not impact Recreational Services. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

Other public facilities?

Project Impact Analysis: ***No Impact***

Other public facilities that that were evaluated for potential impacts are the nearest wastewater treatment facility, libraries, and solid waste disposal facilities.

The Project will utilize an on-site, new septic system. As such, the proposed Project will not connect to a sewer line nor would it rely on a wastewater treatment facility to provide treatment of wastewater. Thus, the proposed Project will not impact service levels of a waste water treatment facility.

The proposed Project does not involve the creation of any new residences and will not impact library service levels.

The proposed Project will generate business office-related waste produced by the employees. Customers are not allowed to dispose of solid waste on the Project site. Therefore, the Project would result in no significant increase to solid waste disposal facilities.

As such, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project will not impact other public facilities. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

REFERENCES

City of Visalia, General Plan Update DEIR, page 3.9-31 accessed on March 12, 2014 at: http://www.visaliageneralplanupdate.com/pdf/eir/Visalia_EIR_3.9_Public_Services_Facilities_Utilities_032414.pdf

Tulare County 2030 General Plan, August 2012

Tulare County 2030 General Plan Background Report, February 2010

County of Tulare Library website, October 2013; which can be accessed at: http://www.tularecountylibrary.org/index.html#

Tulare County Fire Department's 2013 Annual Report, page 9, accessed on January 9, 2014 and available at: http://tularecounty.ca.gov/fire/index.cfm/department-information-for-the-field/annual-report-2013/

Tulare County Sheriff's Department 2013-2014 Annual Report, page 6, accessed on January 9, 2014 and available at: http://tularecounty.ca.gov/sheriff/index.cfm/community-outreach/2013-2014-annual-report/

CEQA Guidelines

Recreation
Chapter 3.15

SUMMARY OF FINDINGS

The proposed Project will result in ***No Impacts*** related to Recreation. No mitigation measures will be required. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Recreation. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Recreational Resources in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030

[1] CEQA Guidelines, Section 15126.2 (a)

General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The thresholds of significance for this section are established by the CEQA Checklist item questions. The following are potential thresholds for significance:

- Increase use of existing recreational facilities
- Include or require additional recreational facilities

ENVIRONMENTAL SETTING

"Tulare County contains several county, state, and federal parks. Aside from parks in the county, there are many open space areas as well. This section will highlight these various parks and open space areas and identify recreational opportunities within them."[2] In addition to the 13 parks and recreation facilities that are owned and operated by Tulare County, there are State Parks and Forests, National Parks and National Forests, and trails and recreational areas.

Federal Recreation Areas

Lake Kaweah

"Lake Kaweah was formed after the construction of the Terminus Dam on the Kaweah River in 1962. The lake offers many recreational opportunities including fishing, camping, and boating. Lake Kaweah is located 20 miles east of Visalia on Highway 198 and was constructed by the U.S. Army Corps of Engineers for flood control and water conservation purposes. The lake has a maximum capacity to store 143,000 acre-feet of water. There are a total of 80 campsites at the lake's Horse Creek Campground, which contains toilets, showers and a playground. Campfire programs are also available. Aside from camping, boat ramps are provided at the Lemon Hill and Kaweah Recreation Areas. Both Kaweah and Horse Creek provide picnic areas, barbecue grills and piped water. Swimming is allowed in designated areas. In addition, there is a one-mile hiking trail between Slick Rock and Cobble Knoll, which is ideal for bird watching."[3]

Lake Success

"Lake Success was formed by construction of the Success Dam on the Tule River in 1961. The lake offers many recreational activities including fishing, boating, waterskiing, and picnicking. The U.S. Army Corps of Engineers (USACOE) constructed this reservoir for both flood control and irrigation purposes. The lake has a capacity of 85,000 acre-feet of water. The lake is located

[2] General Plan Background Report, page 4-1
[3] Ibid. 4-7

eight miles east of Porterville in the Sierra Nevada foothills area. Recreational opportunities include ranger programs, camping at the Tule campground, which provides 104 sites, boating, fishing, picnic sites, playgrounds and a softball field. Seasonal hunting is also permitted in the 1,400-acre Wildlife Management Area."[4]

National Forests and National Parks

"Most of the recreational opportunities in the county are located in Sequoia National Forest, Giant Sequoia National Monument, and in Sequoia and Kings Canyon National Parks (SEKI). Although these parks span adjacent counties, they make a significant contribution to the recreational opportunities that Tulare County has to offer."[5]

Sequoia National Forest

"Sequoia National Forest takes its name from the Giant Sequoia, which is the world's largest tree. There are more than 30 groves of sequoias in the lower slopes of the park. The park includes over 1,500 miles of maintained roads, 1,000 miles of abandoned roads and 850 miles of trails for hikers, off-highway vehicle users and horseback riders. The Pacific Crest Trail connecting Canada and Mexico, crosses a portion of the forest, 78 miles of the total 2,600 miles of the entire trail. It is estimated that 10 to 13 million people visit the forest each year."[6]

Giant Sequoia National Monument

"The Giant Sequoia National Monument was created in 2000 by President Clinton in an effort to preserve 34 groves of ancient sequoias located in the Sequoia National Forest. The Monument includes a total of 327,769 acres of federal land, and provides various recreational opportunities, including camping, picnicking, fishing, and whitewater rafting. According to the Giant Sequoia National Monument Management Plan EIS, the Monument includes a total of 21 family campgrounds with 502 campsites and seven group campgrounds. In addition, there are approximately 160 miles of system trails, including 12 miles of the Summit National Recreation Trail."[7]

[4] Op. Cit. 4-7
[5] Op. Cit. 4-8
[6] Op. Cit. 4-9
[7] Op. Cit.

Table 3.15-1
National Park and Forest Facilities

Recreation Area	Location	Camping Sites
Sequoia National Forest		
Gray's Meadow	5 miles West of Independence on Onion Valley Road.	52 tent/RV sites
Oak Creek	4 ½ miles NW of Independence off Highway 395.	21 tent/RV sites
Onion Valley	14 miles West of Independence on Onion Valley Road.	29 tent/RV sites
Stony Creek	14 miles SE of Grant Grove on Generals Highway.	49 tent/RV sites
Whitney Portal	13 miles West of Lone Pine on Whitney Portal Road.	43 tent/RV sites
Total		**194 sites**
Kings Canyon and Sequoia National Park		
Atwell Mill	Sequoia, 19 miles from Highway 198 on Mineral King Road.	21 tent sites
Azalea	Kings Canyon, 3 ½ miles from Kings Canyon Park entrance.	110 tent sites
Buckeye Flat	Sequoia, 11 miles South of Giant Forest of Generals Highway.	28 tent sites
Canyon View	Cedar Grove in Kings Canyon	23 tent sites
Cold Springs	Sequoia, Mineral King Area.	25 tent sites
Crystal Springs	Kings Canyon, ½ mile North of Grant Grove.	67 tent/RV sites
Dorst Creek	Sequoia, 9 miles North of Lodgepole off Generals Highway.	210 tent/RV sites
Lodgepole	Sequoia, 4 miles NE of Cedar Grove.	203 tent/RV sites
Moraine	Kings Canyon, 1 mile East of Cedar Grove.	120 tent/RV sites
Potwisha	Sequoia, 4 miles NE of Ash Mountain entrance off Generals Highway.	42 tent/RV sites
Sentinel	In the Cedar Grove area near the Kings River.	82 tent sites
Sheep Creek	Kings Canyon, 1/2-mile West of Cedar Grove.	111 tent/RV sites
South Fork	Sequoia, 13 miles on South Fork from Highway 198.	10 tent sites
Sunset	In the Grant Grove area 3 miles from Kings Canyon park entrance.	157 tent sites
Total		**1,209 sites**

Source: Tulare County Resource Management Agency, Parks and Recreation Branch, 2008; Automobile Club of Southern California, Tulare County Map.

Sequoia and Kings Canyon National Parks (SEKI)

"The U.S. Congress created the Kings Canyon National Park in 1940 and Sequoia National Park in 1890. Because they share many miles of common boundaries, they are managed as one park. The extreme large elevation ranges in the parks (from 1,500 to 14,491 feet above sea level), provide for a wide range of vegetative and wildlife habitats. This is witnessed from exploring Mt. Whitney, which rises to an elevation of 14,491 feet, and is the tallest mountain in the contiguous United States. During the summer months, park rangers lead walks through the parks, and tours of Crystal and Boyden Caves. During the winter, visitors explore the higher elevations of the parks via cross country skis or snowshoes, or hike the trails in the foothills. The SEKI also contains visitor lodges, the majority of which are open year round. According to the National Parks Conservation Association, a combined total of approximately 1.4 million people visit the two parks on an annual basis."[8]

Table 3.15-2
Recreational Areas in Tulare County

ID	Recreation Area	Location	Acres	Type of Use/Features
County				
1	Alpaugh Park	Located in Alpaugh on Road 40.	3	Reservations for picnic areas are taken. No entrance fee.
2	Balch Park Campgrounds	20 miles NE of Springville in the Sierras.	160	71 Campsites. No reservations taken; first come first serve basis. Entrance fee for vehicles.
3	Bartlett Park	8 miles east of Porterville on North Drive.	127.5	Reservations for picnic areas are taken. Entrance fee for vehicles.
4	Camp COTYAC	Near Ponderosa in Eastern Tulare County.	8	County of Tulare Youth Adventure Camp (Camp COTYAC). Cabins, lodge with kitchen, restrooms and showers.
5	Cutler Park	5 miles east of Visalia on Highway 216 to Ivanhoe.	50	Reservations for picnic areas are taken. Entrance fee for vehicles.
6	Elk Bayou Park	6 miles SE of Tulare on Avenue 200.	60	Reservations for picnic areas are taken. No fee for day use.
7	Kings River Nature Preserve	2 miles east of Highway 99 on Road 28	85	This park is only for school environmental programs.
8	Ledbetter Park	1 mile northwest of Cutler on Road 124/Hwy 63	11	Reservations for picnic areas are taken. No fee.

[8] Op. Cit.

Table 3.15-2
Recreational Areas in Tulare County

ID	Recreation Area	Location	Acres	Type of Use/Features
9	Mooney Grove Park	2 Miles south of Caldwell Avenue on Mooney Blvd. In South Visalia.	143	Reservations for picnic areas are taken. Paddle boats, playground, baseball diamonds. Home of the End Trail statue. One of the largest oak woodlands in Tulare County. Location of the Agriculture and Farm Labor Museum.
10	Pixley Park	1 mile NE of Pixley on Road 124.	22	Reservations for picnic areas are taken. No fee.
11	Tulare County Museum	In Mooney Grove Park, South Visalia.	8.5	Free admission with park fee. Museum is opened Thursday thru Monday (closed Tuesday and Wednesday).
12	Woodville Park	Located in Avenue 166 in Woodville.	10	Reservations for picnic areas are taken. Day use no entrance fee.
13	West Main Street Park	2 blocks west of County Courthouse on Main Street in Downtown Visalia.	5	Day use no entrance fee.
State				
14	Colonel Allensworth State Historic Park	7 miles west of Earlimart on County Road J22.	na	15 campsites, open year round.
15	Mountain Home State Forest	Located in Sequoia National Forest	na	No reservations taken for campgrounds.
Federal				
16	Lake Kaweah	25 miles east of Visalia on Highway 198.	2,558	Horse Creek Campground, boat ramps, picnic areas, swimming, and hiking.
17	Lake Success	10 miles SE of Porterville on Highway 198.	2,450	Tule Campground, boating, fishing, picnic areas, playgrounds, and softball field. Hunting is permitted in the Wildlife Management Area.
18	Sequoia National Forest	Southeastern portion of Tulare County.	na	Campgrounds include Gray's Meadow, Oak Creek, Onion Valley, Stony Creek, Sunset, and Whitney Portal with over 300 campsites.
19	Giant Sequoia National Monument	Covers areas north and south of Sequoia and Kings Canyon National Parks.	na	
20	Sequoia and Kings Canyon National Parks	Northeastern portion of Tulare County.	na	Campgrounds include Atwell Mill Campground, Buckeye Flat, Cold Springs, Crystal Springs, Dorst Campground, Lodgepole, Moraine, Potwisha, Sheep Creek, and South

Table 3.15-2
Recreational Areas in Tulare County

ID	Recreation Area	Location	Acres	Type of Use/Features
	(SEKI)			Fork with over 800 campsites.
Total Acres				**5,701**

Source: Tulare County Resource Management Agency, Parks and Recreation Branch, 2008; Automobile Club of Southern California, Tulare County Map.

Trails and Wilderness Areas include; the Pacific Crest Trail, the South Sierra Wilderness Area, the Dome Land Wilderness Area, and the Golden Trout Wilderness Area. Other Recreational Facilities include the International Agri-Center and the Tulare County Fairgrounds.

State Parks and Forests

Colonel Allensworth State Park

"The only State Park in Tulare County is Colonel Allensworth State Historic Park discussed in Section 9.3. The park contains a museum and a visitor center addressing the town's history, as well as camping facilities. Allensworth is the only California town to be founded, financed and governed by African Americans. The small farming community was founded in 1908 by Colonel Allen Allensworth and a group of others dedicated to improving the economic and social status of African Americans. Uncontrollable circumstances, including a drop in the area's water table, resulted in the town's demise. With continuing restoration and special events, the town is coming back to life as a state historic park. The park's visitor center features a film about the site. A yearly rededication ceremony reaffirms the vision of its pioneers."[9]

Mountain Home State Forest

"The Mountain Home State Forest is a State Forest managed by the California Department of Forestry and Fire Protection (CDF). The Forest consists of 4,807 acres of parkland containing a number of Giant Sequoias, and is located just east of Porterville. The Forest is a Demonstration Forest, which is considered timberland that is managed for forestry education, research, and recreation. Fishing ponds, hiking trails, and campsites are some of the amenities that can be found in the Forest."[10]

REGULATORY SETTING

Federal Agencies & Regulations

United States National Park Service (NPS)

[9] Op. Cit. 4-3
[10] Op. Cit. 4-7

"The National Park Service (NPS) is a bureau of the U.S. Department of the Interior. The NPS manages the 397 units of the National Park System. The NPS also helps administer dozens of affiliated sites, the National Register of Historic Places, National Heritage Areas, National Wild and Scenic Rivers, National Historic Landmarks, and National Trails."[11]

State Agencies & Regulations

California Department of Parks and Recreation

"California Department of Parks and Recreation manages more than 270 park units, which contain the finest and most diverse collection of natural, cultural, and recreational resources to be found within California. These treasures are as diverse as California: From the last stands of primeval redwood forests to vast expanses of fragile desert; from the lofty Sierra Nevada to the broad sandy beaches of our southern coast; and from the opulence of Hearst Castle to the vestiges of colonial Russia. California State Parks contains the largest and most diverse natural and cultural heritage holdings of any state agency in the nation. State park units include underwater preserves, reserves, and parks; redwood, rhododendron, and wildlife reserves; state beaches, recreation areas, wilderness areas, and reservoirs; state historic parks, historic homes, Spanish era adobe buildings, including museums, visitor centers, cultural reserves, and preserves; as well as lighthouses, ghost towns, waterslides, conference centers, and off-highway vehicle parks. These parks protect and preserve an unparalleled collection of culturally and environmentally sensitive structures and habitats, threatened plant and animal species, ancient Native American sites, historic structures and artifacts…the best of California's natural and cultural history."[12]

Local Policy & Regulations

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed below.

ERM-5.2 Park Amenities - The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

ERM-5.3 Park Dedication Requirements - The County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities.

[11] National Park Service Overview Brochure, Updated 05/11
[12] California Dept. of Parks and Recreation, http://www.parks.ca.gov/?page_id=91

ERM-5.5 Collocated Facilities - The County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible.

IMPACT EVALUATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Project Impact Analysis: ***No Impact***

Typically, the increased use of parks and recreational facilities result from the addition of new housing and the accompanying growth of persons. No new housing is proposed as part of the proposed Project and at full buildout there will be one full-time employee. Moreover, the nearest neighborhood public park (Plaza Park) is located within the City of Visalia, approximately two miles northwest of the site. The nearest local park within the County of Tulare is Mooney Grove, located approximately six miles southeast of the site. As a result of the proposed Project's land use, absence of substantial population, and the distance of the site to existing recreational facilities, there will be ***No Impact.***

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project does not include housing. The proposed Project will result in an increase of six (6) employees, which will not significantly increase the use of parks or recreational facilities. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

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?

Project Impact Analysis: ***No Impact***

The proposed Project does not include new recreational facilities or the expansion of recreational facilities. As such, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, the proposed Project does not include new recreational facilities or the expansion of recreational facilities. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

REFERENCES

Tulare County 2030 General Plan, August 2012

Tulare County 2009 Housing Element Update, May 2012

HUD Website, which can be accessed at:
http://portal.hud.gov/hudportal/HUD?src=/about/mission

HCD Website, which can be accessed at: http://www.hcd.ca.gov/mission.html

Final Housing Needs Assessment Plan for Tulare County 2014-2023, Tulare County Association of Governments, May 2014

E-mail from Mr. Neil Pilegard, General Services, Division Manager, Tulare County Parks & Recreation Department, October 24, 2012

CEQA Guidelines

Transportation/Traffic
Chapter 3.16

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** related to Transportation and Traffic. A Traffic Impact Study prepared by consultant Peters Engineering Group is included as Appendix "D" of this document which is used as the basis for determining this Project will result in Less Than Significant Impacts. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Transportation and Traffic. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Transportation and Traffic in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030

[1] CEQA Guidelines, Section 15126.2 (a)

General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The thresholds of significance for this section are established by the CEQA Checklist item questions. The following are potential thresholds for significance:

- Result in a Level of Service (LOS) less than "D"
- Unsafe roadway/circulation design
- Impact Air Traffic
- Dangerous Site Design
- Inadequate Access
- Need for additional Public Transit
- Need for additional Bike Facilities
- Need for additional Pedestrian Facilities

ENVIRONMENTAL SETTING

"Tulare County has two major regional highways, State Highway 99 and 198. State Highway 99 connects Tulare County to Fresno and Sacramento to the north and Bakersfield to the south. State Highway 198 connects from U.S. Highway 101 on the west and continues eastward to Tulare County, passing through the City of Visalia and into Sequoia National Park. The highway system in the County also includes State highways, County-maintained roads, and local streets within each of the eight cities."[2]

"Tulare County's transportation system is composed of several State Routes, including three freeways, multiple highways, as well as numerous county and city routes. The county's public transit system also includes two common carriers (Greyhound and Orange Belt Stages), the AMTRAK Service Link, other local agency transit and Para transit services, general aviation, limited passenger air service and freight rail service."[3]

"Some prominent county roadways include, but are not limited to, Alta Avenue (Road 80), Caldwell Avenue/Visalia Road (Avenue 280), Demaree Road/Hillman Street (Road 108), Tulare Avenue (Avenue 232), Olive Avenue (Avenue 152), Spruce Road (Road 204), El Monte Way (Avenue 416), Paige Avenue (Avenue 216), Farmersville Boulevard (Road 164), Road 192, and Road 152. Additionally, the highway system includes numerous county-maintained local roads, as well as local streets and highways within each of the eight cities and several unincorporated communities."[4]

"Travel within Tulare County is a function of the size and spatial distribution of its population, economic activity, and the relationship to other major activity centers within the Central Valley (such as Fresno and Bakersfield) as well as more distant urban centers such as Los Angeles,

[2] Tulare County 2030 General Plan, page 13-2
[3] General Plan Background Report, page 5-4
[4] Ibid. 5-7

Sacramento, and the Bay Area. In addition, there is considerable travel between the northwest portions of Tulare County and southern Fresno County and travel to/from Kings County to the west. Due to the interrelationship between urban and rural activities (employment, housing, services, etc.) and the low average density/intensity of land uses, the private automobile is the dominant mode of travel for residents in Tulare County."[5]

"According to the 2005 HCM, LOS is categorized by two parameters, uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs, signalized intersections, and arterial roads (Transportation Research Board). The difference between uninterrupted flow and interrupted LOS is defined in the following summary."[6] See Tables 3.16-1 and 3.16-2 regarding Uninterrupted and Interrupted Traffic Flow Facilities LOS; respectively.

Table 3.16-1
Uninterrupted Traffic Flow Facilities LOS

LOS A	Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.
LOS B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
LOS C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interactions with others vehicles in the traffic stream.
LOS D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort and convenience.
LOS E	Represents operating conditions at or near level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
LOS F	Is used to define forced or breakdown flow (stop and go gridlock). This condition exists wherever the amount of traffic approaches a point where the amount of traffic exceeds the amount that can travel to a destination. Operations within queues are characterized by stop and go waves and they are extremely unstable.

Source: 2011 Regional Transportation Plan, Tulare County Association of Governments

[5] Op. Cit. 5-4
[6] 2011 TCAG Regional Transportation Plan, page 3-17

Table 3.16-2
Interrupted Traffic Flow Facilities LOS

LOS A	Describes operations with average intersection stopped delay of ten seconds or less (how long a driver must wait at a signal before the vehicle can begin moving again).
LOS B	Describes operations with average intersection stopped delay in the range of 10.0 to 20.0 seconds per vehicle, and with reasonably unimpeded operations between intersections.
LOS C	Describes operations with higher average stopped delays at intersections (in the range of 20.0 to 35.0 seconds per vehicle). Stable operations between locations may be more restricted due to the ability to maneuver and change lanes at mid-block locations can be more restrictive then LOS B. Further, longer queues and/or adverse signal coordination may contribute to lower average speeds.
LOS D	Describes operations where the influence of delay is more noticeable (35.0 to 55.0 seconds per vehicle). Intersection stopped delay is longer and the range of travel speeds are about 40 percent below free flow speed. This is caused by inappropriate signal timing, high volumes and some combinations of these.
LOS E	Is characterized by significant approach stopped delay (55.0 to 80.0 seconds per vehicle), and average travel speeds of one-third the free flow speed or lower. These conditions are generally considered to represent the capacity of the intersection or arterial.
LOS F	Characterizes arterial flow at extremely low speeds, with high intersection stopped delay (greater than 80.0 seconds per vehicle). Poor progression, long cycle lengths and high traffic demand volumes may be major contributing factors to this condition. Traffic may be characterized by frequent stop-and-go conditions.

Source: 2011 Regional Transportation Plan, Tulare County Association of Governments

Existing Circulation and Traffic Conditions

Caldwell Avenue (also designated as Avenue 280) is an east-west arterial. It has two travel lanes west of State Route (SR) 99, widening to four lanes at Akers Road (Road 100). Caldwell Avenue from SR 99 to Akers Road has an estimated Annual Average Daily Traffic Volume (AADT) of 9,610 and a Level of Service (LOS) "C".[7]

The proposed Project will be located at the northwest corner of Avenue 280 (Caldwell Avenue) and Roeben Road alignment (Road 96), a private drive.

According to the Visalia General Plan, Caldwell Avenue (Road 280), between Shirk Road (Road 92) and Aspen, is a 2-lane arterial with 10,300 AADT and LOS B (See Table 4-4 Existing Roadway Segment LOS (2010) page 4-10). Regarding future conditions, the Visalia General Plan, between Shirk Road and Aspen, is anticipated to have an AADT of 18,300 (as a 4-Lane Arterial) with LOS "A" (see Table 4-8 Future Roadway LOS (2030), Caldwell Avenue (Road 280)).

The Visalia General Plan did not provide existing or future LOS information for Roeben Street (Road 96).

[7] Tulare County 2030 General Plan Background 2010, page 5-22.

According to the Visalia General Plan, Caldwell Avenue (Avenue 280) is planned for widening from 2 to 4 lanes between Akers Street to Lindwood Avenue (See Table 4-8 Future Roadway LOS (2030) page 4-28). Also, Roeben Street (Road 96) is planned as a new collector between Caldwell Avenue (Avenue 280) north to Whitendale Avenue (approximately 0.5 miles) (see Table 4-5 Planned Circulation System Improvements, page 4-15). West of the Project site, Shirk Road (Road 92) is planned for widening from 2 to 4 lanes between Caldwell Avenue (Avenue 280) and SR 198 (approximately 4 miles).

As contained in the Visalia General Plan, arterials typically have a right-of-way with of 110' with a curb-to-curb width of 86'. Travel lanes are 12' wide, bike lanes are 6' wide, and median strips are 26' (see Table 4-6 Typical street Elements and Widths (Feet), page 4-22). Two-lane collectors typically have a right-of-way with of 84' with a curb-to-curb width of 62'. Travel lanes are12' wide, bike lanes are 5' wide, and median strips are 12' wide (see Table 4-6 Typical street Elements and Widths (Feet), page 4-22).

The Visalia General Plan includes Figure 4-5 General Plan Bikeways (page 4-38) which shows a Class III Bike Lane on Caldwell Avenue (Avenue 280) and a Future Class II Bike Lane on future Roeben Street (Road 96).

Also, Figure 4-6 Truck Routes, Rail Lines, and Airport Facilities (see page 4-44) shows Caldwell Avenue (Road 280) as a truck route between SR 99 and Pinkham Street to the east.

Design for Emergency Access

According to § 21060.3 and § 15359 of the CEQA Guidelines, an "Emergency" means a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate loss of, or damage to, life, health, property, or essential public services. "Emergency" includes such occurrences as fire, flood, earthquake, or other soil or geologic movements, as well as such occurrences as riot, accident, or sabotage. A Proposed Project could potentially generate impacts through inadequate design for emergency access.

Alternative Transportation

"TCAT has been providing rural route service between various cities and towns in Tulare County since 1981. TCAT retains MV Transportation to provide all of its transit services, which includes fixed route and demand responsive services for inter-city and intra-city service in many small communities throughout the County. TCAT is the most extensive transit system in Tulare County and connects with Dinuba Area Regional Transit (DART), Visalia City Coach (VCC), Tulare InterModal Express (TIME), Porterville City Operated Local Transit (COLT), Kings Area Rural Transit (KART), Kern Regional Transit, Orange Belt and Greyhound bus."[8]

Public Transportation

"Public transportation provides an economical and efficient alternative for getting people to

[8] TCAG Transportation Plan, page 1-14

work, school and other chosen destinations. In Tulare County, buses are the primary mode of public transportation. Public transportation also takes the form of shared ride taxi, automobile and vanpools; dial-a-ride, and specialized handicapped accessible services. In Tulare County, social service transportation is provided by the following: local transit agencies, demand responsive operators and city/county special programs for senior citizens, mental health organizations and disabled citizens programs. These programs are funded and subsidized through State and federal grants, Local Transportation Funds (LTF), State Transit Assistance Funds (STAF), and local transportation sales tax revenues."[9]

The Visalia General Plan does not include existing or future transit routes along Caldwell Avenue. The nearest existing and future transit route remains Route 2 approximately 1 mile east of the proposed Project site along Caldwell Avenue (see Figure 4-4 Transit Routes, page 4-33).

Airport

"There are nine public use airports in Tulare County. These include six publicly owned and operated facilities (Porterville Municipal, Sequoia Field, Tulare Municipal [Mefford Field], Visalia Municipal, Woodlake, and Harmon Field [currently closed]) and three privately owned and operated airports (Alta Airport [currently closed], Thunderhawk Field, and Eckert Field). Badger Field is under consideration for Federal Aviation Administration (FAA) recertification as a restricted private airfield (as of August 2006)."[10]

The Visalia Airport is classified as a General Aviation Airport in the Federal Aviation Administration (FAA) *National Plan of Integrated Airport Systems* (NPIAS). General Aviation Airports serve those communities that (i) do not receive scheduled commercial service; (ii) do not meet the criteria for classification as a commercial service airport, and account for enough aviation activity (usually at least ten locally-based aircraft); and (iii) are at least 20 miles from the nearest NPIAS airport. The Airport is designated an airport reference code (ARC) C-III by the FAA, and is classified as a Commercial Service-Primary Airport in the *California Aviation System Plan* (CASP). Commercial Service-Primary Airports provide scheduled passenger service for more than 10,000 passengers annually. However, there were only 2,455 passengers in 2009. The airport includes one runway (12-30), which is oriented northwest to southeast, and is 6,559 feet long and 150 feet wide. There is a 275-foot displaced landing threshold on runway 12, and left-hand traffic patterns for both runway ends. In addition to general aviation, as of May 2011, Great Lakes Airlines has been providing two passenger flights per day to and from Los Angeles International Airport, and one flight per day to and from Las Vegas McCarran International Airport, using Beechcraft 1900 aircraft. There are also small package services provided by Federal Express (FedEx) and United Parcel Service (UPS) using turboprop aircraft. According to the *Airport Master Plan* adopted June 2004, there were an estimated 26,000 annual aircraft operations at the Airport in 2001.

[9] Ibid. 1-14
[10] Tulare County 2030 General Plan, page 13-2

Traffic Impact Study Area

A Traffic Impact Study (TIS), dated February 2015, was prepared for the proposed Project by consultant Peters Engineering Group. Following is a summary of the TIS:

"This traffic impact study has been prepared to study the potential traffic impacts related to a proposed mini storage facility (Project) in Tulare County, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project.

The Project consists of a mini storage facility with 346,500 square feet of rentable building area and a 2,522-square-foot office/residence building to be located on approximately 19.18 net acres on the north side of Avenue 280 (Caldwell Avenue) between Road 92 and Akers Street in Tulare County, California. The Project site is specifically located northwest of the intersection of Avenue 280 and the Roeben Road alignment. The site is within the Sphere of Influence of the City of Visalia as illustrated in the Visalia General Plan Update dated March 2014.

The study locations were determined in coordination with County of Tulare staff based on the anticipated Project traffic distribution, the size of the Project, and the existing conditions in the vicinity of the Project site.

This report includes analysis of the following intersections:

1. Caldwell Avenue and Akers Street
2. Avenue 280 (Caldwell Avenue) and Site Driveway

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (Includes Approved and Pending Projects);
- Cumulative (Year 2040) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2040) Conditions With Project.

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The intersection of Caldwell Avenue and Akers Street is currently operating at acceptable levels of service. Calculated 95th-percentile queues exceed the storage capacity in the left-turn lane on the southbound approach to the intersection.

The study intersections are expected to operate at acceptable levels of service after construction of the Project. Queuing conditions after construction of the Project will be nearly identical to the existing conditions. The Project does not cause a significant traffic impact.

The study intersections are expected to continue to operate at acceptable levels of service after construction of the pending and approved projects and the proposed Project. The pending and

approved projects are expected to contribute to slightly longer queues in left-turn lane on the southbound approach to the intersection of Caldwell Avenue and Akers Street. However, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

The Project does not exacerbate the delays and level of service at the intersection by a significant amount based on the year 2040 analyses and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project."[11]

REGULATORY SETTING

Federal Agencies & Regulations

Due to the proximity of Visalia Municipal Airport, Federal Aviation Administration rules/regulation apply

Sec. 77.17 — Form and time of notice

(a) Each person who is required to notify the Administrator under §77.13(a) shall send one executed form set (four copies) of FAA Form 7460–1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460–1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13(a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates:

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to

[11] Traffic Impact Study Proposed [Derrel's] Mini Storage Facility Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment Tulare County, California, Executive Summary, March 2015

meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30-day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460–1 submitted within 5 days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 117–1, Notice of Progress of Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

State Agencies & Regulations

Caltrans: Transportation Concept Reports

Caltrans has prepared a number concept reports for State Routes, Interstate Routes, and US Routes for each of its California Districts. Tulare County is located in Caltrans District 06. The concept reports that apply the proposed Project include SR 99. Concept LOS C is designated for SR 99; however, the concept LOS D is anticipated with improvements in 2035.

Caltrans Guide for the Preparation of Traffic Impact Studies

"The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS)."[12]

Local Policy & Regulations

Tulare County Transportation Control Measures (TCM)

"Transportation Control Measures (TCM) are designed to reduce vehicle miles traveled, vehicle idling, and/or traffic congestion in order to reduce vehicle emissions. Currently, Tulare County is a nonattainment region under the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). Both of these acts require implementation of TCMs. These TCMs for Tulare County are as follows:

[12] Caltrans Guide for the Preparation of Traffic Studies, page ii

- Rideshare Programs;
- Park and Ride Lots;
- Alternate Work Schedules;
- Bicycle Facilities;
- Public Transit;
- Traffic Flow Improvement; and
- Passenger Rail and Support Facilities."[13]

Tulare County Association of Governments (TCAG)

"… [W]ith the passage of Assembly Bill (AB) 69 State law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision makers in shaping California's transportation infrastructure."[14] The Tulare County Association of Government has prepared the 2011 Regional Transportation Plan. Specific policies that apply to the Proposed Project are listed as follows:

TRANSPORTATION SYSTEM MANAGEMENT (TSM) Policy 5

Support installation of adequate left and right turning pockets to allow increased storage, as necessary.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) Policy 6

Encourage improvements in design of signalized intersections to improve turning for large vehicles and circulation flow.

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project are listed below.

LU-5.5 Access - The County shall locate industrial development where there is access from collector or arterial roads, and where industrial/heavy commercial traffic is not routed through residential or other areas with uses not compatible with such traffic.

LU-7.3 Friendly Streets - The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and

[13] Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report, page 3.2-2
[14] TCAG Transportation Plan, page 1-11

5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.4 Streetscape Continuity - The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

TC-1.13 Land Dedication for Roadways and Other Travel Modes - As required by the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process.

TC-1.14 Roadway Facilities - As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of pro-rata fees for planned road facilities may also be required as a condition of approval.

TC-1.15 Traffic Impact Study - The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS "D" or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.

TC-1.16 County Level Of Service (LOS) Standards - The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

TC-3.3 Airport Enhancement – The county shall encourage and facilitate development of the County's public airports in conformance with the Tulare County Comprehensive Airport Land Use Plan (CALUP).

TC-3.4 Airport Compatibility – Protect existing and future airport operations from encroachment by potentially incompatible land uses and require developers to file and aviation easement with the County if a proposed development or expansion of an existing use is located within the approach or approach transition zones designation in the Tulare County Comprehensive Airport Land Use Plan.

TC-3.6 Airport Encroachment – The County shall seek to avoid encroachment on airports by incompatible urban land uses.

TC-5.3 Provisions for Bicycle Use - The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

TC-5.4 Design Standards for Bicycle Routes - The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

HS-1.9 Emergency Access - The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

City of Visalia Policies

Below is a listing of City of Visalia policies contained in the Updated Visalia General Plan which may relate to the proposed Project:

T-P-3 - Design and build future roadways that complement and enhance the existing network, as shown on the General Plan Circulation Diagram, to ensure that each new and existing roadway continues to function as intended.

T-P-5 - Take advantage of opportunities to consolidate driveways, access points, and curb cuts along existing arterials when a change in development or a change in intensity occurs or when traffic operation or safety warrants.

T-P-9 - Maintain acceptable levels of service for all modes and facilities, as established in General Plan Tables 4-1, Intersection Level of Service Definitions and 4-2, Level of Service Criteria for Roadway Segments.

T-P-12 - Require or provide adequate traffic safety measures on all new and existing roadways.

These measures may include, but shall not be limited to: appropriate levels of maintenance, proper street design, traffic control devices, street lights, and coordination with school districts to provided school crossing signs and protection.

T-P-23 - Require that all new developments provide right-of-way, which may be dedicated or purchased, and improvements (including necessary grading, installation of curbs, gutters, sidewalks, parkway/landscape strips, bike and parking lanes) other city street design standards. Design standards will be updated following General Plan adoption

Developments must also dedicate or sell necessary rights-of-way when subdivision or development of property adjacent to Circulation Element streets is proposed.

T-P-24 - Require that proposed developments make necessary off-site improvements if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS D during peak periods or if it creates safety hazards.

Such improvements may be eligible for credit or reimbursement from traffic impact fees.

T-P-26 - Require that future commercial developments or modifications to existing developments be designed with limited points of automobile ingress and egress, including shared access, onto major streets.

T-P-31 - Seek cooperation with Tulare County Association of Governments and Visalia City Coach to attain a balance of public transportation opportunities.

These efforts may include the establishment of criteria to implement transit

improvements, development of short and long range transit service plans, evaluation and identification of needed corridor improvements, transit centers, and park-and-ride lots with amenities for bicyclists.

T-P-32 - Work with transit operators to ensure that adequate transit service facilities are provided, including bus turn-outs along arterials when needed, and bus stop amenities including, but not limited to, lighted shelters, benches and route information signs.

T-P-39 - Develop bikeways consistent with the Visalia Bikeway Plan and the General Plan's Circulation Element.

- Provide Class I bikeways (right-of-ways for bicyclists and pedestrians separated from vehicles) along the St. Johns River, Cameron Creek, Packwood Creek, Mill Creek, Modoc Ditch, the Santa Fe Railroad right-of-way and the San Joaquin Railroad right-of-way;
- Provide Class II bikeways (striped bike lanes) along selected collector and arterial streets; and
- Provide Class III bikeways (shared-use bike routes) along selected local, collector, and arterial streets.
- New bikeway segments should be designed to fit together with existing bikeways to create a comprehensive, safe system including scenic routes for recreational use.

T-P-44 - Increase the safety of those traveling by bicycle by:

- Sweeping and repairing bicycle paths and lanes on a regular basis;
- Ensuring that bikeways are signed and delineated according to Caltrans or City standards, and that lighting is provided as needed;
- Providing bicycle paths and lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;
- Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike lanes and routes make transitions into or across roadways.

T-P-45 - Require that collector streets that are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or signed as Class III bike route facilities.

In such cases, the City may accommodate cyclists on these identified streets by widening the street or eliminating on-street parking if this will not significantly affect parking opportunities for local shoppers or by clearly indicating that bicycles may share travel lanes with automobiles.

T-P-46 - Cooperate with other agencies to provide connection and continuation of bicycle corridors between Visalia and surrounding areas.

T-P-47 - Seek funding at the private, local, state, and federal levels for the expansion of the bicycle transportation system.

T-P-48 - Require construction of minimum sidewalk widths and pedestrian "clear zones" consistent with the Complete Streets cross-sections in this General Plan and with the City's Engineering and Street Design Standards for each designated street type.

IMPACT EVALUATION

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Project Impact Analysis: ***Less Than Significant Impact***

To assess the impacts that the Project may have on the surrounding street and highway segments and intersections, the first step is to determine Project trip generation. The Project's trip generation was estimated based on information received from Peters Engineering Group TIS (see Appendix "D").

"EXISTING TRAFFIC VOLUMES

Existing peak-hour traffic volumes at the intersection of Caldwell Avenue and Akers Street were determined by performing turning-movement counts between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on Tuesday, February 10, 2015. The counts included pedestrians, bicycles, and heavy vehicles. A twenty-four-hour traffic count was performed on Avenue 280 (Caldwell Avenue) near the Project site on Tuesday, February 10, 2015 and indicated a 24-hour volume of 9,271 vehicles (combined both eastbound and westbound directions). The data sheets are presented in the attached Appendix A [of the TIS]. The existing peak-hour turning movement volumes are presented in Figure 3, Existing Peak-Hour Traffic Volumes. Table 3 [**Table 3.16-3** in the DEIR] presents the results of the 24-hour traffic counts.

PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. ITE presents data for Mini-Warehouse uses (ITE Code 151) which includes local data prepared by Peters Engineering Group based on existing Derrel's Mini Storage facilities in the Fresno area. Table 3 [**Table 3.16-3** in the DEIR] presents the ITE trip generation rates for mini warehouse uses.

Table 3.16-3
ITE Code 151 Trip Generation Rates

Independent Variable	A.M. Peak Hour of Adjacent Street	P.M. Peak Hour of Adjacent Street	Weekday
Net Rentable Area	0.14 trips per 1,000 square feet	0.26 trips per 1,000 square feet	2.50 trips per 1,000 square feet

It has been found that the typical Derrel's Mini Storage facility generates fewer trips than the averages presented in ITE. Peters Engineering Group performed a local trip generation study specifically for several existing Derrel's Mini Storage facilities and presented the results in a report dated September 22, 2005. The existing facilities included residences for employees which are included in the trip generation rates. The rates presented in Table 4 [**Table 3.16-4** of the DEIR], which have been applied to new Derrel's Mini Storage facilities in the San Joaquin Valley, are based on information presented in the September 22, 2005 report and additional feedback received from the City of Fresno in a letter dated October 25, 2005.

Table 3.16-4
Local Trip Generation Rates - Mini Storage Facilities

Independent Variable	A.M. Peak Hour of Adjacent Street	P.M. Peak Hour of Adjacent Street	Weekday
Net Rentable Area	0.12 trips per 1,000 square feet	0.14 trips per 1,000 square feet	1.43 trips per 1,000 square feet

The proportion of entering vehicles and exiting is approximately 50 percent each.

Table 5 [**Table 3.16-5** of the DEIR] presents trip generation calculations for the proposed Project based on the rates presented in Table 4 [**Table 3.16-4** of the DEIR].

Table 3.16-5
Weekday Project Trip Generation

Land Use	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini Storage	346,500 sq. ft	0.12 50/50	21	21	0.14 50/50	25	25	1.43	469

Reference: Peters Engineering Group report dated September 22, 2005 and City of Fresno letter dated October 25, 2005.
Rates are reported in trips per 1,000 square feet. Splits are reported as Entering/Exiting as a percentage of the total

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of Project trips was estimated based on the locations of complementary land uses, available routes, and engineering judgment. The percentage distribution of Project trips is presented in the attached Figure 4 [in the TIS], Project Trip Distribution Percentages. The peak-hour Project traffic volumes presented in Table 5 [**Table 3.16-5** in the DEIR] were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 4 [in the TIS]. The peak-hour Project traffic volumes are presented in Figure 5 [in the TIS], A.M. and P.M. Peak Hour Project Traffic Volumes.

LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study locations are presented in Figure 6 [in the TIS], Existing Lane Configurations and Intersection Control.

EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

The existing-plus-Project peak-hour turning movement volumes are presented in Figure 7 [in the TIS], Existing-Plus-Project Peak-Hour Traffic Volumes.

PENDING PROJECTS

The analyses for the near-term and long-term conditions consider trips expected to be generated by pending and approved projects in the study area. The following projects were considered in the analyses:

- Expansion of First Assembly of God Church, southwest of the intersection of Caldwell Avenue and Akers Street
- Montessori School, northeast of the intersection of Caldwell Avenue and Linwood Street
- Completion of Sequoia Crossing single-family residences southeast of the intersection of Caldwell Avenue and Akers Street

Analysis of the Sequoia Gateway Commercial and Business Park and consideration of that project as a pending project is beyond the scope of this study. A separate environmental impact report will be performed for the Sequoia Gateway Commercial and Business Park to consider its cumulative impacts.

NEAR-TERM TRAFFIC VOLUMES

The near-term with-Project peak-hour turning movement volumes are presented in Figure 8 [in the TIS] Near-Term With-Project Peak-Hour Traffic Volumes. The near-term volumes include trips expected to be generated by the pending projects."[15]

[15] Traffic Impact Study Proposed [Derrel's] Mini Storage Facility Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment Tulare County, California, March 2015. Pages 3-6 [see Appendix "D" of the DEIR]

INTERSECTION ANALYSES

The levels of service at the study intersections were determined using the computer program Synchro 8, which is based on the *Highway Capacity Manual* procedures for calculating levels of service. The intersection analysis sheets are included in the attached Appendix C [in the TIS].

Peak-hour factors (PHF) for the existing and near-term conditions were determined from the traffic counts. The HCM suggests that a PHF of 0.92 in urban areas may be used in the absence of field data and 0.88 may be used in rural areas. For purposes of the cumulative year 2040 analyses performed for this study, in which a substantial volume of traffic growth is added and field data is not available, a PHF of 0.92 is assumed for the new growth trips. A weighted average of the existing PHF for existing trips and 0.92 for new growth trips is used in the analyses.

Tables 6 through 10 [**Tables 3.16-6** thru **13.6-10** in the DEIR] present the results of the intersection analyses. Substandard delays and levels of service are indicated in bold type.

Table 3.16-6
Intersection Level of Service Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	49.7	D	39.5	D
Caldwell / Site Access	Does not exist	-	-	-	-

Table 3.16-7
Intersection Level of Service Summary – Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	50.2	D	40.1	D
Caldwell / Site Access	One-way stop	15.8	C	18.7	C

Table 13.6-8
Intersection Level of Service Summary – Near-Term With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	54.0	D	41.6	D
Caldwell / Site Access	One-way stop	16.0	C	19.0	C

Table 13.6-9
Intersection Level of Service Summary – Cumulative 2040 No-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	**68.6**	**E**	**60.6**	**E**
Caldwell / Site Access	Does not exist	-	-	-	-

Table 13.6-10
Intersection Level of Service Summary – Cumulative 2040 With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	**69.3**	**E**	**61.0**	**E**
Caldwell / Site Access	One-way stop	22.0	C	31.3	D

The results of the intersection operational analyses include estimates of the 95th-percentile queue lengths at the study intersections. The existing storage capacity and the calculated 95th-percentile queue lengths are presented in Tables 11 through 15 [Tables **16.3-11** thru **16.3-15** in the DEIR]. Calculated 95th-percentile queue lengths that exceed the storage capacity by at least 25 feet (the average storage length for one automobile) are indicated in bold type.

Table 3.16-11
Intersection Queuing Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	85	102	0	81	138	58	73	104	11	323	101	29
	P.M.	112	168	0	71	135	54	50	112	22	**351**	100	11

All lengths are reported in feet.
* *Nearest major intersection is greater than 1,000 feet away.*
** *Painted length. Space exists for additional storage beyond the painted length.*
\+ *Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.*

Table 13.16-12
Intersection Queuing Summary – Existing-Plus-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	91	105	0	81	141	61	78	104	11	324	102	30
	P.M.	128	172	1	71	138	54	56	113	22	**353**	100	17
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					5		-
	P.M.	0				-					8		-

All lengths are reported in feet.
* *Nearest major intersection is greater than 1,000 feet away.*
** *Painted length. Space exists for additional storage beyond the painted length.*
\+ *Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.*
S - Shared lane NS - Not required to stop DNE - Does not exist OS - On-site storage

Table 3.16-13
Intersection Queuing Summary – Near-Term With-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	94	105	0	93	141	70	85	111	15	**350**	108	31
	P.M.	128	172	5	85	138	55	60	115	26	**361**	104	17
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					5		-
	P.M.	0				-					8		-

All lengths are reported in feet.
* *Nearest major intersection is greater than 1,000 feet away.*
** *Painted length. Space exists for additional storage beyond the painted length.*
\+ *Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.*
S - Shared lane NS - Not required to stop DNE - Does not exist OS - On-site storage

Table 3.16-14
Intersection Queuing Summary – Cumulative 2040 No-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	126	130	28	300	176	195	164	224	28	**383**	277	44
	P.M.	173	231	38	139	168	58	134	186	38	**500**	204	23

All lengths are reported in feet.
* *Nearest major intersection is greater than 1,000 feet away.*
** *Painted length. Space exists for additional storage beyond the painted length.*
\+ *Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.*

Table 3.16-15
Intersection Queuing Summary – Cumulative 2040 With-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	139	132	32	300	178	198	174	224	28	**383**	277	49
	P.M.	191	234	38	142	171	57	150	190	39	**508**	207	29
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					8		-
	P.M.	0				-					15		-

All lengths are reported in feet.
* *Nearest major intersection is greater than 1,000 feet away.*
** *Painted length. Space exists for additional storage beyond the painted length.*
\+ *Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.*
S - Shared lane NS - Not required to stop DNE - Does not exist OS - On-site storage"[16]

"DISCUSSION

Existing Conditions

The intersection analyses indicate that the intersection of Caldwell Avenue and Akers Street is currently operating at an acceptable LOS D during the weekday a.m. and p.m. peak hours. The calculated 95th-percentile queues exceed the existing storage capacity in the left-turn lane on the southbound approach to the intersection.

Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project in the absence of other pending projects and regional growth. This scenario isolates the specific impacts of the Project.

The results of the analyses indicate the study intersections will operate at acceptable levels of service. The Project will not exacerbate the existing queuing deficiency in left-turn lane on the southbound approach to the intersection. Therefore, the Project does not cause a significant traffic impact.

Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected to occur immediately after construction of the Project and the pending projects. This scenario estimates the near-term cumulative impacts.

The results of the analyses indicate the study intersections will operate at acceptable levels of service. Therefore, the Project does not contribute to a significant near-term cumulative traffic impact. The near-term cumulative projects will exacerbate the existing queuing

[16] Ibid. 8-9

deficiency in left-turn lane on the southbound approach to the intersection; however, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

Cumulative Year 2040 No-Project Conditions

The year 2040 no-Project conditions analyses are based on the assumption that the Project site is vacant in the year 2040. This scenario estimates the long-term cumulative impacts without the Project.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

Cumulative Year 2040 With-Project Conditions

The year 2040 with-Project conditions analyses are based on the assumption that the Project site is developed with the proposed Project. This scenario estimates the long-term cumulative impacts.

The intersection of Avenue 280 (Caldwell Avenue) and the site access driveway is expected to operate at acceptable levels of service through the year 2040.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. However, the average delays with the Project are within 0.7 seconds of the average delays without the Project. Therefore, the Project does not exacerbate the delays and level of service at the intersection by a significant amount and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project.

CONCLUSIONS

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The intersection of Caldwell Avenue and Akers Street is currently operating at acceptable levels of service. Calculated 95th-percentile queues exceed the storage capacity in the left-turn lane on the southbound approach to the intersection.

The study intersections are expected to operate at acceptable levels of service after construction of the Project. Queuing conditions after construction of the Project will be

nearly identical to the existing conditions. The Project does not cause a significant traffic impact.

The study intersections are expected to continue to operate at acceptable levels of service after construction of the pending and approved projects and the proposed Project. The pending and approved projects are expected to contribute to slightly longer queues in left-turn lane on the southbound approach to the intersection of Caldwell Avenue and Akers Street. However, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

The Project does not exacerbate the delays and level of service at the intersection by a significant amount based on the year 2040 analyses and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project."[17]

Conclusion: ***Less Than Significant Impact***

Mitigation: ***None Required.***

As the intersection analysis conducted for the traffic impact study resulted in acceptable levels of service for all scenarios, no mitigation is recommended.

Cumulative Impact Analysis: ***Less Than Significant***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the traffic report, Tulare County 2030 General Plan, Tulare County General Plan Background Report, Tulare County 2030 General Plan EIR, and/or City of Visalia General Plan.

Traffic impact analyses typically require the analysis of cumulative projects (approved or pending developments that have not yet been built in the vicinity of the Project) in addition to the proposed Project. Mr. Paul Scheibel (Planning Services Manager, City of Visalia), indicated that there are no projects within the jurisdiction of the City of Visalia in the vicinity of the proposed Project[18].

[17] Ibid. 9-11
[18] Telephone conversation with Mr. Paul Scheibel, Planning Services Manager, City of Visalia on January 20, 2015.

"The Tulare County Association of Governments (TCAG) maintains a travel model that is typically used to forecast future traffic volumes. An increment method was utilized to forecast traffic volumes for future conditions by determining the growth projected by the model between the base year and the analysis year. This growth is added to the existing traffic volumes and the result is the predicted future traffic volume on the road segment. The TCAG travel model data output is included in the attached Appendix B [of the TIS].

Future turning movements forecasts were based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."*

The cumulative year 2040 traffic volumes without the Project are presented in Figure 9 [of the TIS], Year 2040 Cumulative No-Project Peak-Hour Traffic Volumes. This scenario assumes the Project site is vacant. The cumulative year 2040 traffic volumes with the Project are presented in Figure 10 [of the TIS], Year 2040 Cumulative With-Project Peak-Hour Traffic Volumes"[19]

As noted earlier (see page 3.16-19); "The year 2040 with-Project conditions analyses are based on the assumption that the Project site is developed with the proposed Project. The intersection of Avenue 280 (Caldwell Avenue) and the site access driveway is expected to operate at acceptable levels of service through the year 2040. The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations and the average delays with the Project are within 0.7 seconds of the average delays without the Project. Therefore, the Project does not exacerbate the delays and level of service at the intersection by a significant amount and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project."[20]

Existing-Plus-Project Conditions

Trip generation and distribution information for the cumulative project was based on information found in the corresponding TIS report. Trip generation and distribution information are provided in Appendix D of the TIAR [see Appendix "D" of the DEIR].

Existing Plus Project Plus Cumulative (Opening Year) Traffic Conditions

The results of the analyses in the TIS indicate study intersections will operate at acceptable levels of service. The Project will not exacerbate the existing queuing deficiency in left-turn lane on the southbound approach to the intersection. Therefore, there will be ***Less Than Significant Impacts***.

Near-Term With-Project Conditions

[19] Traffic Impact Study Proposed [Derrel's] Mini Storage Facility Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment Tulare County, California, March 2015. Pages 9 [see Appendix "D" of the DEIR]
[20] Ibid. 10

The results of the analyses in the TIS indicate the study intersections will operate at acceptable levels of service. The near-term cumulative projects will exacerbate the existing queuing deficiency in left-turn lane on the southbound approach to the intersection; however, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts. Therefore, there will be ***Less Than Significant Impacts***.

Cumulative Year 2040 No Project Conditions

The results of the analyses in the TIS indicate the intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations and the average delays with the Project are within 0.7 seconds of the average delays without the Project. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project. Therefore, the Project does not exacerbate the delays and level of service at the intersection by a significant amount and does not cause a significant traffic impact. Therefore, there will be ***Less Than Significant Impacts***

Cumulative 2040 With Project Traffic Conditions

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations and the average delays with the Project are within 0.7 seconds of the average delays without the Project. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project. Therefore, the Project does not exacerbate the delays and level of service at the intersection by a significant amount and does not cause a significant traffic impact. Therefore, there will be ***Less Than Significant Impacts***.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Project Impact Analysis: ***Less Than Significant Impact***

According to General Plan Policy: TC-1.16 Tulare County LOS Standards call for an LOS of "D" or better. As noted in the Traffic impact study, the Proposed Project would not lower the LOS of intersections in the area below "D". Additionally, the Regional Transportation Plan, prepared by the TCAG, notes that "[t]he Cities of Visalia, Tulare and Porterville have the most traffic congestion in Tulare County and are candidates for TSM strategies."[21] As the Project site is located in a transitional area between urban and rural areas, the Proposed Project is not anticipated to have an immediate impact on high congestion areas of Tulare

[21] Tulare County Association of Governments Regional Transportation Plan, page 3-62.

County. Potential Project-specific impacts related this Checklist Item will be ***Less Than Significant***.

Potential Project-specific impacts related this Checklist Item will be ***Less Than Significant***.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the TIAR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, Tulare County 2030 General Plan EIR, and the TCAG Regional Transportation Plan.

As noted in the Response to Item 3.16 a), the proposed Project would have a less than significant cumulative impact in 2040. As such, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

Project Impact Analysis: ***Less Than Significant Impact***

The nearest airport to the project site is Visalia Municipal Airport. The Tulare County Airport Land Use Commission (ALUC) noted on September 8, 2010 that the existing and proposed operation would not impact aviation facilities or traffic. In addition, the ALUC noted that the Proposed Project will not conflict with Tulare County Airport Land Use Plan (CALUP) policy. No Project-specific impacts will occur as a result of the proposed Project.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

Less Than Significant Cumulative Impacts related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Project Impact Analysis: ***No Impact***

The proposed Project will be accessed/egress via a single entrance/exit north of Avenue 280 (Caldwell Avenue). Also, an emergency access point will be constructed at the southeast

corner of the site (west of the Roeben Street alignment and Avenue 280 (Caldwell Avenue). The proposed Project will not result in sharp curves, dangerous intersections, or incompatible uses.

As the proposed Project is an entirely new development, there will be an increase in the volume of customer vehicles accessing/egressing the site from Avenue 280 (Caldwell Avenue). However, as concluded in the TIS, the amount of vehicles per day will not result in changes to any Level of Service nor would it substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. The proposed Project site access/egress will be located at a sufficient distance from any intersection to allow for safe vehicular access/egress to and from the site. Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, no significant design changes that would result in a hazard are proposed. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

e) Result in inadequate emergency access?

Project Impact Analysis: ***No Impact***

The proposed Project will be accessed/egress via a single entrance/exit north of Avenue 280 (Caldwell Avenue). Also, an emergency access point will be constructed at the southeast corner of the site (west of the Roeben Street alignment and Avenue 280 (Caldwell Avenue)).

As a result of a single access/egress point to the Project site, the proposed Project will result in ***No Impacts*** related to this Checklist Item.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project site will be developed with adequate access for emergency vehicles. The Project will not cumulatively limit access/egress to any of the surrounding properties. Therefore, ***No Cumulative Impact*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Project Impact Analysis: ***Less Than Significant Impact***

The roads adjacent to the surrounding the project site do not currently include sidewalks, bus stops, bus turnouts, or bike lanes. The nearest Visalia City Coach services is fixed route transit service is Route 2A. Route 2A provides Sundays only service along Caldwell Avenue, then north at Akers Avenue; however, there is no direct service west of Akers Avenue along Caldwell Avenue. The nearest bus stops which could serve the Project site (Route 2A) are located along Caldwell Avenue (east of Akers Avenue) and Akers Avenue (north of Caldwell Avenue); there is neither fixed route transit service nor transit stops near the Project site along Caldwell Avenue (Avenue 280). According to the City of Visalia General Plan, future Roeben Road is designated as a Class II Bikeway and Caldwell Avenue (Avenue 280) is designated as a Class III Bikeway. As most of the additional daily trips will be traffic from light-duty vehicles, it is not anticipated that the proposed Project will result in an substantial increase in the demand for public transit, bicycle facilities, or pedestrian facilities.

The proposed Project includes a zone change. Approval of the zone change will not conflict with TCAG Regional Transportation Plan as the zone change is necessary to accommodate the proposed Project as a mini storage facility rather than a potential use than would increase population which could result in more bicyclists.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in TCAG Regional Transportation Plan.

The roads adjacent to the surrounding Project site do not include sidewalks, bus stops, bus turnouts, or bike lanes. As most of the additional daily trips will be truck traffic from light and heavy vehicles, it is not anticipated that the proposed Project will increase the demand for public transit, bicycle facilities, or pedestrian facilities which would result in a decrease of performance or safety of such facilities. Therefore, there will be a ***Less Than Significant Cumulative Impact*** to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

ACRONYMS

AWSC	All-Way Stop-Controlled
HCM	Highway Capacity Manual
LOS	Level of Service
TWSC	Two-Way Stop-Controlled

REFERENCES

City of Visalia General Plan Update, October 2014

Tulare County 2030 General Plan, August 2012

Tulare County General Plan Background Report, February 2010

Guide for the Preparation of Traffic Impact Studies, California Department of Transportation (Caltrans), December 2002

2011 Regional Transportation Plan, Tulare County Association of Governments (TCAG), July 11, 2012

2010 Tulare County Regional Bicycle Transportation Plan, Tulare County Association of Governments (TCAG)

CEQA Guidelines

Avenue 280 Road-Widening Project Environmental Impact Report, County of Tulare - Resource Management Agency; prepared by ICF International, May 2012

"Traffic Impact Study Proposed Mini Storage Facility Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment Tulare County, California", March 2015 prepared by Peters Engineering Group.

Utilities and Service Systems
Chapter 3.17

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant*** impacts to Utilities and Service Systems with mitigation. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

This section of the Draft Environmental Impact Report (DEIR) addresses potential impacts to Utilities and Service Systems. As required in Section 15126, all phases of the proposed Project will be considered as part of the potential environmental impact.

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]
The environmental setting provides a description of the Utilities and Service Systems setting in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project

[1] CEQA Guidelines, Section 15126.2 (a)

is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Increase wastewater beyond existing treatment capacity per the RWQCB
- Result in the need for waste water infrastructure that would cause impacts
- Result in the need for waste water infrastructure that would cause impacts
- Result in the need for water supplies or entitlements
- Result in the determination by the wastewater provider that it has adequate capacity
- Served by a landfill with sufficient permitted capacity to Project's needs
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs

ENVIRONMENTAL SETTING

"Tulare County and special districts provide many important services to County residents and businesses in unincorporated communities and hamlets such as water, wastewater, storm drainage, solid waste removal, utilities, communications, fire protection, law enforcement, and a number of other community facilities and services (schools, community centers, etc.)."[2]

"Water districts supply water to communities and hamlets throughout the County. Most communities and some hamlets have wastewater treatment systems; however, several communities including Three Rivers, Plainview, Alpaugh, and Ducor rely on individual septic systems. Storm drainage facilities are generally constructed and maintained in conjunction with transportation improvements or new subdivisions in communities. Solid waste collection in the County is divided into service areas, as determined by the Board of Supervisors, with one license for each area. Southern California Edison provides electric service to the south and central areas of Tulare County while PG&E provides electric service in the north. The Gas Company is the primary provider of natural gas throughout the County."[3]

On August 28, 2012, the Board of Supervisors approved the closure of the Earlimart, Balance, Rock, Badger, and Kennedy Meadows Transfer Stations. Although, it was determined that there is sufficient capacity in the land fills, expansions of other transfer stations throughout Tulare County is desirable.

Sewer

The proposed Project will include a septic system (i.e., septic tank and leach field) to accommodate the wastewater resulting from the office/residential use.

Water

The domestic water service provider for the site is California Water Service Company (Cal Water) with the source being groundwater. CalWater has an existing main line located near the southeast corner of the site.

[2] Tulare County 2030 General Plan, page 14-3
[3] Ibid. 14-3

Drainage

The Project will have an on-site storage basin for storm water and on-site drainage flows.

County of Tulare Solid Waste Services

Solid waste disposal is provided by the City of Visalia for weekly solid waste collection. Solid waste collected for the Project site is deposited at the Visalia Land Fill. Mr. Scott Pfanstiel, (Tulare County Solid Waste Department) indicated that aerial usage rate estimates 140 years remaining before the landfill reaches capacity. No constraints to growth have been identified.

The Tulare County Environmental Health Agency holds two biannual hazardous material drop off events in which residents of Tulare County can drop off their household recyclable and disposable hazardous materials. The Project is not anticipated to generate hazardous materials.

As noted in the Visalia General Plan "t[The City of Visalia hosts "Dump-On-Us" events four times a year for city residents to drop off residential hazardous waste. Accepted items include small appliances, cell phones, fencing material, air conditioning/heating units, tires, scrap metal, mattresses, yard waste, and other types of ewaste."[4]

REGULATORY SETTING

Federal Agencies & Regulations

Resource Conservation and Recovery Act (RCRA)[5]

Congress passed RCRA on October 21, 1976 to address the increasing problems the nation faced from our growing volume of municipal and industrial waste. RCRA, which amended the Solid Waste Disposal Act of 1965, set national goals for:

- Protecting human health and the environment from the potential hazards of waste disposal.
- Conserving energy and natural resources.
- Reducing the amount of waste generated.
- Ensuring that wastes are managed in an environmentally-sound manner.

To achieve these goals, RCRA established three distinct, yet interrelated, programs:

- The solid waste program, under RCRA Subtitle D, encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste.

[4] City of Visalia FEIR, page 3.11-11
[5] http://www.epa.gov/epawaste/laws-regs/rcrahistory.htm

- The hazardous waste program, under RCRA Subtitle C, establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal — in effect, from "cradle to grave."

- The underground storage tank (UST) program, under RCRA Subtitle I, regulates underground storage tanks containing hazardous substances and petroleum products.

RCRA banned all open dumping of waste, encouraged source reduction and recycling, and promoted the safe disposal of municipal waste. RCRA also mandated strict controls over the treatment, storage, and disposal of hazardous waste.

State Agencies & Regulations

California Global Warming Solutions Act of 2006 (AB 32)

With the passage of AB 32, the State Board Air Resources Board was required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. To achieve this requirement, a scoping plan was adopted in 2008 that includes high recycling and zero waste as a way to reduce greenhouse gas emissions from landfills. "As virgin raw materials are replaced with recyclables, a large reduction in energy consumption should be realized. Implementing programs with a systems approach that focus on consumer demand, manufacturing, and movement of products will result in the reduction of greenhouse gas emissions and other co-benefits."[6]

Local Policy & Regulations

Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the proposed Project are listed below.

PFS-2.1 Water Supply - The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

PFS-2.3 Well Testing - The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

PFS-2.4 Water Connections - The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where

[6] Climate Change Scoping Plan, page 62

such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

PFS-2.5 New Systems or Individual Wells - Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

PFS-3.1 Private Sewage Disposal Standards - The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity - The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

PFS-3.4 Alternative Rural Wastewater Systems - The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

PFS-4.2 Site Improvements - The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

PFS-4.3 Development Requirements - The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

PFS-4.4 Stormwater Retention Facilities - The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

PFS-4.5 Detention/Retention Basins Design - The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

PFS-4.7 NPDES Enforcement - The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

PFS-5.3 Solid Waste Reduction - The County shall promote the maximum feasible use of solid waste reduction, recycling, and composting of waste, strive to reduce commercial and industrial waste on an annual basis, and pursue financing mechanisms for solid waste reduction programs.

PFS-5.4 County Usage of Recycled Materials and Products - The County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible.

PFS-5.8 Hazardous Waste Disposal Capabilities - The County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan.

IMPACT EVALUATION

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The Project will utilize a new, on-site septic system with septic tank and leach lines to accommodate the wastewater resulting from the office/residential use. Any new septic system is reviewed by the Tulare County Environmental Health Services Division and the applicant will be required to adhere to these requirements. As the Project will not connect to an existing wastewater treatment facility, it will not eceed wastewater reatment requirements of the applicable Regional Water Quality Control Board. Therefore, ***Less Than Significant Impacts With Mitigation*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the requirements of the Central Valley Regional Water Quality Control Board. As noted above, ***Less Than Significant Cumulative Impacts With Mitigation*** related to this Checklist Item will occur.

Mitigation Measure(s):

See Mitigation Measure 6-2

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of the Mitigation Measure 6-2, a ***Less Than Significant Project-specific Impacts*** and ***Less Than Significant Cumulative Impacts With Mitigation*** to this Checklist Item will occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Project Impact Analysis: ***No Impact***

The Project site will utilize an on-site, new septic system with septic tank and leach lines to accommodate the wastewater resulting from office/residential use. The proposed Project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities as the Project would not cause significant environmental effects ***No Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

The Project will utilize a new septic system with leach lines, no wastewater treatment provider are proposed. Domestic water service for the site will be provided by California Water Service Company (CalWater) A Will-Serve letter from Calwater is included in as part of Appendix "E" of this DEIR . As such ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s):

17-1 The applicant shall prepare a SWPPP prior to construction and keep it on site per the NPDES requirements.

Also, See Mitigation Measures 6-1, 6-2, and 9-1 through 9-5

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of the Mitigation Measure 17-1, 6-1, 6-2, and 9-1 through 9-5; potential impacts to this Checklist Item will be reduced to ***Less Than Significant Project-specific Impacts*** and ***Less Than Significant Cumulative Impacts With Mitigation*** will occur.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

As noted in the discussion of Item **9 c-f Hydrology and Water Quality**, a drainage basin will be included as part of the proposed Project for storm-water detention; and the proposed Project will not create or contribute runoff water.

The proposed Project will include an on-site drainage basin, it will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, and will not cause significant environmental effects. Therefore, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the requirements of Central Valley Regional Water Quality Control Board. The proposed Project will retain storm water on site. As no off-site storm water impacts will occur, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s):

17-2 Compliance with the NPDES permit, preparation and implementation of SWPPP, and the filing of a NOI with the CVRWQCB.

17-3 Design a retention basin as necessary, sized to retain storm water on site as not to create flooding.

Conclusion: ***Less Than Significant Impact With Mitigation***

As noted earlier, with implementation of Mitigation Measures 17-2 and 17-3 the potential Project-specific impacts related to this Checklist Item will be reduced to a ***Less Than Significant*** level. As such, ***Less Than Significant Cumulative Impacts*** will also occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Project Impact Analysis ***Less Than Significant Impact With Mitigation***

Water supply for the Project will be provided by the California Water Service Company (Cal Water). (See Will Serve letter dated February 24, 2015, Appendix I). With **Mitigation Measure 9-7 and 9-8**, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

In addition to the analysis above, as noted in Section 3.9 Item b), the proposed Project will be ***Less Than Significant Impact With Mitigation*** related to this Checklist Item.

Mitigation Measure(s):

See Mitigation Measures 9-7 and 9-8.

Conclusion: ***Less Than Significant Impact With Mitigation***

e) Result in a determination by the wastewater treatment provide near term, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Project Impact Analysis: ***Less Than Significant Impact With Mitigation***

The Project site will utilize an on-site, new septic system with spetic tank and leach lines to accommodate the wastewater resulting from office/residential use. ***Less Than Significant Impacts With Mitigation*** related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the requirements of Tulare County Environmental Health Services Department.

As noted in Section 3.9 Item b), the proposed Project will result in a ***Less Than Significant Impact With Mitigation*** related to this Checklist Item.

Mitigation Measure(s):

See Mitigation Measure 9-3.

Conclusion: ***Less Than Significant Impact With Mitigation***

As noted earlier, ***Less Than Significant No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Project Impact Analysis: ***No Impact***

The proposed Project will not generate solid waste in quantities that will potentially impact a landfill in an adverse manner, as such; it will be served by a landfill with sufficient permitted

capacity to accommodate the Project's solid waste disposal needs. Solid waste disposal will be provided by the City of Visalia through weekly solid waste collection and will be deposited at the Visalia Land Fill. Mr. Scott Pfanstiel (Tulare County Solid Waste Department) indicated that aerial usage rate shows 140 years remaining of landfill capacity. No constraints to growth have been identified.

Therefore, the proposed Project will have ***No Project-specific Impacts*** related to this Checklist Item.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Project Impact Analysis: ***No Impact***

The proposed Project does not involve a landfill, a materials transfer station, or a composting facility. All applicable federal, state, and local statutes and regulations related to solid waste will be strictly adhered to.

The proposed Project will result in ***No Project-specific Impacts*** related to this Checklist Item.

Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is Tulare County, the State of California, and the United States of America. This cumulative analysis is based on the Federal, State, and Local requirements, including requirements of Cal Recycle, California Air Resources Board, and Tulare County Environmental Health.

As noted earlier, ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measure(s): ***None Required.***

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

REFERENCES

Tulare County 2030 General Plan, August 2012

Climate Change Scoping Plan, California Air Resources Board for the State of California, December 2008

EPA's Summary of the Resource Conservation and Recovery Act, which can be accessed at: http://www.epa.gov/epawaste/laws-regs/rcrahistory.htm

Cal Recycle website, which can be accessed at: http://www.calrecycle.ca.gov/swfacilities/Permitting/permittype/FullPermit/

CEQA Guidelines

Mandatory Findings of Significance
Chapter 3.18

SUMMARY OF FINDINGS

None of the conditions stated below under Section 15065(a) (1)-(4) are present due to the impacts from the proposed Project. The impacts to the below resources are therefore ***Less Than Significant***.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

CEQA Guidelines "Mandatory Findings of Significance" (Section 15065(a)) lists the following potential impacts that need to be addressed by a lead agency:

> 15065(a): *"A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:*
>
> > *(1) The project has the potential to: substantially 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; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.*
> >
> > *(2) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.*
> >
> > *(3) The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
> >
> > (4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts may result from construction or implementation/operation of a project. An EIR has been prepared for the proposed Project, which fully addresses all of the Mandatory Findings of Significance, as described below.

Under Section 15065(a) of the CEQA Guidelines, a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial or potentially substantial adverse change in any

of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." This EIR, in its entirety, addresses and discloses potential environmental affects associated with construction and operation of the proposed Project, including direct, indirect, and cumulative impacts related to the following environmental factors:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

As summarized in Project Requirements/Mitigation Measures Section, this EIR discusses potential environmental resource impacts, the level of significance prior to mitigation, project requirements that are otherwise required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

This section of the Draft Environmental Impact Report (DEIR) meets CEQA requirements by making Mandatory Findings of Significance relative to impacts of the proposed Project site located in the San Joaquin Valley portion of Tulare County. The "Environmental Setting" section summarizes environmental resources in the region with special emphasis on the proposed Project site and vicinity. The "Regulatory Setting" provides a description of applicable State and local regulatory policies. A description of the potential impacts of the proposed Project is also provided and includes the identification of feasible mitigation to avoid or lessen the impacts.

Long Term Impacts

As described in Section 15065(a)(2), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. This document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis.

Cumulative Impacts

Under Section 15065(a)(1) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.3 (Biological Resources) of the EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

Impacts to Species

Section 15065(a)(1) of the CEQA Guidelines states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of Public Resource Code Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources.

Impacts to Historical Resources

Section 15064.5 of the CEQA Guidelines establishes standards for determining the significance of impacts to historical resources and archaeological sites that are an historical resource. Section 3.5 Cultural Resources of this EIR (which is supported by a Cultural Resources Technical Report) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Impacts on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people will be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings will be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, transportation/traffic, and utilities, which are addressed in this EIR.

Thresholds of Significance

The geographical area may be countywide, statewide, or nationwide, depending on the nature of the impact. Thresholds of Significance for impacts to biological resources are addressed in detail in Chapter 3.4 Biological Resources of this document. Thresholds of Significance for impacts to cultural resources, including impacts to historic and prehistoric resources, are addressed in Chapter 3.5 Cultural Resources of this document.

ENVIRONMENTAL SETTING

"Tulare County… is located in a geographically diverse region with the majestic peaks of the Sierra Nevada framing its eastern region, while its western portion includes the San Joaquin valley floor, which is very fertile and extensively cultivated. Tulare County is the second-leading agricultural-producing county in the U.S. Fresno County is currently (2004) the top producer. In addition to its agricultural production, the county's economic base also includes agricultural packing and shipping operations."[1]

The 19.3-acre Project Site is located in agricultural lands of the San Joaquin Valley just outside the city limits of Visalia, California. Caldwell Avenue (also known as County Road J30 and Avenue 280) forms the site's southern boundary. Roeben Road forms its eastern boundary. The site comprises level land used for flood irrigated agriculture. The elevation of the site is approximately 300 feet NGVD.

Native Vegetation

The native vegetation of the Valley is predominately characterized by the purple needlegrass series, valley oak series, vernal pools and wetland communities, and blue oak series. Fauna associated with this section include mule deer (Odocoileus hemionus), black-tailed deer (Odocoileus hemionus columbianus), coyotes (Canis latrans), white-tailed jackrabbits (Lepus townsendii), kangaroo rats (Dipodomys ingens), kit fox (Vulpes macrotis), and muskrats (Ondatra Zibethicus). Birds include waterfowl, hawks, golden eagles (Aquila chrysaetos), owls, white-tailed kites (Elanus leucurus), herons, western meadowlark (Sturnella neglecta) and California quail (Callipepla californica).[2]

BIOLOGICAL RESOURCES

As indicated in the Biotic Evaluation (Appendix "B" of the EIR) prepared by consultants Live Oak Associates Inc; ". . . The entire project site was devoted to the production of corn at the time of the field survey conducted on August 20, 2014. A review of satellite imagery suggests that this site has been used for irrigated agriculture for many years going back to at least 1998. Given that the entire site is in irrigated agriculture, habitats once native to the San Joaquin Valley are no longer present on the site. Similarly, native vascular plants are absent. Terrestrial vertebrate species occurring on the site are those that are adapted annual disturbance associated with irrigated agriculture. Special status plant and animal species are absent. Waters of the United States, including wetlands, are also absent from the site."[3]

CULTURAL RESOURCES

"Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register

[1] General Plan Background Report, page 1-2
[2] Ibid. 9-10
[3] Ibid. page ii

of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources."[4]

As noted in Chapter 3.5 Cultural Resources, RMA consulted with the Native American Heritage Commission (NAHC). The NAHC provided a consultation list of tribal government contacts for each tribe with traditional lands or cultural places located within the area of potential effect.

The records search included historic sites listed on the National Register of Historic Places, California Register of Historic Resources, and California Points of Historical Interest, State Historic Landmarks, and California Inventory of Historic Resources. The records search included historic sites listed on the National Register of Historic Places, the California Inventory of Historic Resources, the California State Historic Landmarks Registry, and in the Center files of pertinent historical and archaeological data. The Center staff cautioned; however, that despite the absence of documented cultural resources within the project area, undiscovered potentially significant resources might still exist in the area. The Center recommended that if cultural resources are unearthed during any ground disturbance activities, all work must halt in the area and a qualified archaeologist be contacted. Mitigation Measures 5-1 through 5-3 would reduce potential Project-specific and Cumulative impacts related to this resource Item to ***Less Than Significant***.

REGULATORY SETTING

Federal Agencies & Regulations

See Chapters 3.4 and 3.5 of this document for federal regulations related to biological and cultural resources; respectively.

State Agencies & Regulations

See Chapters 3.4 and 3.5 of this document for state regulations related to biological and cultural resources; respectively.

Local Policy & Regulations

See Chapters 3.4 and 3.5 of this document for local regulations related to biological and cultural resources; respectively.

IMPACT EVALUATION

Would the project:

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?

[4] Op. Cit. 9-56

Findings: Impacts to Biological Resources

Project Impact Analysis: ***Less Than Significant Impact***

A biotic evaluation of the Project site was conducted by consultants Live Oak Associates, Inc. The evaluations in their entirety can be found in Appendix "B". The biological assessment is based upon database and literature searches, as well as a site visit. The biological evaluation determined that no federal or state listed species would be adversely impacted. Therefore, ***Less Than Significant Impact*** would occur.

Cumulative Impact Analysis: ***Less Than Significant Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley, the State of California, and the Western United States. As noted in Chapter 3.4, cumulative impacts related to Biological Resources will be ***Less Than Significant***.

Mitigation Measure(s): ***None Required.***

Conclusion: ***Less Than Significant Impact***

Potential Project-specific and cumulative impacts to Biological Resources will be ***Less Than Significant***.

Findings: Impacts to examples of the major periods of California history or prehistory

Project Impact Analysis: ***Less Than Significant Impact with Mitigation***

Chapter 3.5, Cultural Resources, discusses impacts to historic and prehistoric resources in depth. Mitigation Measures have been included to address the potential of cultural resources being unearthed as a result of Project-related ground excavation activities. County Staff requested and received a cultural records search which did not identify any cultural resources on or within a ½ mile radius of the Project site. The records search included historic sites listed on the National Register of Historic Places, the California Inventory of Historic Resources, the California State Historic Landmarks Registry, and in the Center files of pertinent historical and archaeological data (see Appendix "C" of this DEIR). In addition, Mitigation Measures 5-1 through 5-3 are included in the unlikely event that human remains are unearthed during Project-related ground excavation activities. Implementation of Mitigation Measures 5-1 through 5-3 will reduce any significant impacts to ***Less Than Significant***.

Cumulative Impact Analysis: ***Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is Tulare County. The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. The proposed Project will be mitigated to ***Less Than Significant Project-specific Impacts and Less Than Significant Cumulative Impacts With Mitigation*** Measures

Mitigation Measure(s):

See Mitigation Measures outlined in Chapter 3.5 (5-1 through 5-3)

Conclusion: ***Less Than Significant Impact With Mitigation***

Less Than Significant Project-specific and Cumulative Impacts to Cultural Resources will result from the proposed Project with implementation of Mitigation Measures.

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)?

Project Impact Analysis: ***See Chapter 4***

Cumulative impacts are discussed within the analysis of each Checklist Item. In addition, cumulative impacts are summarized in Chapter 4.

"CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. A consideration of actions included as part of a cumulative impact scenario can vary by geographic extent, time frame, and scale. They are defined according to environmental resource issue and the specific significance level associated with potential impacts. CEQA Guidelines 15130(b) requires that discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines note that the cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-only impacts and should be guided by the standards of practicality and reasonableness and focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impacts."[5]

Cumulative Analysis: ***See Chapter 4***

Cumulative impacts are discussed within the analysis of each Checklist Item. In addition, cumulative impacts are summarized in Chapter 4.

Conclusion for Cumulative Impacts to Biological Resources (Chapter 3.4): ***Less Than Significant.***

Conclusion for Cumulative Impacts to Cultural Resources (Chapter 3.5): ***Less Than Significant Impact With Mitigation.***

With implementation of Mitigation Measures 3.5-1 through 3.5-3, potential Project specifics and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant***. Cumulative impacts are discussed within the analysis of each Checklist item. In addition, cumulative impacts are summarized in Chapter 3.5.

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

Project Impact Analysis: ***Less Than Significant Impact with Mitigation***

[5] Tulare County 2030 General Plan RDEIR, pages 5-3 to 5-4

The proposed Project will result in potential impacts to Aesthetics, Geology and Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, and Utilities and Service Systems which could adversely affect human beings. However, the implementation of Mitigation Measures 1-1 through 1-3 (Aesthetics), 5-1 through 5-3 (Cultural Resources), 6-1 through 6-2 (Geology and Soils), 8-1 (Hazards & Hazardous Material), 9-1 through 9-8 (Hydrology & Water Quality), 12-1 (Noise), and 17-1 through 17-3 (Utilities and Service Systems will reduce the proposed Project's potential impacts to a less than significant level.

Conclusion for adverse effects on human beings, either directly or indirectly to Aesthetics (Chapter 3.1): ***Less Than Significant Impact With Mitigation.***

Conclusion for adverse effects on human beings, either directly or indirectly to Geology and Soils (Chapter 6.1): ***Less Than Significant Impact With Mitigation.***

Conclusion for adverse effects on human beings, either directly or indirectly to Hazards & Hazardous Materials (Chapter 3.8): ***Less Than Significant Impact With Mitigation.***

Conclusion for adverse effects on human beings, either directly or indirectly to Hydrology & Water Quality (Chapter 3.9): The proposed Project will result in ***Less Than Significant Project-specific and Cumulative Impacts With Mitigation Measures*** 9-1 through 9-8 related to this Checklist item**.**

Conclusion for adverse effects on human beings, either directly or indirectly to Utilities (Chapter 3.17): ***Less Than Significant Impact With Mitigation.***

Mitigation Measure(s):

See Mitigation Measures outlined in Chapter 8

Conclusion: ***Less Than Significant Impact With Mitigation***

There will be No Significant environmental effects which will cause substantial adverse impacts to human beings either directly or indirectly.

DEFINITIONS/ACRONYMS

See Chapters 3.4 and 3.5 of this document for definitions related to biological and cultural resources.

REFERENCES

Tulare County 2030 General Plan, August 2012

Tulare County 2030 General Plan: Recirculated Draft EIR, February 2010

CEQA Guidelines

Summary of Cumulative Impacts
Chapter 4

CUMULATIVE IMPACTS ANALYSIS UNDER CEQA

Section 15355 Cumulative Impacts

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."[1]

Section 15130 Discussion of Cumulative Impacts

"(a) An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in section 15065(a) (3). Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

(1) As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.

(2) When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.

(3) An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall

[1] 2013 CEQA Guidelines, Section 15355

identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

(1) Either:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

(3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and

(5) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

(c) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

(d) Previously approved land use documents, including, but not limited to, general plans, specific plans, regional transportation plans, plans for the reduction of greenhouse gas emissions, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area wide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.

(e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section15183(j)."[2]

Tulare County is the geographic extent for most impact analysis. This geographic area is the appropriate extent because of the following reasons:

1. The proposed Project is in Tulare County and County of Tulare is the Lead Agency;
2. Tulare County General Plan polices applies to the proposed Project.

The basis for other resource specific cumulative impact analysis includes:

- For Air Quality and Greenhouse Gas emissions it is the San Joaquin Valley Air Basin
- For Biological Resources it is the San Joaquin Valley
- For Hydrology it is the Tulare Lake Basin.

PAST, PRESENT, PROBABLE FUTURE PROJECTS

Tulare County Association of Governments (TCAG) Blueprint Scenario

Under the Tulare County Regional Blueprint Preferred Growth Scenario, TCAG suggested a 25% increase over the status quo scenario to overall density by 2050. The preferred growth scenario principles included directing growth towards incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are/or will be provided. Another relevant preferred scenario is the creation of urban separators around cities. The Project location is outside incorporated areas and would be consistent with the goal of separating urban boundaries.[3]

Tulare County 2030 General Plan

The Cumulative Analysis outlined in the Tulare County General Plan Update 2030 Recirculated Draft EIR notes regional population growth (which in part was developed by the Tulare County

[2] Ibid. Section 15130 (e)
[3] TGAG Blueprint 2050, Preferred Scenario (2009)

Association of Governments) and a number major of projects. Regional population projections are provided in the Table 4-1.[4]

Table 4-1
Regional Population Projections and Planning Efforts

Jurisdiction	General Plan Planning Timeframe	General Plan Buildout Population	Significant Environmental Impacts
City of Dinuba	2006-2026	33,750	Farmland conversion; conflicts with agricultural zoning and Williamson Act contracts; conversion of agricultural soils to non-agricultural use; regional air quality impacts; and climate change-greenhouse gases.
City of Woodlake			Unavailable.
City of Visalia	1991-2020	165,000	Air quality; biological resources; land use conflicts; noise; transportation/traffic; mass transit; agricultural resources; water supply; and visual resources.
City of Tulare	2007-2030	134,910	Farmland conversion; aesthetics; water supply; traffic; air quality; global climate change; noise; flooding from levee or dam failure; biological resources; and cultural resources.
City of Farmersville	2002-2025	12,160	Agricultural resources; agricultural land use conflicts; air quality; and traffic circulation.
City of Exeter			Information unavailable at time of analysis.
City of Lindsay	1990-2010	17,500	Air quality and farmland land conversion.
City of Porterville	2006-2030	107,300	Farmland conversion; air quality; noise; and biological resources.
City of Kingsburg	1992-2012	16,740	Farmland conversion and air quality.
City of Delano	2005-2020	62,850	Air quality; noise; farmland conversion; disruption of agricultural production; and conversion of agricultural soils to non-agricultural use.
County of Fresno	2000-2020	1,113,790	Farmland conversion; reduction in agricultural production; cancellation of Williamson Act Contracts; traffic; transit; bicycle facilities; wastewater treatment facilities; storm drainage facilities; flooding; police protection; fire protection; emergency response services; park and recreation facilities; library services; public services; unidentified cultural resources; water supply; groundwater; water quality; biological resources; mineral resources; air quality; hazardous materials; noise; and visual quality.
County of Kern	2004-2020	1,142,000	Air quality; biological resources; noise; farmland conversion; and traffic.

[4] Tulare County 2030 General Plan Recirculated Draft EIR, page 5-4 to 5-5

Jurisdiction	General Plan Planning Timeframe	General Plan Buildout Population	Significant Environmental Impacts
County of Kings*	1993-2005	149,100 (low) 228,000 (high)	Biological resources; wildlife movement; and special status species.

** The adopted Kings County General Plan did not identify a projected population for 2005. The General Plan does include population projections for 2010, which is included in this table.*

SOURCE: City of Delano, 1999; City of Dinuba, 2008; City of Farmersville, 2003; City of Kingsburg, 1992; City of Lindsay, 1989; City of Porterville, 2007; City of Visalia, 2001, 1991; County of Fresno, 2000; County of Kern, 2004; County of Kings, 2009; DOF, 2007; TCAG, 2008.

In addition to the Regional Growth Projections used for the cumulative impact analysis, the Tulare County General Plan Update 2030 Recirculated Draft EIR noted the following Major Projects:

- ***Goshen:*** Status – GPI allowed to proceed. On March 29, 2006, the Tulare County Resource Management Agency convened a meeting with 30 property owners, land developers, services providers, and their representatives, having a development interest in Goshen. The purpose of the meeting was to "…discuss the potential for joint cooperation amongst the various developers and property owners to achieve a well planned community and to foster the spirit of cooperation" towards completion of the Community Plan update and EIR. The proposed planning study area boundary would add approximately 3,277 acres to the existing Goshen UDB, as opposed to the Draft Goshen Community Plan UDB which adds 422 acres using a needs-based analysis patterned on historical growth trends extrapolated 20 years into the future. The revised boundary incorporates the GPI applicants' lands, the hamlet of West Goshen, and additional land to be held in reserve for future growth. The applicant's land excluding Mangano's "Westfield" totals 661 acres. The area is bound on the north by Avenues 320 and 312, encompassing West Goshen; by Roads 52 and 56 on the west; by State Hwy. 198 on the south; and by Camp Road and Road 76 on the east at the City of Visalia's Sphere of Influence. This 'study' area will be the focus of technical analysis that will set a proposed Urban Development Boundary in which build-out will be contemplated for preparation of the new Goshen Community Plan, EIR and Infrastructure Master Plan. Since the study area involves lands not owned or controlled by the developers, the MOU agreement to be negotiated will contain a provision to reimburse the developers for expenses incurred when development authorized by the new plan occurs.
- ***Yokohl Ranch***: Status – GPI allowed to proceed in February 2007. On September 13, 2005, the Tulare County Resource Management Agency received a request from the J.G. Boswell Company and the Eastlake Company, to initiate the formal process to amend the Tulare County General Plan, including the Foothill Growth Management Plan (FGMP), to change the land use designation for the 36,000 acre Yokohl Ranch property from 'Extensive Agriculture' to 'Planned Community Area'. According to the applicants, the proposed amendment will result in master planned communities that balance the needs for housing, neighborhood commercial uses, recreation, ranching operations and open space. As such,

40% (14,400 acres) of the ranch is proposed for development with 60% (21,600 acres) of the property to remain as untouched open space and ranchlands. The developed portions of the ranch will include the Village of Yokohl Ranch, an active adult community accessible to Yokohl Drive; and a Ranch Resort Lodge Enclave located in the northern reaches of the site, approximately four miles south of Lake Kaweah.

- ***Rancho Sierra:*** Status – GPA approved. The project site consists of 114.6 acres. The site was a golf course facility located on both sides of Liberty Avenue (Avenue 264), east of Road 124, south of the city of Visalia. There are 30 existing homes within the golf course area but not a part of this application. The intended use is to subdivide the site into 175 single family residential lots. The project has been approved.
- ***Earlimart:*** Status – GPI allowed to proceed January 2006. On September 9, 2005, the Tulare County Resource Management Agency received a request from the Earlimart Development Group, a land development partnership comprised of four business owners with interests in 1,491 acres of private property located both within and outside of the existing Earlimart Urban Development Boundary. The Group is seeking authorization to file an amendment to the Tulare County General Plan, specifically the Earlimart Community Plan (1988). In addition to an updated Community Plan, an Infrastructure Master Plan and Program EIR for the update will also be prepared. The applicants proposed that a 7,680 acre planning study area be established. The area is bounded in the north by Avenue 68 (Deer Creek as a natural boundary), in the south by Avenue 36 (White River as a natural boundary), in the east by Road 144, and in the west by Road 120. This 'study' area will be the focus of technical analysis that will set the proposed Community Plan boundary for which the new Community Plan, EIR and Infrastructure Master Plan will be prepared. Since the study area involves lands not owned or controlled by the Development Group, the MOU agreement to be negotiated will contain a provision to reimburse the Development Group for expenses when development authorized by the new plan occurs. The Earlimart Development Group has indicated that they have contracts with the consulting firms of Hogle-Ireland, Inc., Provost & Pritchard Engineering Group, Inc. and TPG Consulting or other environmental consulting firm, to prepare the General Plan amendment. However, it is important that preparation of the EIR be managed by the County as Lead Agency for the project.

In addition to the Major Projects outlined in the Tulare County General Plan Update 2030 Recirculated Draft EIR, there are a number of other projects that may produce cumulative impacts. These projects are briefly described as follows:

- **Pena's –** The project is for Peña's Material Recovery Facility (MRF) and Transfer Station (TS)' which currently sits on 18.01 acres that are being rezoned from AE 30 to M1 Light Industrial Zoning, and rezoning 6.7 acres and 11.3 acres from residential and industrial reserve zoning to industrial zoning. The land is currently operated by Peña's Disposal, Inc. and has a previously permitted peak processing capacity of 500 tons per day (TPD). This existing facility serves the unincorporated northern portions of Tulare County and the unincorporated southern portions of Fresno County, and the City of Orange Cove in Fresno County. Within the County of Tulare, the facility serves the cities of Dinuba and Porterville, the communities of Cutler, Orosi, London, Sultana, Traver,

Seville and other smaller communities in the area that may need to utilize the facility for the recycling of source-separated recyclables, commingled recyclables, commercial and industrial rubbish, green material and wood wastes, construction and demolition wastes, and inert debris to assist in reaching the diversion goals of the California Integrated Waste Management Act of 1989 (AB 939).

- ***South County Detention Facility in Porterville*** - The project does not require rezoning of the project site, which is half in the County (which will remain in agricultural uses) and half in the City of Porterville (which will contain the facility in its entirety). The proposed project contains a build-out "footprint" for the proposed facility of approximately 15.0 acres with a new maximum security Type II facility as the primary structure entirely within the City of Porterville. The proposed project will consist of 250-cell double occupancy units (500 beds) and 14 special use beds for a total of 514 beds. In addition to the main detention facility, the proposed project will also include support service components.

  As the site is currently under agricultural production, the proposed project will require new utilities infrastructure (such as electrical, gas, phone, etc.). It will also require streets/roads improvements, potable water systems, wastewater systems, and storm water drainage infrastructure. These will be constructed or expanded to meet facility demands. It is anticipate that the project will connect with existing potable water and wastewater infrastructure provided by City of Porterville. Storm water drainage will be retained on-site until such time as storm water drainage infrastructure adjacent to the site is completed.

- ***Pixley Biogas*** - The project is for development of a biogas facility on a 2.75 acre portion of an 8.0 acre parcel. The digester will extract methane gas via an anaerobic manure digester. The facility will be used to produce 266 MMBTUS per day of biogas via anaerobic digestion of manure feedstock from a nearby dairy. The biogas produced will be used to fuel the Calgren bio-refinery facility, located adjacent to and south of the project site. Providing biogas to the Calgren facility will reduce Calgren's consumption of natural gas.

- ***Harvest Power*** – The project is for a Composting Expansion and Anaerobic Digester. The proposed project will allow a maximum total tonnage for the composting to increase from 156,000 tons per year to a potential 216,000 tons per year. An additional 60,000 tons will be allowed at the proposed anaerobic digester facility. The facility will produce transportation fuel through a compressed natural gas (CNG) refueling station.

- ***Orosi Rock*** - The project is for an amendment to Surface Mining Permit and Reclamation Plan to allow for expanded operations at this site. The Applicant requests modification of the current permit conditions including allowing year-round instead of seasonal operations and allowing mining equipment to remain onsite throughout the year. The project also includes requests increasing the excavation depth, increased annual maximum shipment, and increased annual truck trips.

  Production will be increased by 6.8 million tons of rock. The total production of aggregate will be increased to 14.3 million tons over the existing 25 year period of the

existing permit. Annual production will be a maximum of 800,000 tons of aggregate. The Project will include 10 additional employees.

- ***Tulare Solar Center*** **–** The project includes the construction of an 80 MW solar photovoltaic facility on up to 800 acres of an approximately 1,144 acre property historically used as agricultural farmland in Tulare County, California. Proposed Project construction generally requires a focus in three major areas. The areas of focus include: (1) The solar field with associated equipment, including solar PV panels/modules, racking systems, inverters, intermediate voltage transformers, access roads, and underground, above-ground, or overhead electrical systems to collect and consolidate power from across the Project; (2) A substation(s) that receives the solar field's electrical production and increases the voltage to match the voltage of the adjacent utility grid via a generator step-up transformer(s), with Project owned gen-tie lines, and (3) Any other electrical interconnection components necessary for the Project's production to reach the utility grid, including disconnect equipment, communications lines (e.g. fiber optics) and a sub-transmission tap line.

- ***Deer Creek Mine*** - The project is for an amendment to Surface Mining Permit and Reclamation Plan to allow for expanded operations at this site. The Applicant currently operates a rock and gravel surface mining operation on 98 acres. The applicant will increase annual production from 500,000, to a maximum 950,000 tons per year. The requested permit amendments will make PMR 01-001, PMR 09-002, and PSP 01-055 (ZA) consistent, and allow for heavy-duty truck hauling not to exceed 376 vehicle trips per day, with no lateral expansion of the existing approved mine footprint. The estimated total production is still 40,000,000 tons of rock material over an estimated 50-years of operation. The disturbed area is proposed to be reclaimed for grazing. The mined material will be transported by truck to the Deer Creek Rock Company site, an existing permitted rock plant adjacent to the Project site.

SUMMARY OF CUMULATIVE IMPACTS

In this summary section, mitigated impacts and unmitigable impacts will be discussed. Checklist Item criteria that would result in No Impacts or Less Than Significant Impacts are discussed in Chapter 3 and are not reiterated here.

Unavoidable Impacts

There are no significant and unavoidable impacts. All cumulative impacts have been reduced below a level of significance through mitigation.

Less than Significant Impacts with Mitigation

Cumulative impacts that can be effectively mitigated are listed in the Table 4-2.

Table 4-2
Checklist Items with Less than Significant Impact with Mitigation

Impact Section	Checklist Item #	Checklist Criteria
Aesthetics	**3.1 c)**	Substantially degrade the existing visual character or quality of the site and its surroundings?
Aesthetics	**3.1 d)**	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
Cultural Resources	**3.5 a)**	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?
Cultural Resources	**3.5 b)**	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
Cultural Resources	**3.5 c)**	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
Cultural Resources	**3.5 d)**	Disturb any human remains, including those interred outside of formal cemeteries?
Geology & Soils	**3.6 b)**	Result in substantial soil erosion or the loss of topsoil?
Geology & Soils	**3.6 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?
Geology & Soils	**3.6 d)**	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
Geology & Soils	**3.6 e)**	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
Hazards & Hazardous Materials	**3.8 a)**	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Hydrology and Water Quality	**3.9 a)**	Violate any water quality standards or waste discharge requirements?
Hydrology and Water Quality	**3.9 b)**	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
Hydrology and Water Quality	**3.9 c)**	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
Noise	**3.12 d)**	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact Section	Checklist Item #	Checklist Criteria
Utilities and Service Systems	**3.17 a)**	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
Utilities and Service Systems	**3.17 b)**	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Utilities and Service Systems	**3.17 c)**	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Utilities and Service Systems	**3.17 d)**	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
Utilities and Service Systems	**3.17 e)**	Result in a determination by the wastewater treatment provide near term, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See Chapter 8 Mitigation Monitoring Program for a comprehensive list of Mitigation Measures to be implemented as part of the proposed Project.

Less Than Significant Impacts

Table 4-3
Checklist Items with Less than Significant Impacts

Impact Section	Checklist Item #	Checklist Criteria (To be filled out after Applicant Review)
Aesthetics	**3.1 a)**	Have a substantial adverse effect on a scenic vista?
Aesthetics	**3.1 b)**	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
Agricultural Lands & Forestry	**3.2 a)**	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural uses?
Agricultural Lands & Forestry	**3.2 b)**	Conflict with existing zoning for agricultural use, or a Williamson Act contract?
Agricultural Lands & Forestry	**3.2 c)**	Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code § 12220(q), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?
Agricultural Lands & Forestry	**3.2 d)**	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of agricultural use or conversion of forest land to non-forest use?

Impact Section	Checklist Item #	Checklist Criteria (To be filled out after Applicant Review)
Air Quality	**3.3 a)**	Would the project conflict with or obstruct implementation of the applicable air quality plan?
Air Quality	**3.3 b)**	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
Air Quality	**3.3 c)**	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?
Air Quality	**3.3 d)**	Expose sensitive receptors to substantial pollutant concentrations?
Air Quality	**3.3 e)**	Create objectionable odors affecting a substantial number of people?
Biological Resources	**3.4 a)**	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
Geology & Soils	**3.6 a) i**	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
Geology & Soils	**3.6 a) ii**	Strong seismic ground shaking?
Geology & Soils	**3.6 a) iii**	Seismic-related ground failure, including liquefaction?
Geology & Soils	**3.6 a) iv**	Landslides?
Greenhouse Gas	**3.7 a)**	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
Hazards & Hazardous Materials	**3.8 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?
Hazards & Hazardous Materials	**3.8 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?
Hydrology and Water Quality	**3.9 d)**	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
Hydrology and Water Quality	**3.9 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?
Land Use	**3.10 b)**	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance)

Impact Section	Checklist Item #	Checklist Criteria (To be filled out after Applicant Review)
		adopted for the purpose of avoiding or mitigating an environmental effect?
Noise	**3.12 a)**	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
Noise	**3.12 b)**	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
Noise	**3.12 c)**	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
Noise	**3-12 e)**	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
Population & Housing	**3.13 a)**	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
Public Services	**3.14 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: **Fire Protection**
Transportation/ Traffic	**3.16 a)**	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
Transportation/ Traffic	**3.16 b)**	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
Transportation/ Traffic	**3.16 c)**	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?
Transportation/ Traffic	**3.16 f)**	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impacts

Table 4-4
Checklist Items with No Impacts

Impact Section	Checklist Item #	Checklist Criteria (To be filled out after Applicant Review)
Biological Resources	**3.4 b)**	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Impact Section	Checklist Item #	Checklist Criteria (To be filled out after Applicant Review)
Biological Resources	**3.4 c)**	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
Biological Resources	**3.4 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?
Biological Resources	**3.4 e)**	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
Biological Resources	**3.4 f)**	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?
Greenhouse Gas Emissions	**3.7 b)**	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
Hazards & Hazardous Materials	**3.8 b)**	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
Hazards & Hazardous Materials	**3.8 c)**	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
Hazards & Hazardous Materials	**3.8 d)**	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
Hazards & Hazardous Materials	**3.8 g)**	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
Hazards & Hazardous Materials	**3.8 h)**	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
Hydrology and Water Quality	**3.9 f)**	Otherwise substantially degrade water quality?
Hydrology and Water Quality	**3.9 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?
Hydrology and Water Quality	**3.9 h)**	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
Hydrology and Water Quality	**3.9 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?
Hydrology and Water Quality	**3.9 j)**	Inundation by seiche, tsunami, or mudflow?
Land Use	**3.10 a)**	Physically divide an established community?

Impact Section	Checklist Item #	Checklist Criteria (To be filled out after Applicant Review)
Land Use	**3.10 c)**	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
Mineral Resources	**3.11 a)**	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
Mineral Resources	**3.11 b)**	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
Noise	**3.12 f)**	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
Population & Housing	**3.13 b)**	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
Population & Housing	**3.13 c)**	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
Public Services	**3.14 a)**	Police protection?
Public Services	**3.14 a)**	Schools?
Public Services	**3.14 a)**	Parks?
Public Services	**3.14 a)**	Other Public Facilities?
Recreation	**3.15 a)**	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
Recreation	**3.15 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?
Transportation/ Traffic	**3.16 d)**	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
Transportation/ Traffic	**3.16 e)**	Result in inadequate emergency access?
Utilities and Service Systems	**3.17 f)**	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
Utilities and Service Systems	**3.17 g)**	Comply with federal, state, and local statutes and regulations related to solid waste?

REFERENCES

CEQA Guidelines, Sections 15130 (e) and 15355

Tulare County General Plan 2030 Update Recirculated Draft EIR, page 5-4 to 5-5

Tulare County Associated of Governments Blueprint 2050, Preferred Scenario (2009)

ALTERNATIVES
Chapter 5

INTRODUCTION

CEQA Guidelines §15126.6 require that a reasonable range of Alternatives to the proposed project be discussed in the EIR. Specific requirements include the following:

CEQA Guidelines §15126.6(a): Alternatives to the proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

CEQA Guidelines §15126.6(b): Purpose. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

CEQA Guidelines §15126.6(c): Selection of a range of reasonable alternatives. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

CEQA Guidelines §15126.6(d): Evaluation of alternatives. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an

alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

CEQA Guidelines §15126.6(e): "No project" alternative.

(1) The specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (see Section 15125).

(2) The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

(3) A discussion of the "no project" alternative will usually proceed along one of two lines:

(A) When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

(B) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

(C) After defining the no project alternative using one of these approaches, the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

CEQA Guidelines §15126.6(f): (f) Rule of reason. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.

(1) Feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

(2) Alternative locations.
   (A) Key question. The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
   (B) None feasible. If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location.
   (C) Limited new analysis required. Where a previous document has sufficiently analyzed a range of reasonable alternative locations and environmental impacts for projects with the same basic purpose, the lead agency should review the previous document. The EIR may rely on the previous document to help it assess the feasibility of potential project alternatives to the extent the circumstances remain substantially the same as they relate to the alternative.

(3) An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

"15021. Duty to minimize environmental damage and balance competing public objectives
(a) CEQA establishes a duty for public agencies to avoid or minimize environmental

damage where feasible.

(1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.

(2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

(b) In deciding whether changes in a project are feasible, an agency may consider specific economic, environmental, legal, social, and technological factors.

(c) The duty to prevent or minimize environmental damage is implemented through the findings required by Section 15091.

(d) CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment."[1]

FACTORS CONSIDERED IN ANALYSIS OF ALTERNATIVES

In this Alternatives analysis the following criteria will be used:

Evaluation Criteria 1: Project Specific Elements

As contained in Chapter 2, the Project Specific Elements are as follows:

- General Plan Amendment (No. GPA 14-007); which will amend the Tulare County Land Use Element of the General Plan to change the land use designation on a 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial."
- Change of Zone; a request to change from the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The proposed zone change would allow, as noted in the zoning code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[2]; and
- Development of the site to the proposed mini-storage operation.

Evaluation Criteria 2: Project Objectives

As contained in Chapter 2, the Project Objectives are as follows:

- **Efficient Business Operations** - The proposed Project is intended to implement Derrel's Mini Storage strategic business plan by planning, designing, constructing, and operating a

[1] 2013 CEQA Guidelines, Section 15021
[2] Tulare County Zoning Ordinance, page 13

facility which is economically, technologically and environmentally feasible with Tulare County.

- **Minimize Costs -** Although there may be many theoretical alternatives, there are only a few alternatives that could potentially be implemented due to costs involved in the alternative. Considerable increases in costs can render a project alternative infeasible. Considerable costs include land acquisition costs, increased utility costs, additional costs to undertake an entitlement, and cost to initiate a new environmental process As the Project site area is currently vacant; land clearing or removal of existing structures is not necessary. To minimize land cost, the proposed Project would be developed on a vacant site formerly used for agricultural operations. Additional land acquisitions cost would be avoided as the applicant is the owner of the subject site as opposed to having to purchase a different location.

Evaluation Criteria 3: Operational Efficiency

As the proposed Project involves a new business, operational efficiency accomplished in practice of this specific use (i.e., a mini-storage facility) is a major concern in the long-term viability of the business. Operational efficiency affects both operational costs and operational effectiveness through the maximization of equipment a site and location. Daily vehicle traffic is a factor as pass-by traffic is exposed to a Darrel's Mini Storage, thus location serves as an important marketing tool. In addition, proximity to other mini-storage facilities or other Darrel's Mini Storage facilities would also not be conducive to efficiency.

Evaluation Criteria 4: Lessen Significant Impacts

Each alternative should be analyzed to assess the potential to reduce or entirely avoid significant impacts.

Evaluation Criteria 5: Physical Feasibility (Land Size and Configuration Constraints)

Physical feasibility is required because if site for a particular alternative is too small or if the components of the proposed Project cannot be configured on the site, then the alternative would not feasible and should be eliminated from review.

ALTERNATIVES ANALYSIS

Alternative 1: No-Project

The No Project Alternative, by definition, would not meet the objectives of the proposed Project. Under the No-Project alternative, the activities and improvements discussed in Chapter 2 of this Draft EIR would not be implemented. These include the following:

- General Plan Amendment;
- Change of Zone; and
- Development of the site to the proposed mini-storage operation.

For the reasons summarized above, and discussed in greater detail in Chapter 5 of this DEIR, Alternative 1 is inferior to the proposed Project.

Alternative 2: Alternative Location

The parcel was purchased by the Applicant in 2006. The applicant previously considered alternative three sites within the City of Visalia:

- One site was located east of Mooney Boulevard, as such it did not meet Derrel's marketing strategy to locate a site in southwest Visalia;
- All three sites were too close to an existing Derrel's Mini Storage (near Caldwell Avenue and Santa Fe Street);
- One site was too small, thus it did not meet the size criteria; and
- One site was not for sale and also lacked necessary infrastructure

The applicant concluded that that none of these alternative sites suited the business needs in serving the southwest Visalia area. As such, the proposed Project site is the superior location to meet the business needs of the applicant.

Alternative 3: Reduced size of the entire Project site

Alternative 3 would result in a reduced footprint consisting of less square footage for storage. Such reduction would result in cost inefficiencies as the cost-to-return ratio would result in a nonviable, non-sustainable business investment. From an operational point of view, the reduction in size would result in an underutilized parcel, and operational inefficiencies, and would not achieve the economic objectives of the proposed Project.

Some of the environmental impacts associated with development of this site on a smaller scale would result in similar or less impacts than those discussed in this Draft EIR for the proposed Project. However, as noted earlier, the reduced size would not achieve the economic objectives of the proposed Project.

For the reasons discussed above, Alternative 3 is inferior to the proposed Project.

Alternative 4: Alternative configuration

This Alternative would not reduce environmental impacts, as the potential impacts identified in this document are not related to site layout. Due to the rectangular shape of the parcel (that is, short frontage and rear, and lengthy sides) and its location immediately adjacent to Avenue 280 (Caldwell Avenue), the proposed layout cannot be altered as it is the most space efficient design. Further, access and egress will occur from and to Avenue 280 (Caldwell Avenue) thereby limiting the configuration as proposed. Although physically possible, it would not result in reducing potential impacts beyond the impacts discussed in various resource Chapters. Lastly, most of the environmental issues associated with Alternative 4 would be similar to those of the proposed Project.

For the reasons discussed above, Alternative 4 is inferior to the proposed Project.

POTENTIAL IMPACTS OF ALTERNATIVES

The Table 5-1 is a generalized comparative assessment of potential impacts of the alternatives.

Table 5-1
Alternatives Potential Impact Analysis

	No Project #1	Alternative Location #2	Reduced Size #3	Alternative Configuration #4
Aesthetics	Less	Similar	Similar	Similar
Agriculture and Forestry Resources	Less	Similar	Less	Similar
Air Quality	Less	Similar	Less	Similar
Biological Resources	Less	Similar	Similar	Similar
Cultural Resources	Less	Similar	Similar	Similar
Geology and Soils	Less	Similar	Similar	Similar
Greenhouse Gas Emissions	Less	Similar	Less	Similar
Hazards and Hazardous Materials	Less	Similar	Similar	Similar
Hydrology and Water Quality	Less	Similar	Similar	Similar
Land Use and Planning	Less	Similar	Similar	Similar
Mineral Resources	Less	Similar	Similar	Similar
Noise	Less	Similar	Less	Similar
Population and Housing	Less	Similar	Similar	Similar
Public Services	Less	Similar	Similar	Similar
Recreation	Less	Similar	Similar	Similar
Transportation and Traffic	Less	Similar	Similar	Similar
Utilities and Service Systems	Less	Similar	Similar	Similar
Mandatory Findings of Significance	Less	Similar	Similar	Similar
Cumulative Impacts	Less	Similar	Similar	Similar
Impact Reduction	Yes	Yes & No	Yes & No	No

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Alternative 1 is the environmentally superior alternative as no physical changes would occur whatsoever; therefore, no impacts would occur to any of the resources contained in the environmental Checklist. In addition, Table 5-1 lists "Less" on Agriculture, Air Quality, Quality, and Greenhouse Gases for the other alternatives as having a lesser environmental impact than the Project. It would; however, be accurate to state that most of the Alternatives have GHG impacts. However, the Environmentally Superior Alternative would not meet Evaluation Criteria 1: Project Specific Elements (that is**,** General Plan Amendment, Change of Zone; and Development of the site to the proposed mini-storage operation) nor would it meet Evaluation Criteria 2: Project Objectives (that is, an efficient business operations through implementation of Derrel's Mini Storage strategic business plan by planning, designing, constructing, and operating a facility which is economically, technologically and environmentally feasible and Minimize Costs such as site acquisition costs, increased utility costs, additional costs to undertake an entitlement,

and cost to initiate a new environmental process).

ALTERNATIVES ANALYSIS

The proposed Alternatives were analyzed based on the five evaluation criteria listed earlier (See **Table 5-2)**. All the Alternatives considered would not meet all of the objectives of the proposed Project. In addition, each of the Alternatives has other individual deficiencies.

Table 5-2
Alternatives Evaluation Criteria

	No Project #1	**Alternative Location #2**	**Reduced Size #3**	**Alternative Configuration #4**
1. Project Specific Elements	No	Yes	Yes	Yes
2. Project Objectives	No	Yes	No	Yes
3. Operational Efficiency	No	Yes	No	Yes
4. Lessen Significant Impacts	Yes	Unknown	Yes	No
5. Physical Feasibility	No	Yes	No	No

None of the Alternatives would result in meeting the overall Evaluation Criteria; as such, none of the Alternatives would fully to meet the overall business objectives of the proposed Project.

In conclusion, none of the Alternatives meets all of the objectives of the proposed Project. After this full, substantial, and deliberate analysis the proposed Project remains the preferred alternative.

Economic, Social, and Growth Inducing Impacts Chapter 6

INTRODUCTION

This chapter discusses economic, social and growth inducing effects of the Project. Table 6-1 provides the CEQA requirements and a summary of the impact analysis.

Table 6-1

Summary of Economic, Social, and Growth Inducing Impacts

Topic	Summary of Impact	CEQA Requirement
Economic Impact	The proposed Project will not result in negative impacts to the region. It may result in an increase in economic benefits to the region, since the proposed Project will provide six (6) new and permanent jobs once the facility is operational and 60 temporary construction-related jobs during the estimated 18-month construction period.	CEQA does not have specific requirements for evaluating the economic impacts of a proposed Project. Section 15131 of CEQA Guidelines states that "Economic or social information may be included in an EIR or may be presented in whatever form the agency desires."
Social Impact	The proposed Project will not result in a disproportionate effect on minority populations, low income populations, or Native Americans. The proposed Project does not pose any adverse environmental justice issues that would require mitigation.	The social impacts of a project include environmental justice considerations. California Government Code Section 65040.12 defines Environmental Justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies."
Growth Inducing Effect	The proposed Project will not result in significant growth inducing impacts. The proposed Project will provide six (6) new and permanent jobs once the facility is operational and 60 temporary construction-related jobs. The Project will not result in new housing. Growth inducing impacts will be less than significant.	CEQA Guidelines § 15126.2 (d) provides guidance for analyzing impacts due to growth inducement, including discussing ways in which the project could foster economic or population growth, the construction of additional housing, or other factors which could remove obstacles to population growth or encourage and facilitate other activities which could impact the environment individually or cumulatively.

Therefore, implementation of the proposed Project will result in ***Less Than Significant*** environmental impacts, either individually or cumulatively, caused by either economic, social, or growth inducing effects. No mitigation measures are required.

DEMOGRAPHICS

"Tulare County has one of the highest rates of unemployment in California and the nation, due in large part to the seasonal nature of agricultural employment. "The unemployment rate in the Tulare County was 15.9 percent in February 2013, down from a revised 16.8 percent in January

2013, and below the year-ago estimate of 17.6 percent. This compares with an unadjusted unemployment rate of 9.7 percent for California and 8.1 percent for the nation during the same period."[1] The general demographic information can be found in Table 6-2.

Table 6-2
Profile of General Population and Housing Characteristics, 2010[2]

Demographic Profile Data	Tulare County
Population	
Total	442,179
% Hispanic or Latino	60.6%
% not Hispanic or Latino	39.4%
White alone	27.5%
Black or African American alone	0.4%
Asian alone	0.2%
Some other race alone	0.1%
Two or more races	1.4%
Housing	
Total housing units	141,696
Occupied Housing Units	130,352
Vacant housing units	11,344
Owner-occupied housing units	76,586 (58.8%)
Renter-occupied housing units	53,766 (41.2%)
Homeowner vacancy rate (%)	2.4%
Renter vacancy rate (%)	5.8%

ECONOMIC IMPACTS

Under CEQA Guidelines 15131, "[e]conomic or social information may be included in an EIR or may be presented in whatever form the agency desires.

(a) Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to

[1] State of California Employment Development Department, Labor Market Information Division, (March 29, 2013) http://www.calmis.ca.gov/file/lfmonth/visa$pds.pdf
[2] U.S. Census Bureau, 2010 Demographic Profile Data http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml

trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

(b) Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant. As an additional example, if the construction of a road and the resulting increase in noise in an area disturbed existing religious practices in the area, the disturbance of the religious practices could be used to determine that the construction and use of the road and the resulting noise would be significant effects on the environment. The religious practices would need to be analyzed only to the extent to show that the increase in traffic and noise would conflict with the religious practices. Where an EIR uses economic or social effects to determine that a physical change is significant, the EIR shall explain the reason for determining that the effect is significant.

(c) Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the project."[3]

Economic Benefits of the proposed Project

The proposed Project will result in six (6) new and permanent jobs once the facility is operational. In addition, 60 temporary construction-related jobs during the estimated 18-month construction period will occur. Development of the proposed Project will provide additional property tax revenue for the County of Tulare.

SOCIAL EFFECTS

Environmental Justice

"The basis for environmental justice lies in the Equal Protection Clause of the U.S. Constitution. The Fourteenth Amendment expressly provides that the states may not "deny to any person within [their] jurisdiction the equal protection of the laws" (U.S. Constitution, amend. XIV, §1).

On February 11, 1994, President Clinton signed Executive Order (E.O.) 12898, titled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The executive order followed a 1992 report by the U.S. Environmental Protection Agency (U.S. EPA) indicating that "[r]acial minority and low-income populations experience higher than average exposures to selected air pollutants, hazardous waste facilities, and other forms of environmental pollution." Among other things, E.O. 12898 directed federal agencies to incorporate environmental justice into their missions."[4]

Environmental Justice in Cal Recycle Strategy

The Integrated Waster Management Board has committed to Environmental Justice as note in their 2001 Strategic Plan. "[T]he Board is committed to protecting the environment and public

[3] CEQA Guidelines, Section 15131
[4] General Plan Guidelines, page 22

health and safety in a manner that does not unfairly affect any group. Through the objectives and strategies listed below, we will examine all of our programs and activities to identify opportunities to reach out to low-income and minority populations to ensure that we provide the information and technical assistance needed to participate in a meaningful manner; and to address the disproportionate impacts of pollution on low-income and minority populations."[5]

Inappropriateness of Affordable Housing

The General Plan Amendment portion of the Project proposes changing the land use designation of the 19.33 acres from "Agricultural" to "Commercial". The Zone Change portion of the project proposes changing the zoning from AE-20 (Exclusive Agriculture – 20 acre minimum) to C-3 (Service Commercial). The proposed zone change would allow, as noted in the zoning code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects."[6]

The reduction of 19.33 acres of land designated as Agricultural will not impact the County's ability to provide land suitable for residential development. The 2014-2023 Regional Housing Needs Assessment (RHNA) allocated a total 7,081 units to unincorporated areas of the County to meet the January 1, 2014 - September 30, 2023 existing and projected housing need. The allocation included 1,177 units for very low income households; 1,065 units for low income; 1,169 units for moderate income; and 3,370 units for above moderate income. The Tulare County Housing Element was certified by the State Department of Housing and Community Development (HCD) in June 2012 and an update must be certified by the HCD by December 31, 2015.

The Project site is not suitable for affordable housing due to the current agricultural and proposed commercial density zoning. Typically, affordable housing projects require high-densities to maintain economic and financial viability. Low densities typically do not result in enough income volume to pay for the cost of construction. In addition, the Project site is not located adjacent to a bus line, it is not near high-density residential development, nor is it within the central portion (e.g., a downtown) of the community which would place additional hardships and increase the cost of living for potential low-income residents.

Appropriateness of location

As noted in Chapter 3.10 Land Use & Planning, the Project site is located inside Tulare County's Urban Area Boundary (UAB), outside and adjacent to Tulare County's Urban Development Boundary (UDB), partially within the City of Visalia's Urban Growth Boundary (UGB), and entirely within the City of Visalia's Sphere of Influence (SOI). As Project site is located on the edge of the urban development boundary, the project site adjacent to rural residences to the east and northeast, and agricultural uses to the south, west, and northwest. As noted in Chapter 5 Alternatives, the location is also the environmentally superior Alternate which also meets the business needs in serving the southwest Visalia area.

[5] Integrated Waster Management Board, Strategic Plan, 2001, page 20
[6] Tulare County Zoning Ordinance, page 13

GROWTH INDUCEMENT

As outlined in the CEQA Guidelines § 15126.2 (d), growth-inducing impact of the proposed Project should "[d]iscuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."[7]

Generally, growth inducing impacts are a result of very large businesses or very large housing developments. A large influx of jobs or people would require additional services which could potentially induce growth related impacts. The proposed Project involves a mini-storage facility that is more similar to a mini-warehousing facility than a high volume commercial use. The proposed Project is estimated to result in six (6) new permanent jobs once the facility is operational and 60 temporary construction-related jobs during the estimated 18-month construction period. As these jobs typically do not require high skilled labor, it will not be necessary to recruit higher skilled persons beyond the region of the Project and it is anticipated that the majority of temporary employees will be current residents within or near the Visalia area. As such, the proposed Project will not significantly induce growth. See summary in **Table 6-3**.

Table 6-3
Growth Impacts

Potential Growth Inducing Impacts	Discussion
Economic/Population Growth	The proposed Project will result in six new, permanent jobs once the facility is operational and approximately 60 temporary construction-related jobs during the estimated 18-month construction period. The proposed Project will result in an economic benefit for Tulare County as it will result in a higher property tax rate than an agricultural use; however, the proposed Project will not induce substantial growth resulting in a ***Less Than Significant Impact*** to population growth.
Foster the Construction of Additional Housing	The proposed Project will not result in a need for additional housing.
Other Activities	The proposed Project will not induce other growth related activities.

As noted in Table 6-3, ***Less Than Significant*** growth inducing impacts are anticipated.

[7] CEQA Guidelines, Section 15126.2

UNMITIGABLE IMPACTS
Chapter 7

NO ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED

Under CEQA Guidelines Section 15126.2 (b), "[w]here there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the Project is being proposed, notwithstanding their effect, should be described."[1] This analysis should include a description of any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.

The proposed Project will result in a no significant and unavoidable impacts. All resource impacts have been found to be Less Than Significant, or have been mitigated to a level considered Less Than Significant.

NO IRREVERSIBLE IMPACTS

Under CEQA Guidelines Section 15126.2 (c), "[u]ses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)"[2]

The resources committed to the proposed Project are standard resources necessary for the construction and operation of a mini storage facility. Although the site was used for farming purposes, it is currently void of permanent vegetation (such as trees, shrubs, or agricultural crops). Through the use of project design features, the Project applicant will provide permanent agricultural easements to offset the conversion of the site to the proposed mini-storage facility. Through "green" development practices including air quality, and greenhouse gas emission reductions through material, product choices and through conservation of electricity and water, this proposed Project will reduce the irreversible life-cycle costs of the proposed Project. The proposed Project will be in compliance with the goals of AB32 and the Climate Change Scoping Plan that outlines GHG reductions to 1990 levels.

As contained in CEQA Guidelines Section 15043, "[a] public agency may approve a Project even though the Project would cause a significant effect on the environment, if the agency makes

[1] CEQA Guidelines, Section 15126.2 (b)
[2] CEQA Guidelines, Section 15126.2 (c)

a fully informed and publicly disclosed decision that:

(a) There is no feasible way to lessen or avoid the significant effect (see Section 15091); and
(b) Specifically identified expected benefits from the Project outweigh the policy of reducing or avoiding significant environmental impacts of the Project."[3]

"An agency may prepare a statement of overriding considerations. As noted in CEQA Guidelines Section 15093, "CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed Project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable."[4]

"When the lead agency approves a Project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record."[5]

"If an agency makes a statement of overriding considerations, the statement should be included in the record of the Project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091."[6]

NO STATEMENT OF OVERRIDING CONSIDERATIONS

Based on the analysis contained in this EIR, There is No Environmental Impacts That Cannot Be Avoided and there is no irreversible impact; therefore, a Statement of Overriding Considerations is not necessary. The Project's merits and objectives are discussed in the Project Description and are found to be consistent with the intent of Tulare County 2030 General Plan. In addition, the Project's merits outweigh any unavoidable and unmitigatable impacts warranting a Statement of Overriding Considerations.

PROJECT BENEFIT STATEMENTS

Project Benefit # 1: Prevention of Farmland Conversion

As a component of the Design Features of the proposed Project, the applicant will immediately purchase a temporary agricultural easement at a ratio of 1 acre of developed property for 1 acre of conserved agricultural land (a 1:1 ratio). This amount of 1:1 ratio is represented by 19.33 acres on like site within the County. Any replacement acreage will be to the satisfaction of the Planning Director of Tulare County. This land will stay in active agriculture until the land is

[3] CEQA Guidelines, Section 15043
[4] Ibid., Section 15093 (a)
[5] Ibid., Section 15093 (b)
[6] Ibid., Section 15093 (c)

prepared for development, as indicated by an application being made to the County for development of a project on like property. At that time, the applicant will purchase an agricultural land conservation easement, of like agricultural land within the County, on the entire 19.33 acres to be maintained and kept in agriculture in perpetuity.

The "ultimate" agricultural easement shall be placed on other suitable and agriculturally compatible property, of the same soil types and arability, within Tulare County; at a replacement ratio of 1:1, and to be established as an agricultural easement in perpetuity. The site lacks irrigation water, which historically have resulted in sub-optimal/economically unproductive dry-farming. As such, the proposed Project would assist the State in meeting renewable portfolio standards on property that is not currently being put to the highest and best use.

The proposed zone change would allow, as noted in the Tulare County Zoning Code, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[7]

Project Benefit #2: Job Creation

The Project will create a total of 6 new, full time, permanent jobs (including a Resident Manager) within Tulare County. During the anticipated 18-month construction period, approximately 60 temporary, short-term construction-related jobs would be created.

Project Benefit #3: Increase Business needs to southwest Visalia

The proposed Project meets the business needs in serving the southwest Visalia area. Mini storage facilities help keep neighborhoods clean by preventing outdoor clutter (for example, they provide space to store items out of their garages, thereby allowing them to park their cars in the garage and off the driveway.)

The facility will provide RV and boat storage thereby removing the need for RV or boat storage in front of a residence and/or to comply with local ordinances that do not allow RV or boat storage in residential areas.

Mini storage can also serve as an incubator of small business by providing an affordable place for start-up companies to store goods.

Mini storage provides storage for old medical and legal files at one-fourth the cost of office space.

Project Benefit # 4: Implementation of Countywide General Plan Policies

Tulare County's General Plan Policies that are in with the Project's purpose and objectives are included in each CEQA Checklist Resource chapter contained in Chapters 3-1 thru 3-17. Two

[7] Tulare County Zoning Ordinance, page 13

hundred nineteen (219) General Policies apply to this Project; below is a summary of those policies:

I. AESTHETICS – 8 Policies

LU-5.3	Storage Screening
LU-7.6	Screening
LU-7.14	Contextual and Compatible Design
LU-7.19	Minimize Lighting Impacts
SL-1.1	Natural Landscapes
SL-1.2	Working Landscapes
ERM-1.15	Minimize Lighting Impacts
ERT-5.18	Night Sky Protection

II. AGRICULTURAL LANDS & FORESTRY RESOURCES – 11 Policies

AG-1.1	Prim ary Land Use
AG-1.3	Williamson Act
AG-1.4	Williamson Act in UDBs and HDBs
AG-1.6	Conservation Easements
AG-1.7	Preservation of Agricultural Lands
AG-1.8	Agriculture within Urban Boundaries
AG-1.9	Agricultural Preserves Outside Urban Boundaries
AG-1.10	Extension of Infrastructure into Agricultural Areas
AG-1.11	Agricultural Buffers
AG-1.17	Agricultural Water Resources.
LU-2.6	Industrial Development

III. AIR QUALITY – 25 Policies

AQ-1.1	Cooperation with Other Agencies
AQ-1.2	Cooperation with Local Jurisdictions
AQ-1.3	Cumulative Air Quality Impacts
AQ-1.4	Air Quality Land Use Compatibility
AQ-1.5	California Environmental Quality Act (CEQA) Compliance
AQ-1.7	Support Statewide Climate Change Solutions
AQ-1.8	Greenhouse Gas Emissions Reduction Plan/Climate Action Plan
AQ-1.9	Support Off-Site Measures to Reduce Greenhouse Gas Emissions
AQ-1.10	Alternative Fuel Vehicle Infrastructure
AQ-2.1	Transportation Demand Management Programs
AQ-2.2	Indirect Source Review
AQ-2.3	Transportation and Air Quality
AQ-2.4	Transportation Management Associations
AQ-2.5	Ridesharing
AQ-3.1	Location of Support
AQ-3.2	Infill near Employment

AQ-3.3 Street Design
AQ-3.4 Landscape
AQ-3.5 Alternative Energy Design
AQ-3.6 Mixed Land Uses
AQ-4.1 Air Pollution Control Technology
AQ-4.2 Dust Suppression Measures
AQ-4.3 Paving or Treatment of Roadways for Reduced Air Emissions
AQ-4.5 Public Awareness.
AQ-4.6 Asbestos Airborne Toxic Control and Dust Protection

IV. BIOLOGICAL RESOURCES – 5 Policies

ERM-1.1 Protection of Rare and Endangered Species
ERM-1.2 Development in Environmentally Sensitive Areas
ERM-1.4 Protect Riparian Areas
ERM-1.15 Minimize Lighting Impacts
ERM-1.16 Cooperate with Wildlife Agencies

V. CULTURAL RESOURCES – 3 Policies

ERM-6.2 Protection of Resources with Potential State or Federal Designations
ERM-6.3 Alteration of Sites with Identified Cultural Resources
ERM-6.4 Mitigation

VI GEOLOGY AND SOILS – 6 Policies

ERM-7.2 Soil Productivity
ERM-7.3 Protection of Soils on Slopes
HS-2.1 Continued Evaluation of Earthquake Risks
HS-2.4 Structure Siting
HS-2.7 Subsidence
HS-2.8 Alquist-Priolo Act Compliance

VII. GREENHOUSE GAS EMISSIONS – 4 Policies

AQ-1.7 Support Statewide Climate Change Solutions
AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan
AQ-1.9 Support Off-Site Measures to Reduce Greenhouse Gas Emissions
AQ-1.10 Alternative Fuel Vehicle Infrastructure

VIII. HAZARDS AND HAZARDOUS MATERIALS – 4 Policies

HS-3.1 Airport Land Use Compatibility Plan
HS-4.1 Hazardous Materials
HS-4.3 Incompatible Land Uses
HS-4.4 Contamination Prevention

IX HYDROLOGY AND WATER QUALITY - 18 Policies

PF-4.14	Compatible Project Design
AG-1.17	Agricultural Water Resources
HS-4.4	Contamination Prevention
HS-5.2	Development in Floodplain Zones
HS-5.4	Multi-Purpose Flood Control Measures
HS-5.9	Floodplain Development Restrictions
HS-5.10	Flood Control Design
HS-5.11	Natural Design
WR-2.2	National Pollutant Discharge Elimination System (NPDES) Enforcement
WR-2.3	Best Management Practices (BMPs)
WR-2.4	Construction Site Sediment Control
WR-2.5	Major Drainage Management
WR-2.6	Degraded Water Resources
WR-2.8	Point Source Control
WR-3.3	Adequate Water Availability
WR-3.5	Use of Native and Drought Tolerant Landscaping
WR-3.6	Water Use Efficiency
WR-3.10	Diversion of Surface Water

X LAND USE AND PLANNING - 72 Policies

PF-1.2	Location of Urban Development
PF-4.1	CACUABs for Cities
LU-3.8	Rural Residential Interface
PF-4.14	Compatible Project Design
PF-4.17	Cooperation with Individual Cities
PF-4.18	Future Land Use Entitlements in a CACUDB
PF-4.19	Future Land Use Entitlements in a CACUAB
PF-4.21	Application of the RVLP Checklist to Control Development in a CACUAB
ED-1.5	Regional Cooperation
ED-3.1	Diverse Economic Base
HS-3.1	Airport Land Use Compatibility Plan
PFS-1.4	Standards of Approval
RVLP-1.4	Determination of Agriculture Land
PF 1.6	Appropriate Land Uses By Location
AG 1.6	Conservation Easements
LU 1.1	Smart Growth and Healthy Communities
LU 1.2	Innovative Development
LU 1. 10	Roadway Access
LU 2.1	Agricultural Lands
LU 2.3	Open Space Character

LU 4.5	Commercial Building Design
LU 7.3	Friendly Streets
LU 7.4	Streetscape Continuity
LU 7. 7	Parking Location
LU 7.1 O	Gateway/Entry Points
LU 7.17	Shared Parking Facilities
LU 7.19	Minimize Glare
ED 2.4	Job Quality Diversity
SL 1.1	Natural Landscapes
SL 1.2	Working Landscapes
SL 3.3	Highway Commercial
ERM 4.1	Energy Conservation and Efficiency Measures
ERM 4.2	Streetscape and parking Area Improvements for Energy Conservation
ERM 4.8	Energy Efficiency Standards
AQ 1.3	Cumulative Air Quality Impacts
AQ 1.5	California Environmental Quality Act Compliance
AQ 2.2	Indirect Source Review
AQ 2.4	Transportation Management Associations
AQ 3.3	Street Design
AQ 3.4	Landscape
AQ 3.5	Alternative Energy Design
AQ 4.1	Air Pollution Control Technology
AQ 4.2	Dust Suppression Measures
AQ 4.3	Paving or Treatment of Roadways for Reduced Air Emissions
HS 8. 14	Sound Attenuation
WR 2.1	Protect Water Quality
WR 2.4	Construction Site Sediment Control
WR 3.5	Use of native and Drought Tolerant Landscaping
TC 1.13	Land Dedication for Roadways and other Travel Modes
TC 1.14	Roadway Facilities
TC 1.15	Traffic Impact Study
TC 1.16	County Level of Service Standards
TC 4.4	Nodal Land use Patterns that Support Public Transit
TC 4.7	Transit Ready Development
TC 5.2	Consider Non-Motorized Modes in Planning and Development
TC 5.3	Provision for Bicycle Use
TC 5.4	Design Standards for Bicycle Routes B-13
TC 5.5	Facilities
PFS 1.2	Maintain Existing Levels of Service
PFS 1.3	Impact Mitigation
PFS 1.4	Standards of Approval
PFS 2.2	Adequate Systems
PFS 2.4	Water Connections
PFS 3.2	Adequate Capacity
PFS 3.3	New Development Requirements
PFS 4.2	Site Improvements

PFS 4.3 Development Requirements
PFS 4.4 Stormwater Retention Facilities
PFS 4.5 Detention/Retention Facilities
PFS 5.6 Ensure Capacity
PFS 7.2 Fire Protection Standards
PFS 7.7 Cost Sharing

XI MINERAL RESOURCES – 1 Policy

ERM-2.10 Incompatible Development

XII NOISE – 14 Policies

HS-8.1 Economic Base Protection
HS-8.2 Noise Impacted Areas
HS-8.3 Noise Sensitive Land Uses
HS-8.4 Airport Noise
HS-8.6 Noise Level Criteria
HS-8.8 Adjacent Uses
HS-8.10 Automobile Noise Enforcement
HS-8.11 Peak Noise Generators
HS-8.13 Noise Analysis
HS-8.14 Sound Attenuation Features
HS-8.15 Noise Buffering
HS-8.16 State Noise Insulation
HS-8.18 Construction Noise
HS-8.19 Construction Noise Control

XIII. POPULATION AND HOUSING – 4 Policies

Housing Policy 1.11
Housing Policy 1.14
Housing Policy 1.33
Housing Policy 3.11

XIV PUBLIC SERVICES – 10 Policies

PFS-7.1 Fire Protection
PFS-7.2 Fire Protection Standards
PFS-7.3 Visible Signage for Roads and Buildings
PFS-7.5 Fire Staffing and Response Time Standards
PFS-7.6 Provision of Station Facilities and Equipment
PFS-7.8 Law Enforcement Staffing Ratios
PFS-7.9 Sheriff Response Time
PFS-7.12 Design Features for Crime Prevention and Reduction
PFS-8.1 Work with Local School Districts

PFS-8.4 Library Facilities and Services

XV RECREATION – 3 Policies

ERM-5.2 Park Amenities
ERM-5.3 Park Dedication Requirements
ERM-5.5 Collocated Facilities

XVI TRANSPORTATION/TRAFFIC – 13 Policies

LU-5.5 Access
LU-7.3 Friendly Streets
LU-7.4 Streetscape Continuity
TC-1.13 Land Dedication for Roadways and Other Travel Modes
TC-1.14 Roadway Facilities
TC-1.15 Traffic Impact Study
TC-1.16 County Level of Service (LOS) Standards
TC-3.3 Airport Enhancement
TC-3.4 Airport Compatibility
TC-3.6 Airport Encroachment
TC-5.3 Provisions for Bicycle Use
TC-5.4 Design Standards for Bicycle Routes
HS-1.9 Emergency Access

XVII. UTILITIES AND SERVICE SYSTEMS - 18 Policies

PFS-2.1 Water Supply
PFS-2.3 Well Testing
PFS-2.4 Water Connections
PFS-2.5 New Systems or Individual Wells
PFS-3.1 Private Sewage Disposal Standards
PFS-3.2 Adequate Capacity
PFS-3.4 Alternative Rural Wastewater Systems
PFS-4.1 Stormwater Management Plans
PFS-4.2 Site Improvements
PFS-4.3 Development
PFS-4.4 Stormwater Retention Facilities.
PFS-4.5 Detention/Retention Basins Design
PFS-4.7 NPDES Enforcement.
PFS-5.1 Land Use Compatibility with Solid Waste Facilities
PFS-5.3 Solid Waste Reduction
PFS-5.4 County Usage of Recycled Materials and Products
PFS-5.8 Hazardous Waste Disposal Capabilities
PFS-5.9 Agricultural Waste

Project Benefit # 6: Implementation of City of Visalia's Policies.

City of Visalia's General Plan DEIR, Chapter Three 3.1 through 3.17 Policies that are in with the Project's purpose and objectives are included in each CEQA Checklist Resource. Forty-three (43) General Policies apply to this Project; below is a summary of some of those policies:

AESTHETICS– 10 Policies:

SL-1.1 Natural Landscapes - During review of discretionary approvals, including parcel and subdivision maps, the County shall as appropriate, require new development to not significantly impact or block views of Tulare County's natural landscapes.

1. Be sited to minimize obstruction of views from public lands and rights-of-ways,
3. Screen parking areas from view,
4. Include landscaping that screens the development,
5. Limit the impact of new roadways and grading on natural settings, and
6. Include signage that is compatible and in character with the location and building design.

SL-1.2 Working Landscapes. The County shall require that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape.

1. Referencing traditional agricultural building forms and materials,
2. Screening and breaking up parking and paving with landscaping, and
3. Minimizing light pollution and bright signage.

SL-2.4 New Billboards. Unless superseded by State law, the County shall prohibit billboards and other forms of offsite advertising along State scenic highways, County scenic routes, and within areas designated for agriculture and open space.

SL-3.2 Urban Expansion–Edges. The County shall design and plan the edges and interface of communities with working and natural landscapes to protect their scenic qualities by:

1. Maintaining urban separators between cities and communities, Visalia General Plan Draft Environmental Impact Report 3.13-6
2. Encouraging cities to master plan mixed-density neighborhoods at their edges, locating compatible lower density uses adjacent to working and natural landscapes, and
3. Protecting important natural, cultural, and scenic resources located within areas that may be urbanized in the future.

LU-P-28 Continue to use natural and man-made edges, such as major roadways and waterways within the City's Urban Area Boundary, as urban development limit and growth phasing lines.

LU-P-34 Work with Tulare County to prevent urban development of agricultural land outside of the current growth boundaries and to promote the of use agricultural preserves, where they will promote orderly development.

LU-P-37 Adopt specific development standards for scenic entryways (gateways) and roadway corridors into the City, including special setback and landscape standards, open space and park development, and/or land use designations.

These standards will apply to the west and east entries into Visalia along Highway 198 and to the "gateway boulevards" identified in the Transportation Element: Caldwell and Riggin Avenues; Shirk Road; and Lovers Lane.

LU-P-40 Where possible, through the Site Plan Review process, retain native trees as landscape elements and for shading.

LU-P-72 Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.

LU-P-106 Develop performance standards to supplement and augment design standards to minimize the negative impacts (glare, signage, noise, dust, traffic) associated with the establishment of new or expansion of existing service commercial and industrial development.

AIR QUALITY – 4 Policies

AQ-P-2 Require use of Best Management Practices (BMPs) to reduce particulate emission as a condition of approval for all subdivisions, development plans and grading permits, in conformance with the San Joaquin Valley Air Pollution Control District Fugitive Dust Rule.

AQ-P-9 Continue to mitigate short-term construction impacts and long-term stationary source impacts on air quality on a case-by-case basis and continue to assess air quality impacts through environmental review. Require developers to implement Best Management Practices (BMPs) to reduce air pollutant emissions associated with the construction and operation of development projects.

AQ-P-13 Promote and expand the trip-reduction program for City employees to reduce air pollution and emissions of greenhouse gas.

AQ-P-6 Amend the Street Tree Ordinance to promote use of plants and trees that are efficient pollutant absorbers

GREENHOUSE GASES – 2 Policies

T-P-20 Work with major employers and the Tulare County Association of Governments (TCAG) to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips and provide better utilization of the transportation system through development and implementation of Transportation Demand Management (TDM) strategies that are tailored to the needs of geographic areas within the City and the time period of traffic congestion.

A-P-16 Prepare and adopt a Climate Action Plan that incorporates a Greenhouse Gas (GHG) Emissions Reduction Plan. The GHG Emissions Reduction Plan will quantify current and anticipated future emissions and focus on feasible actions the City can take to minimize the adverse impacts of General Plan implementation on climate change and air quality.

HAZARDOUS MATERIALS: - 4 Policies

S-P-40 Continue to rely on the Tulare County Office of Emergency Services to maintain inventories of available resources to be used during disasters.

S-P-41 Continue to upgrade preparedness strategies and techniques in all departments so as to be prepared when disaster, either natural or man-made, occurs.

PSCU-O-14 Provide for long-range community water needs by adopting best management practices for water use, conservation, groundwater recharge and wastewater and stormwater management.

PSCU-P-54 Periodically review and update development impact fees, wastewater connection charges, groundwater mitigation fees, and monthly service charges to ensure that adequate funds are collected to operate and maintain existing facilities and to construct new facilities.

LAND USE – 8 Policies

LU-P-20 Allow annexation and development of residential, commercial, and industrial land

LU-P-26 Continue to follow the Memorandum of Understanding with Tulare County

LU-P-39 Improve tree planting, landscaping and site design standards to minimize the visual impact of large parking lots and buildings, to enhance and promote natural characteristics compatible with urban

LU-P-40 Where possible, through the Site Plan Review process, retain native trees as land- scape elements and for shading.

LU-P-72 Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.

LU-P-106 Develop performance standards to supplement and augment design standards to minimize the negative impacts (glare, signage, noise, dust, traffic) associated with the establishment of new or expansion of existing service commercial and industrial development.

LU-P-115 Protect the airport and its operational area from potential intrusion of incompatible land uses by strictly regulating development within the airport's operating area.

LU-P-116 Coordinate airport area development proposals with the Tulare County Airport Land Use Commission form, to minimize heat g
Noise – 2 Policies

N-P-7 Use the land use compatibility zone guide - lines contained in the Airport Master Plan or more current information on airport noise to assess noise compatibility of airport opera - tion with proposed land uses.

N-P-5 Continue to enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC) noise requirements.

TRANSPORTATION – 15 POLICIES

T-P-3 Design and build future roadways that complement and enhance the existing network, as shown on the General Plan Circulation Diagram, to ensure that each new and existing roadway continues to function as intended.

T-P-5 Take advantage of opportunities to consolidate driveways, access points, and curb cuts along existing arterials when a change in development or a change in intensity occurs or when traffic operation or safety warrants.

T-P-9 Maintain acceptable levels of service for all modes and facilities, as established in General Plan Tables 4-1, Intersection Level of Service Definitions and 4-2, Level of Service Criteria for Roadway Segments.

T-P-12 Require or provide adequate traffic safety measures on all new and existing roadways.

These measures may include, but shall not be limited to: appropriate levels of maintenance, proper street design, traffic control devices, street lights, and coordination with school districts to provided school crossing signs and protection.

T-P-23 Require that all new developments provide right-of-way, which may be dedicated or purchased, and improvements (including necessary grading, installation of curbs, gutters, sidewalks, parkway/landscape strips, bike and parking lanes) other city street design standards. Design standards will be updated following General Plan adoption

Developments must also dedicate or sell necessary rights-of-way when subdivision or development of property adjacent to Circulation Element streets is proposed.

T-P-24 Require that proposed developments make necessary off-site improvements if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS D during peak periods or if it creates safety hazards.

Such improvements may be eligible for credit or reimbursement from traffic impact fees.

T-P-26 Require that future commercial developments or modifications to existing developments be designed with limited points of automobile ingress and egress, including shared access, onto major streets.

T-P-31 Seek cooperation with Tulare County Association of Governments and Visalia City Coach to attain a balance of public transportation opportunities.

These efforts may include the establishment of criteria to implement transit improvements, development of short and long range transit service plans, evaluation and identification of needed corridor improvements, transit centers, and park-and-ride lots with amenities for bicyclists.

T-P-32 Work with transit operators to ensure that adequate transit service facilities are provided, including bus turn-outs along arterials when needed, and bus stop amenities including, but not limited to, lighted shelters, benches and route information signs.

T-P-39 Develop bikeways consistent with the Visalia Bikeway Plan and the General Plan's Circulation Element.

- Provide Class I bikeways (right-of-ways for bicyclists and pedestrians separated from vehicles) along the St. Johns River, Cameron Creek, Packwood Creek, Mill Creek, Modoc Ditch, the Santa Fe Railroad right-of-way and the San Joaquin Railroad right-of-way;
- Provide Class II bikeways (striped bike lanes) along selected collector and arterial streets; and
- Provide Class III bikeways (shared-use bike routes) along selected local, collector, and arterial streets.
- New bikeway segments should be designed to fit together with existing bikeways to create a comprehensive, safe system including scenic routes for recreational use.

T-P-44 Increase the safety of those traveling by bicycle by:

- Sweeping and repairing bicycle paths and lanes on a regular basis;
- Ensuring that bikeways are signed and delineated according to Caltrans or City standards, and that lighting is provided as needed;
- Providing bicycle paths and lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;

- Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike lanes and routes make transitions into or across roadways.

T-P-45 Require that collector streets that are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or signed as Class III bike route facilities.

In such cases, the City may accommodate cyclists on these identified streets by widening the street or eliminating on-street parking if this will not significantly affect parking opportunities for local shoppers or by clearly indicating that bicycles may share travel lanes with automobiles.

T-P-46 Cooperate with other agencies to provide connection and continuation of bicycle corridors between Visalia and surrounding areas.

T-P-47 Seek funding at the private, local, state, and federal levels for the expansion of the bicycle transportation system.

T-P-48 Require construction of minimum sidewalk widths and pedestrian "clear zones" consistent with the Complete Streets cross-sections in this General Plan and with the City's Engineering and Street Design Standards for each designated street type.

ACRONYMS

CARB or ARB	California Air Resources Board
CAP	Climate Action Plan
GHG	Greenhouse Gas
OIMP	Odor Impact Mitigation Plan

REFERENCES

CEQA Guidelines

Tulare County General Plan

City of Visalia General Plan

MITIGATION MONITORING AND REPORTING PROGRAM

Chapter 8

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and the Environmental Impact Report (EIR) (State Clearinghouse No.) prepared for the project by the County of Tulare.

The California Environmental Quality Act (CEQA) Section 21081.6 requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment.[1] The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The Mitigation Monitoring and Reporting Program contains the following elements:

• **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

• **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

• **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

[1] Public Resource Code §21081.6

MITIGATION MONITORING PROGRAM

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Aesthetics							
1-1	Landscape screening shall be placed and sufficiently maintained along Avenue 280 (Caldwell Avenue) to screen Project activities from the public right-of-way. A landscape plan shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Issuance of building permits	County of Tulare Planning Department			
1-2	Fencing shall be maintained to preserve appropriate screening of the Project site activities.	Ongoing monitoring	Issuance of building permits	County of Tulare Planning Department			
1-3	All exterior lighting shall be so adjusted as to deflect direct beams away from public roadways and adjacent properties.	Prior to issuance of building permits and Ongoing monitoring	Issuance of building permits	County of Tulare Planning Department			
Cultural Resources							
5-1	In the event that archaeological or paleontological resources are discovered during site excavation, the County shall require that grading and construction work on the project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the property owner shall retain a qualified archaeologist/paleontologist to make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ongoing monitoring / submittal of Report of Findings, if applicable	County of Tulare Planning Department			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.						
5-2	The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the project.	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/on going monitoring / submittal of Report of Findings, if applicable	County of Tulare Planning Department			
5-3	Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:	Prior to issuance of building permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/on going monitoring / submittal of Report of Findings, if applicable	County of Tulare Planning Department			

Mitigation Monitoring Reporting Program							
Mitigation Measure	**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
				Initials	**Date**	**Remarks**
1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not						

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission. b. The descendant fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendent						
Geology & Soils							
6-1	Comply with construction BMPs for erosion and a SWPPP (if required) during construction-related activities. Provide sound civil design for surface water management, and employ post-construction operational controls to limit erosion, such as measures to effectively control dust.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
6-2	Secure a permit from the Tulare County Environmental Health Department (TCEHD or EHD) for an on-site septic disposal system and comply with permit conditions. The permit application will require an engineered design report. The engineered design report should include percolation testing and address the recommendations of the Geologic and Geotechnical Feasibility Report	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare EHD			
Hazards & Hazardous Materials							
8-1	The contractor implements a health and safety plan prior to initiating construction. The plan will outline measure that will be employed to protect construction workers and the public from exposure to hazardous materials during construction activities.	Prior to issuance of building permits	Ongoing monitoring	County of Tulare EHD			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Hydrology & Water Quality							
9-1	The applicant shall prepare and submit a SWPPP to Tulare County prior to the issuance of a building permit. The facility operators shall prepare, retain on site, and implement a SWPPP as part of the General Stormwater Permit.	Prior to issuance of building permits	Permit from Central Valley Water Board	County of Tulare Planning Department			
9-2	If the facility is located within access of a sanitary sew access point (1320 feet), then the site shall be required to connect to the sanitary sewer for sewage disposal. If the site is not within the 1320 feet of an access point, then an individual sewage disposal system can be utilized.	Prior to issuance of building permits	Permit to Operate from Central Valley Water Board	County of Tulare Environmental Health Department			
9-3	New sewage disposal systems shall be designed by an Engineer, Registered Environmental Health Specialist, Geologist, or other competent persons, all of whom must be registered and/or licensed professionals knowledgeable and experienced in the field of sewage disposal system and design. The specifications and engineering data for the system shall be submitted to the TCEHD for review and approval prior to the issuance of a building permit.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
9-4	Leach fields should not be located under structures, pavement, or areas subject to vehicle traffic.	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Environmental Health Department			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
9-5	The drainage system, including the berms, and the retention pond and drainage swale facilities shall be designed, and the plans stamped by a registered Professional Engineer, of whom must be registered and/or licensed in California, and have professional knowledge and experience in the field of on-site drainage and detention facility design. The specifications and engineering data for the drainage system and detention facilities shall be submitted to the Public Works Department and TCEHSD for review and approval prior to the issuance of a building permit.	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Planning Department			
9-6	The Applicant shall connect to and receive water service from the California Water Service Company.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
9-7	All new construction shall have water conserving fixtures (water closets, low flow showerheads, low flow sinks, etc.) New urinals shall also conserve water through waterless, zero flush, or other water conservation technique and/or technology.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
9-8	The proposed Project shall conform to the Water Efficient Landscaping Ordinance.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			
Noise							
12-1	The hours of future construction shall be limited to 7:00	Prior to issuance of	Issuance of	County of			

Mitigation Monitoring Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	a.m. to 7:00 p.m. Monday through Friday or weekends (if allowed by the County) where residential uses are within 200 feet of where the activity is taking place. If residential uses are beyond 300 feet limited work hours are not required.	building permits	building permits and complaint responsive	Tulare Planning Department			
Utilities							
17-1	The applicant shall prepare a SWPPP prior to construction and keep it on site per the NPDES requirements.	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Environmental Health Department			
17-2	Compliance with the NPDES permit, preparation and implementation of SWPPP, and the filing of a NOI with the CVRWQCB.	Prior to issuance of building permits	Issuance of EHD permits	County of Tulare Planning Department			
17-3	Design a retention basin as necessary, sized to retain storm water on site.	Prior to issuance of building permits	Issuance of building permits	County of Tulare Planning Department			

Report Preparation
Chapter 9

INTRODUCTION

Key persons from the County of Tulare that contributed to preparation of the Draft Environmental Impact Report (Draft EIR) are identified below:

THE COUNTY OF TULARE

This EIR has been prepared by:

Environmental Planning Division
Tulare County Resource Management Agency (RMA)
5961 South Mooney Boulevard
Visalia, CA 93277
(559) 624-7000

TULARE COUNTY BOARD OF SUPERVISORS

- Allen Ishida - District 1
- Pete Vander Poel - District 2
- Phillip Cox - District 3
- Steve Worthley (Chairman) - District 4
- Mike Ennis (Vice-Chairman) - District 5

COUNTY ADMINISTRATIVE OFFICE

- Jean Rousseau, County Administrative Officer

TULARE COUNTY PLANNING COMMISSIONERS:

- Nancy Pitigliano, Commissioner (Vice Chair) Tipton- District 2
- Bill Whitlatch, Commissioner Visalia- District 3
- Wayne O. Millies, Commissioner Springville- District 5
- Melvin K. Gong, Commissioner (Chair) Orosi- District 4
- John F. Elliott, Commissioner Three Rivers- District 1
- Ed Dias, Commissioner Visalia- At Large
- Gil Aguilar, Commissioner, Alternate

TULARE COUNTY RESOURCE MANAGEMENT AGENCY

- Michael C. Spata, Director/Environmental Assessment Officer
- Michael Washam, Assistant Director-Planning
- Hector Guerra, Chief Planner, Environmental Planning Division (EIR Project Manager)
- Aaron Bock, Chief Planner, Planning and Project Processing Division

TULARE COUNTY RESOURCE MANAGEMENT AGENCY STAFF WHO PREPARED THIS DOCUMENT:

- Richard Walker, Planner IV, Environmental Planning Division
- Jessica Willis, Planner IV, Environmental Planning Division
- Susan Simon, Planner III, Environmental Planning Division
- Charles Przybylski, Planner III, Planning and Project Processing Division
- Robert Lujan, RMA GIS Graphics

TECHNICAL STUDIES WERE PREPARED BY THE FOLLOWING:

California Historical Resources Information System (CHRIS) – Southern San Joaquin Valley Information Center:
Cultural Resources Records Search

- County Staff

Live Oak Associates, Inc.:
"Biotic Evaluation Darrel's Mini Storage, Tulare County, California":

- David J. Hartesveldt , Principal, Senior Biologist

Peter's Engineering Group
"Traffic Impact Study – Proposed Mini Storage Facility"

- John Rowland, PE, TE

DR Mata Consulting

- Darlene Mata, Agent

Tulare County Resource Management Agency:
"Air Quality and Greenhouse Gas Emissions Estimates for Derrel's Mini Storage Project"
Environmental Planning Division: Hector Guerra (Chief), Jessica Willis (Planner IV)

Derrel's Mini Storage Project

Draft Environmental Impact Report

Appendices

Appendix A

Air Quality Evaluation

Derrel's Mini Storage

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	376.62	1000sqft	13.28	376,622.00	0
Parking Lot	5.00	Space	0.05	2,000.00	0
Other Non-Asphalt Surfaces	6.00	Acre	6.00	261,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - lot acres adjusted to fit project site

Construction Phase -

Vehicle Trips - trip rates changed to reflect the Traffic Impact Study

Construction Off-road Equipment Mitigation - no mitigation options to assess worst-case scenario

Mobile Land Use Mitigation - no mitigation options chosen to assess worst-case scenario

Mobile Commute Mitigation - no mitigation options chosen to assess worst-case scenario

Area Mitigation - no mitigation options chosen to assess worst-case scenario

Energy Mitigation - no mitigation options chosen to assess worst-case scenario

Water Mitigation - no mitigation options chosen to assess worst-case scenario

Waste Mitigation - no mitigation options chosen to assess worst-case scenario

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	376,620.00	376,622.00
tblLandUse	LotAcreage	8.65	13.28
tblProjectCharacteristics	OperationalYear	2014	2016
tblVehicleTrips	ST_TR	2.59	1.25
tblVehicleTrips	SU_TR	2.59	1.25
tblVehicleTrips	WD_TR	2.59	1.25

2.0 Emissions Summary

2.1 Overall Construction

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					
2015	0.4329	3.4729	3.3148	4.6900e-003	0.3534	0.1808	0.5341	0.1396	0.1683	0.3078	0.0000	416.3478	416.3478	0.0666	0.0000	417.7469
2016	5.0846	4.4309	5.0689	8.2900e-003	0.2990	0.2401	0.5391	0.0810	0.2250	0.3059	0.0000	709.1000	709.1000	0.0823	0.0000	710.8271
Total	**5.5175**	**7.9038**	**8.3837**	**0.0130**	**0.6524**	**0.4208**	**1.0732**	**0.2205**	**0.3932**	**0.6138**	**0.0000**	**1,125.4477**	**1,125.4477**	**0.1489**	**0.0000**	**1,128.5740**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.4329	3.4729	3.3148	4.6900e-003	0.3534	0.1808	0.5341	0.1396	0.1683	0.3078	0.0000	416.3475	416.3475	0.0666	0.0000	417.7466
2016	5.0846	4.4309	5.0689	8.2900e-003	0.2990	0.2401	0.5391	0.0810	0.2250	0.3059	0.0000	709.0996	709.0996	0.0823	0.0000	710.8268
Total	**5.5175**	**7.9038**	**8.3837**	**0.0130**	**0.6524**	**0.4208**	**1.0732**	**0.2205**	**0.3932**	**0.6138**	**0.0000**	**1,125.4471**	**1,125.4471**	**0.1489**	**0.0000**	**1,128.5734**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.9434	3.0000e-005	3.6500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.9300e-003	6.9300e-003	2.0000e-005	0.0000	7.3400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.5037	0.5037	2.0000e-005	0.0000	0.5056
Mobile	0.4436	1.3689	4.5823	8.4000e-003	0.5180	0.0188	0.5367	0.1390	0.0172	0.1562	0.0000	680.3694	680.3694	0.0255	0.0000	680.9058
Waste						0.0000	0.0000		0.0000	0.0000	71.8629	0.0000	71.8629	4.2470	0.0000	161.0493
Water						0.0000	0.0000		0.0000	0.0000	27.6307	134.8597	162.4904	2.8441	0.0683	243.3879
Total	**3.3870**	**1.3689**	**4.5860**	**8.4000e-003**	**0.5180**	**0.0188**	**0.5367**	**0.1390**	**0.0172**	**0.1562**	**99.4936**	**815.7397**	**915.2332**	**7.1167**	**0.0683**	**1,085.8560**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.9434	3.0000e-005	3.6500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.9300e-003	6.9300e-003	2.0000e-005	0.0000	7.3400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.5037	0.5037	2.0000e-005	0.0000	0.5056
Mobile	0.4436	1.3689	4.5823	8.4000e-003	0.5180	0.0188	0.5367	0.1390	0.0172	0.1562	0.0000	680.3694	680.3694	0.0255	0.0000	680.9058
Waste						0.0000	0.0000		0.0000	0.0000	71.8629	0.0000	71.8629	4.2470	0.0000	161.0493
Water						0.0000	0.0000		0.0000	0.0000	27.6307	134.8597	162.4904	2.8436	0.0682	243.3438
Total	**3.3870**	**1.3689**	**4.5860**	**8.4000e-003**	**0.5180**	**0.0188**	**0.5367**	**0.1390**	**0.0172**	**0.1562**	**99.4936**	**815.7397**	**915.2332**	**7.1162**	**0.0682**	**1,085.8119**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.15**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2015	7/14/2015	5	10	
2	Grading	Grading	7/15/2015	8/25/2015	5	30	
3	Building Construction	Building Construction	8/26/2015	10/18/2016	5	300	
4	Paving	Paving	10/19/2016	11/15/2016	5	20	
5	Architectural Coating	Architectural Coating	11/16/2016	12/13/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 957,063; Non-Residential Outdoor: 319,021 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	269.00	105.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0263	0.2845	0.2132	2.0000e-004		0.0154	0.0154		0.0142	0.0142	0.0000	18.6506	18.6506	5.5700e-003	0.0000	18.7675
Total	**0.0263**	**0.2845**	**0.2132**	**2.0000e-004**	**0.0903**	**0.0154**	**0.1058**	**0.0497**	**0.0142**	**0.0639**	**0.0000**	**18.6506**	**18.6506**	**5.5700e-003**	**0.0000**	**18.7675**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	5.2000e-004	5.1700e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6475	0.6475	4.0000e-005	0.0000	0.6483
Total	**4.4000e-004**	**5.2000e-004**	**5.1700e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6475**	**0.6475**	**4.0000e-005**	**0.0000**	**0.6483**

3.2 Site Preparation - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0263	0.2845	0.2132	2.0000e-004		0.0154	0.0154		0.0142	0.0142	0.0000	18.6505	18.6505	5.5700e-003	0.0000	18.7675
Total	**0.0263**	**0.2845**	**0.2132**	**2.0000e-004**	**0.0903**	**0.0154**	**0.1058**	**0.0497**	**0.0142**	**0.0639**	**0.0000**	**18.6505**	**18.6505**	**5.5700e-003**	**0.0000**	**18.7675**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	5.2000e-004	5.1700e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6475	0.6475	4.0000e-005	0.0000	0.6483
Total	**4.4000e-004**	**5.2000e-004**	**5.1700e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6475**	**0.6475**	**4.0000e-005**	**0.0000**	**0.6483**

3.3 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1016	1.1857	0.7626	9.3000e-004		0.0570	0.0570		0.0525	0.0525	0.0000	88.2633	88.2633	0.0264	0.0000	88.8167
Total	**0.1016**	**1.1857**	**0.7626**	**9.3000e-004**	**0.1301**	**0.0570**	**0.1871**	**0.0540**	**0.0525**	**0.1064**	**0.0000**	**88.2633**	**88.2633**	**0.0264**	**0.0000**	**88.8167**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4700e-003	1.7400e-003	0.0172	3.0000e-005	2.3900e-003	2.0000e-005	2.4100e-003	6.4000e-004	2.0000e-005	6.5000e-004	0.0000	2.1583	2.1583	1.3000e-004	0.0000	2.1610
Total	**1.4700e-003**	**1.7400e-003**	**0.0172**	**3.0000e-005**	**2.3900e-003**	**2.0000e-005**	**2.4100e-003**	**6.4000e-004**	**2.0000e-005**	**6.5000e-004**	**0.0000**	**2.1583**	**2.1583**	**1.3000e-004**	**0.0000**	**2.1610**

3.3 Grading - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1016	1.1857	0.7626	9.3000e-004		0.0570	0.0570		0.0525	0.0525	0.0000	88.2632	88.2632	0.0264	0.0000	88.8166
Total	**0.1016**	**1.1857**	**0.7626**	**9.3000e-004**	**0.1301**	**0.0570**	**0.1871**	**0.0540**	**0.0525**	**0.1064**	**0.0000**	**88.2632**	**88.2632**	**0.0264**	**0.0000**	**88.8166**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4700e-003	1.7400e-003	0.0172	3.0000e-005	2.3900e-003	2.0000e-005	2.4100e-003	6.4000e-004	2.0000e-005	6.5000e-004	0.0000	2.1583	2.1583	1.3000e-004	0.0000	2.1610
Total	**1.4700e-003**	**1.7400e-003**	**0.0172**	**3.0000e-005**	**2.3900e-003**	**2.0000e-005**	**2.4100e-003**	**6.4000e-004**	**2.0000e-005**	**6.5000e-004**	**0.0000**	**2.1583**	**2.1583**	**1.3000e-004**	**0.0000**	**2.1610**

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1683	1.3814	0.8623	1.2300e-003		0.0974	0.0974		0.0916	0.0916	0.0000	112.2374	112.2374	0.0282	0.0000	112.8288
Total	**0.1683**	**1.3814**	**0.8623**	**1.2300e-003**		**0.0974**	**0.0974**		**0.0916**	**0.0916**	**0.0000**	**112.2374**	**112.2374**	**0.0282**	**0.0000**	**112.8288**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0739	0.5475	0.7439	1.1500e-003	0.0313	0.0100	0.0413	8.9600e-003	9.1900e-003	0.0181	0.0000	105.3677	105.3677	1.0000e-003	0.0000	105.3887
Worker	0.0608	0.0716	0.7105	1.1500e-003	0.0986	8.9000e-004	0.0995	0.0262	8.0000e-004	0.0270	0.0000	89.0230	89.0230	5.3700e-003	0.0000	89.1359
Total	**0.1347**	**0.6191**	**1.4544**	**2.3000e-003**	**0.1298**	**0.0109**	**0.1407**	**0.0352**	**9.9900e-003**	**0.0452**	**0.0000**	**194.3907**	**194.3907**	**6.3700e-003**	**0.0000**	**194.5246**

3.4 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1683	1.3814	0.8623	1.2300e-003		0.0974	0.0974		0.0916	0.0916	0.0000	112.2373	112.2373	0.0282	0.0000	112.8286
Total	**0.1683**	**1.3814**	**0.8623**	**1.2300e-003**		**0.0974**	**0.0974**		**0.0916**	**0.0916**	**0.0000**	**112.2373**	**112.2373**	**0.0282**	**0.0000**	**112.8286**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0739	0.5475	0.7439	1.1500e-003	0.0313	0.0100	0.0413	8.9600e-003	9.1900e-003	0.0181	0.0000	105.3677	105.3677	1.0000e-003	0.0000	105.3887
Worker	0.0608	0.0716	0.7105	1.1500e-003	0.0986	8.9000e-004	0.0995	0.0262	8.0000e-004	0.0270	0.0000	89.0230	89.0230	5.3700e-003	0.0000	89.1359
Total	**0.1347**	**0.6191**	**1.4544**	**2.3000e-003**	**0.1298**	**0.0109**	**0.1407**	**0.0352**	**9.9900e-003**	**0.0452**	**0.0000**	**194.3907**	**194.3907**	**6.3700e-003**	**0.0000**	**194.5246**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3543	2.9647	1.9247	2.7900e-003		0.2046	0.2046		0.1922	0.1922	0.0000	251.8397	251.8397	0.0625	0.0000	253.1514
Total	**0.3543**	**2.9647**	**1.9247**	**2.7900e-003**		**0.2046**	**0.2046**		**0.1922**	**0.1922**	**0.0000**	**251.8397**	**251.8397**	**0.0625**	**0.0000**	**253.1514**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1465	1.0737	1.5455	2.5900e-003	0.0707	0.0190	0.0897	0.0202	0.0174	0.0377	0.0000	235.2633	235.2633	2.0500e-003	0.0000	235.3064
Worker	0.1203	0.1416	1.3972	2.5900e-003	0.2228	1.8600e-003	0.2247	0.0593	1.7000e-003	0.0609	0.0000	193.6536	193.6536	0.0108	0.0000	193.8809
Total	**0.2668**	**1.2152**	**2.9427**	**5.1800e-003**	**0.2935**	**0.0208**	**0.3144**	**0.0795**	**0.0191**	**0.0986**	**0.0000**	**428.9169**	**428.9169**	**0.0129**	**0.0000**	**429.1873**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3543	2.9647	1.9247	2.7900e-003		0.2046	0.2046		0.1922	0.1922	0.0000	251.8394	251.8394	0.0625	0.0000	253.1511
Total	**0.3543**	**2.9647**	**1.9247**	**2.7900e-003**		**0.2046**	**0.2046**		**0.1922**	**0.1922**	**0.0000**	**251.8394**	**251.8394**	**0.0625**	**0.0000**	**253.1511**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1465	1.0737	1.5455	2.5900e-003	0.0707	0.0190	0.0897	0.0202	0.0174	0.0377	0.0000	235.2633	235.2633	2.0500e-003	0.0000	235.3064
Worker	0.1203	0.1416	1.3972	2.5900e-003	0.2228	1.8600e-003	0.2247	0.0593	1.7000e-003	0.0609	0.0000	193.6536	193.6536	0.0108	0.0000	193.8809
Total	**0.2668**	**1.2152**	**2.9427**	**5.1800e-003**	**0.2935**	**0.0208**	**0.3144**	**0.0795**	**0.0191**	**0.0986**	**0.0000**	**428.9169**	**428.9169**	**0.0129**	**0.0000**	**429.1873**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0209	0.2239	0.1482	2.2000e-004		0.0126	0.0126		0.0116	0.0116	0.0000	21.0138	21.0138	6.3400e-003	0.0000	21.1469
Paving	7.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2239**	**0.1482**	**2.2000e-004**		**0.0126**	**0.0126**		**0.0116**	**0.0116**	**0.0000**	**21.0138**	**21.0138**	**6.3400e-003**	**0.0000**	**21.1469**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	7.6000e-004	7.4900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0383	1.0383	6.0000e-005	0.0000	1.0395
Total	**6.5000e-004**	**7.6000e-004**	**7.4900e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.0383**	**1.0383**	**6.0000e-005**	**0.0000**	**1.0395**

3.5 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0209	0.2239	0.1482	2.2000e-004		0.0126	0.0126		0.0116	0.0116	0.0000	21.0138	21.0138	6.3400e-003	0.0000	21.1469
Paving	7.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2239**	**0.1482**	**2.2000e-004**		**0.0126**	**0.0126**		**0.0116**	**0.0116**	**0.0000**	**21.0138**	**21.0138**	**6.3400e-003**	**0.0000**	**21.1469**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	7.6000e-004	7.4900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0383	1.0383	6.0000e-005	0.0000	1.0395
Total	**6.5000e-004**	**7.6000e-004**	**7.4900e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.0383**	**1.0383**	**6.0000e-005**	**0.0000**	**1.0395**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.4360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6800e-003	0.0237	0.0188	3.0000e-005		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
Total	**4.4397**	**0.0237**	**0.0188**	**3.0000e-005**		**1.9700e-003**	**1.9700e-003**		**1.9700e-003**	**1.9700e-003**	**0.0000**	**2.5533**	**2.5533**	**3.0000e-004**	**0.0000**	**2.5596**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3200e-003	2.7300e-003	0.0270	5.0000e-005	4.3000e-003	4.0000e-005	4.3400e-003	1.1400e-003	3.0000e-005	1.1800e-003	0.0000	3.7380	3.7380	2.1000e-004	0.0000	3.7423
Total	**2.3200e-003**	**2.7300e-003**	**0.0270**	**5.0000e-005**	**4.3000e-003**	**4.0000e-005**	**4.3400e-003**	**1.1400e-003**	**3.0000e-005**	**1.1800e-003**	**0.0000**	**3.7380**	**3.7380**	**2.1000e-004**	**0.0000**	**3.7423**

3.6 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.4360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6800e-003	0.0237	0.0188	3.0000e-005		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
Total	**4.4397**	**0.0237**	**0.0188**	**3.0000e-005**		**1.9700e-003**	**1.9700e-003**		**1.9700e-003**	**1.9700e-003**	**0.0000**	**2.5533**	**2.5533**	**3.0000e-004**	**0.0000**	**2.5596**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3200e-003	2.7300e-003	0.0270	5.0000e-005	4.3000e-003	4.0000e-005	4.3400e-003	1.1400e-003	3.0000e-005	1.1800e-003	0.0000	3.7380	3.7380	2.1000e-004	0.0000	3.7423
Total	**2.3200e-003**	**2.7300e-003**	**0.0270**	**5.0000e-005**	**4.3000e-003**	**4.0000e-005**	**4.3400e-003**	**1.1400e-003**	**3.0000e-005**	**1.1800e-003**	**0.0000**	**3.7380**	**3.7380**	**2.1000e-004**	**0.0000**	**3.7423**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4436	1.3689	4.5823	8.4000e-003	0.5180	0.0188	0.5367	0.1390	0.0172	0.1562	0.0000	680.3694	680.3694	0.0255	0.0000	680.9058
Unmitigated	0.4436	1.3689	4.5823	8.4000e-003	0.5180	0.0188	0.5367	0.1390	0.0172	0.1562	0.0000	680.3694	680.3694	0.0255	0.0000	680.9058

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	470.78	470.78	470.78	1,374,433	1,374,433
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	470.78	470.78	470.78	1,374,433	1,374,433

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.408191	0.071408	0.163262	0.194536	0.057230	0.008238	0.019334	0.064751	0.001899	0.001501	0.006208	0.001196	0.002246

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.5037	0.5037	2.0000e-005	0.0000	0.5056
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.5037	0.5037	2.0000e-005	0.0000	0.5056
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1760	0.5037	2.0000e-005	0.0000	0.5056
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.5037**	**2.0000e-005**	**0.0000**	**0.5056**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1760	0.5037	2.0000e-005	0.0000	0.5056
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		**0.5037**	**2.0000e-005**	**0.0000**	**0.5056**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.9434	3.0000e-005	3.6500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.9300e-003	6.9300e-003	2.0000e-005	0.0000	7.3400e-003
Unmitigated	2.9434	3.0000e-005	3.6500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.9300e-003	6.9300e-003	2.0000e-005	0.0000	7.3400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4995					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.6000e-004	3.0000e-005	3.6500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.9300e-003	6.9300e-003	2.0000e-005	0.0000	7.3400e-003
Total	**2.9434**	**3.0000e-005**	**3.6500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.9300e-003**	**6.9300e-003**	**2.0000e-005**	**0.0000**	**7.3400e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.4995					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.6000e-004	3.0000e-005	3.6500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.9300e-003	6.9300e-003	2.0000e-005	0.0000	7.3400e-003
Total	**2.9434**	**3.0000e-005**	**3.6500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.9300e-003**	**6.9300e-003**	**2.0000e-005**	**0.0000**	**7.3400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	162.4904	2.8436	0.0682	243.3438
Unmitigated	162.4904	2.8441	0.0683	243.3879

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	87.0934 / 0	162.4904	2.8441	0.0683	243.3879
Total		**162.4904**	**2.8441**	**0.0683**	**243.3879**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	87.0934 / 0	162.4904	2.8436	0.0682	243.3438
Total		**162.4904**	**2.8436**	**0.0682**	**243.3438**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	71.8629	4.2470	0.0000	161.0493
Unmitigated	71.8629	4.2470	0.0000	161.0493

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	354.02	71.8629	4.2470	0.0000	161.0493
Total		**71.8629**	**4.2470**	**0.0000**	**161.0493**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	354.02	71.8629	4.2470	0.0000	161.0493
Total		**71.8629**	**4.2470**	**0.0000**	**161.0493**

9.0 Operational Offroad

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

10.0 Vegetation

Appendix B

Biological Evaluation

LIVE OAK ASSOCIATES, INC.

an Ecological Consulting Firm

BIOTIC EVALUATION
DERREL'S MINI STORAGE
TULARE COUNTY, CALIFORNIA

Prepared by

LIVE OAK ASSOCIATES, INC.

David J. Hartesveldt (Principal, Senior Biologist)

Prepared for:

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Fresno, CA 93722

September 11, 2014 File No. 1892-01

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EXECUTIVE SUMMARY

Live Oak Associates, Inc. conducted a biological study of 19.3-acre parcel in Tulare County, California that is the proposed site of a Derrel's Mini Storage facility in order to assess the possible impact from the construction of such a facility on biological resources. The Project Site is located immediately north of Caldwell Avenue and west of Roeben Road near the southwest corner of Visalia.

The entire project site was devoted to the production of corn at the time of the field survey conducted on August 20, 2014. A review of satellite imagery suggests that this site has been used for irrigated agriculture for many years going back to at least 1998. Given that the entire site is in irrigated agriculture, habitats once native to the San Joaquin Valley are no longer present on the site. Similarly, native vascular plants are absent. Terrestrial vertebrate species occurring on the site are those that are adapted annual disturbance associated with irrigated agriculture. Special status plant and animal species are absent. Waters of the United States, including wetlands, are also absent from the site.

The project will not result in significant impact to any biological resources, and mitigation measures that would reduce impacts have not been proposed, nor would any measures be warranted.

TABLE OF CONTENTS

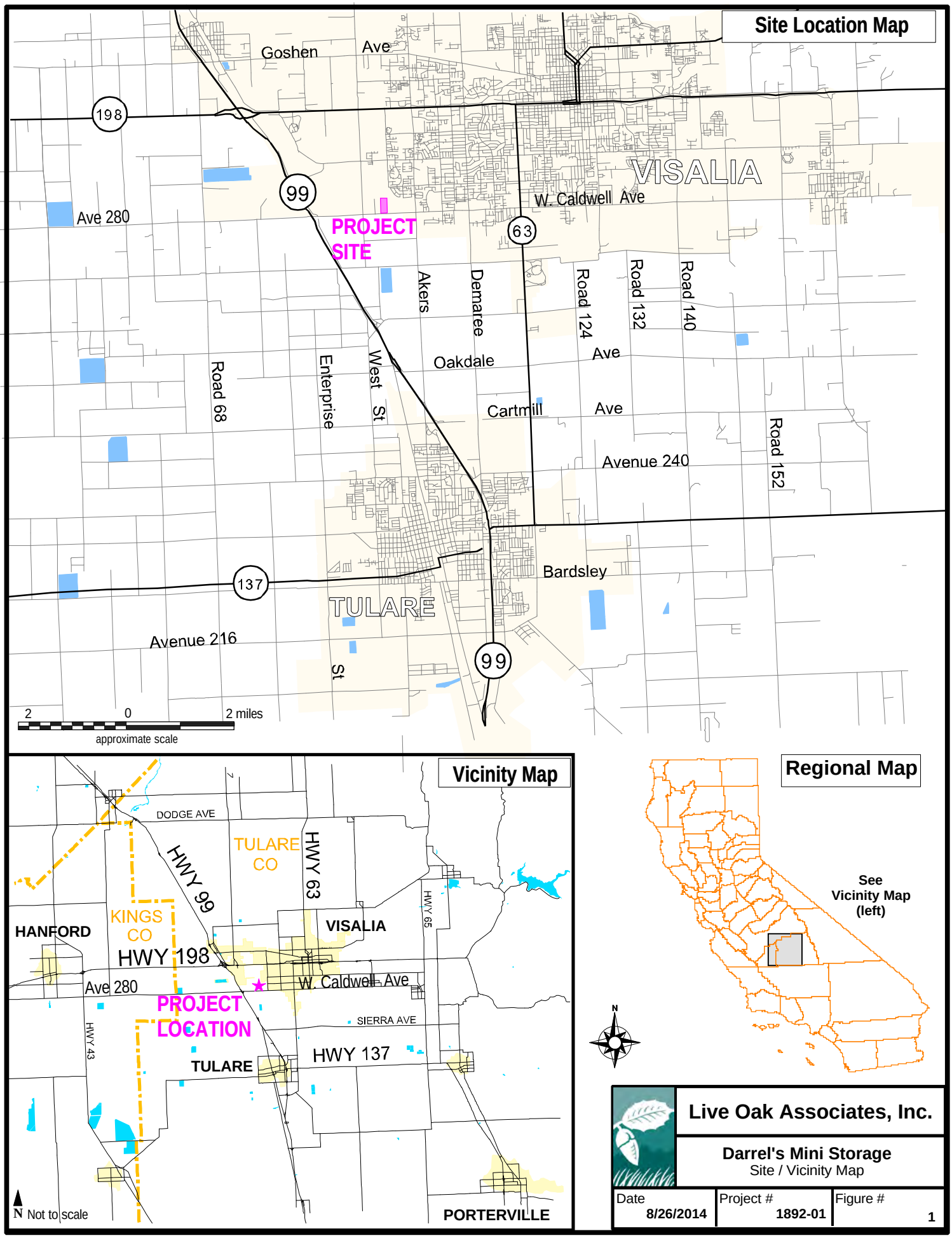
1.0 INTRODUCTION

This report describes the biotic resources of the approximately 19.3-acre parcel (APN 119-230-007) in Tulare County, California, proposed for a Derrel's Mini Storage, and assesses potential impact to those resources from the construction of a mini storage facility. Specifically, this report describes the biotic habitats of the Project Site, evaluates the suitability of each habitat for special status plant and animal species, identifies potentially significant impacts to sensitive biotic resources resulting from the proposed project and, where appropriate, proposes measures that if implemented would mitigate those impacts to a less than significant level.

The Project Site can be found in agricultural lands of the San Joaquin Valley just outside the city limits of Visalia, California (Figure 1). Caldwell Avenue (also known as County Road J30 and Avenue 280) forms the site's southern boundary. Roeben Road forms its eastern boundary. The site can be found on the U.S.G.S. 7.5-minute Visalia Quadrangle, Section 3, Township 19 South, Range 24 East, Mount Diablo Base and Meridian.

The proposed Project evaluated in this report is the construction of a Derrel's Mini Storage facility on the 19.3-acre parcel. The project would convert the entire parcel from irrigated agriculture into storage units, paved parking and access lanes, an office, a residence, associated landscaping, and an onsite stormwater retention basin. Upon project completion existing land uses described later in this report would no longer prevail.

The conversion of agricultural lands to the type of development proposed for the Project Site has the potential to damage or modify biological resources such as sensitive biotic habitats and the plant and wildlife species using them. In such cases, site development may be regulated by state or federal agencies, subject to provisions of the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act, and covered by policies of the County General Plan. This report addresses the issues often raised by the California Department of Fish and Wildlife (CDFW), the U.S. Army Corps of Engineers (USACE), and the United States Fish and Wildlife Service (USFWS) with respect to to the development of agricultural lands, as well as other issues related to sensitive biotic resources occurring or potentially occurring on the Project Site. Accordingly, this report describes the existing environmental conditions of the site, assesses likely project impacts to biological resources, and proposes mitigation measures for those impacts meeting the CEQA definition of "significant."


Site Location Map
Goshen
Ave
198
99
VISALIA
W. Caldwell Ave
Ave 280
PROJECT SITE
63
Akers
Demaree
Road 124
Road 132
Road 140
Road 68
Enterprise
West St
Oakdale
Ave
Cartmill
Ave
Avenue 240
Road 152
137
Bardsley
TULARE
Avenue 216
St
99
2 0 2 miles
approximate scale
Vicinity Map
DODGE AVE
TULARE CO
HWY 99
HWY 63
KINGS CO
HANFORD
HWY 198
VISALIA
HWY 65
Ave 280
W. Caldwell Ave
PROJECT LOCATION
SIERRA AVE
HWY 43
HWY 137
TULARE
N Not to scale
PORTERVILLE
Regional Map
See Vicinity Map (left)
N
Live Oak Associates, Inc.
Darrel's Mini Storage
Site / Vicinity Map
Date 8/26/2014
Project # 1892-01
Figure # 1

Therefore, the objectives of this report are as follows:

- To summarize all site-specific information related to existing biological resources;
- To make reasonable inferences about the biological resources that could occur on site based on habitat suitability and the proximity of the site to a species' known range;
- Summarize all state and federal natural resource protection laws that may be relevant to possible future site development;
- Identify and discuss project impacts to biological resources likely to occur on the site;
- Identify avoidance and other mitigation measures that would reduce any significant impact to biological resources of the study area to a less than significant level.

The impact analysis and mitigation proposals found in Section 3.0 of this report have been based on the known and potential biotic resources of the study area as discussed in Section 2.0. Sources of information used in the preparation of this analysis include: (1) the *California Natural Diversity Data Base* (CDFG 2014); (2) the *Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2014); and (3) other available planning documents and biological studies from the general project vicinity. David Hartesveldt, senior biologist and president of Live Oak Associates, Inc. (LOA) conducted a field examination of the project site on August 20, 2014.

2.0 EXISTING CONDITIONS

The 19.3-acre Project Site is located in agricultural lands of the San Joaquin Valley immediately southwest of Visalia, California. The site comprises level land used for flood irrigated agriculture. The elevation of the site is approximately 300 feet NGVD.

Two soil mapping units have been identified on the Project Site, Akers-Akers, saline-sodic, complex, 0 to 2 percent slopes and Tagus Loam, 0 to 2 percent slopes (NRCS 2014). Both soil types consist of alluvium derived from granitic rock sources. These are well drained soils with moderate permeability. Flooding is rare. These soils are typically used for irrigated agriculture.

Like most of California, the Project Site is located in an area having a Mediterranean climate. Warm to hot dry summers are followed by cool moist winters. Annual precipitation within the study area is about 12 inches, almost all of which falls between the months of October and March. Virtually all precipitation falls in the form of rain.

Lands surrounding the site are those historically used for agriculture. At the time of the site visit, lands to the north of the Project Site were in irrigated agriculture (corn). Lands to the south and west of the site were recently-planted orchards. A park with a stormwater detention basin was located to the northeast of the site. Rural residential parcels were located immediately to the east of the site. These parcels included homes and some landscaping consisting of non-native trees and shrubs. Species observed in the residential landscaping immediately east of the site included sweet gum (*Liquidamber styraciflua*), Modesto ash (*Fraxinus velutina*), camphor trees (*Cinnamomum camphora*), bottle brush (*Callistemon* sp.), and English walnut (*Juglans regia*). Vascular plants native to the San Joaquin Valley were absent from these lands.

The Project Site has historically been used for irrigated agriculture.

2.1 LANDUSE TYPES/BIOTIC HABITATS

One land use type, irrigated agriculture, was observed on the site at the time of the field survey (Figure 2). The entire parcel was planted to corn (*Zea mays*). Weedy vegetation often associated with irrigated agriculture was limited to Johnson grass (*Sorghum halepense*) and barnyard grass (*Echinochloa crus-galli*). The margins of the corn field (i.e., land between the

500' 0 500 Feet

approximate scale

Aerial Photo courtesy of:
Google Earth 2/20/2014

Live Oak Associates, Inc.

Darrel's Mini Storage
Aerial Photograph

Date	Project #	Figure #
8/26/2014	**1892-01**	**2**

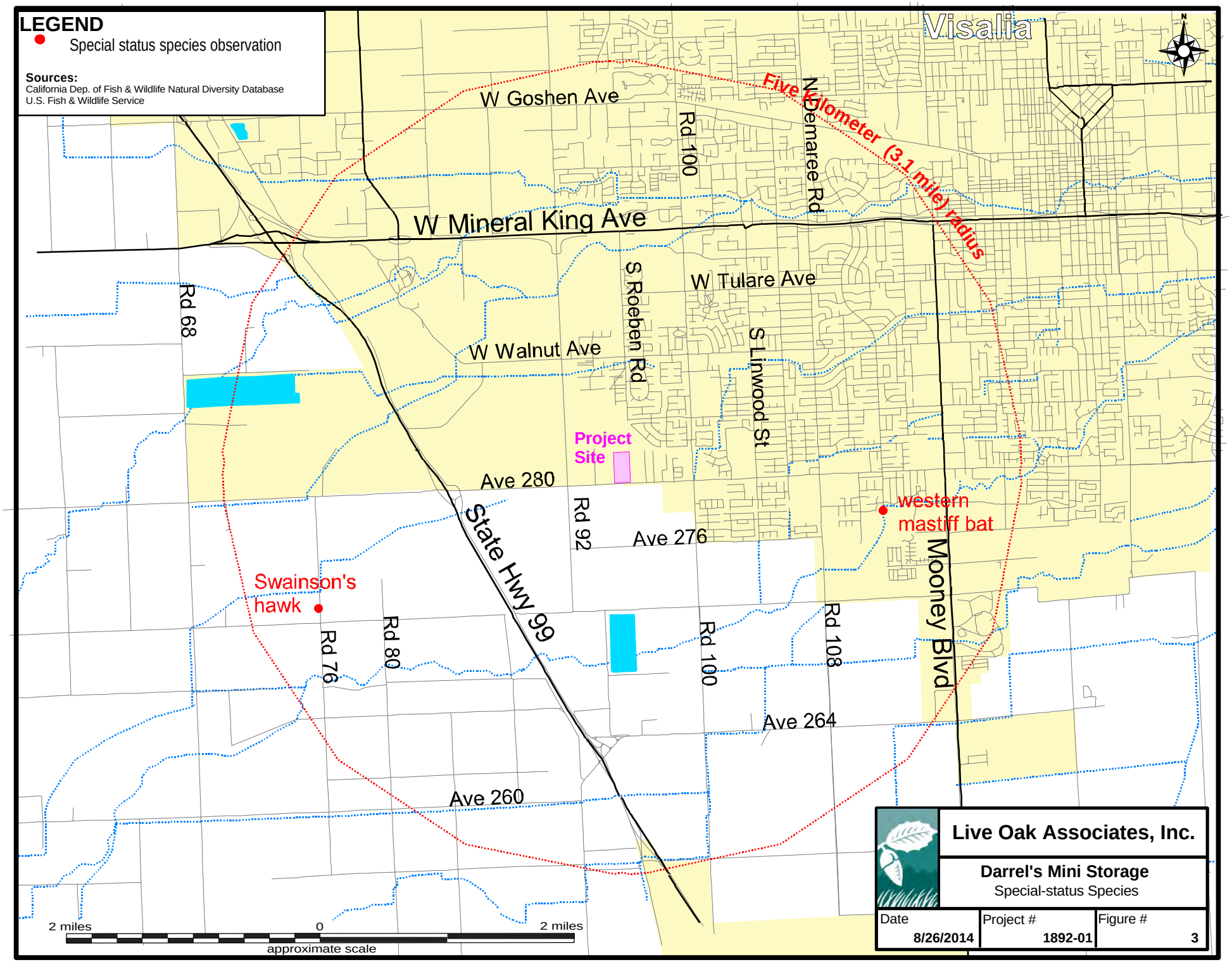
cornfield and Caldwell Avenue and Roeben Road) were generally barren of vegetation, however, scattered patches of puncture vine (*Tribulus terrestris*), Bermuda grass (*Cynodon dactylon*), and prostrate knotweed (*Polygonum aviculare*) were observed. Vascular plant species native to California's San Joaquin Valley were absent from the Project Site. A list of vascular plants identified on the site has been provided in Appendix A.

Wildlife use of the site would be limited to species tolerant of significant land disturbance associated with the planting and harvesting of irrigated crops. During the growing season, the cornfield provides roosting opportunities house finches (*Carpodacus mexicana*), scrub jays (*Aphelocoma californica*), and Brewer's blackbirds (*Euphagus cyanocephalus*). American crows (*Corvus brachyrhynchos*) may forage in the field when the ears of corn are ripening. Other species observed on and immediately adjacent to the site include Eurasian collared doves (*Streptopilia decaocto*), killdeer (*Charadrius vociferous*), and a red-shouldered hawk (*Buteo lineatus*). Small mammals such as house mice (*Mus musculus*), deer mice (*Peromyscus maniculatus*), and Botta's pocket gophers (*Thomomys bottae*) may use the Project Site when it is fallow (September through April). A list of terrestrial vertebrates using, or potentially using the Project site has been provided in Appendix B.

2.2 SPECIAL STATUS PLANTS AND ANIMALS

Several species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. As described more fully in Section 3.2 state and federal laws have provided the CDFW and the USFWS with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by the CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered (CNPS 2014). Collectively, these plants and animals are referred to as "special status species".

A number of special status plants and animals occur in the vicinity of the study area. These species, and their potential to occur in the study area, are listed in Table 1. The locations of nearby sightings of special status species have been shown in Figures 3 and 4. Sources of information for this table included *California's Wildlife, Volumes I, II, and III* (Zeiner et. al 1988 and 1990), *California Natural Diversity Data Base* (CDFW 2014), *Sacramento USFWS Office On-line List of* Endangered Species (USFWS 2014), California eBird (a real-time on-line bird checklist program), *The Online CNPS Inventory of Rare and Endangered Plants* (CNPS 2014), and various technical reports prepared by LOA for other projects in the vicinity of Visalia.


LEGEND
Special status species observation
Sources:
California Dep. of Fish & Wildlife Natural Diversity Database
U.S. Fish & Wildlife Service
Visalia
N
W Goshen Ave
Rd 100
N Demaree Rd
Five kilometer (3.1 mile) radius
W Mineral King Ave
W Tulare Ave
S Roeben Rd
S Linwood St
Rd 68
W Walnut Ave
Project Site
Ave 280
Rd 92
Ave 276
western mastiff bat
Mooney Blvd
State Hwy 99
Swainson's hawk
Rd 76
Rd 80
Rd 100
Rd 108
Ave 264
Ave 260
2 miles
0
2 miles
approximate scale
Live Oak Associates, Inc.
Darrel's Mini Storage
Special-status Species
Date
8/26/2014
Project #
1892-01
Figure #
3

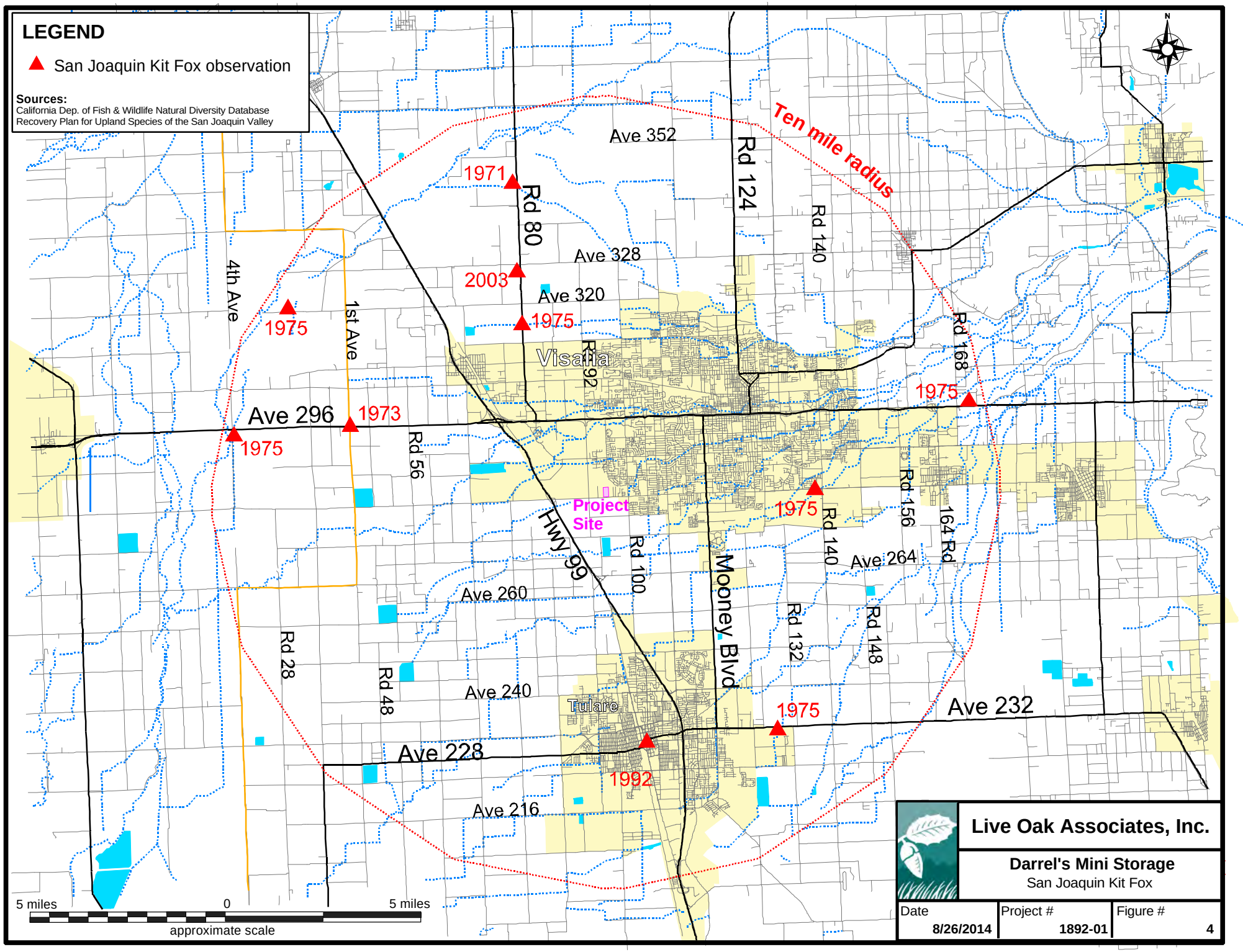

LEGEND
San Joaquin Kit Fox observation
Sources:
California Dep. of Fish & Wildlife Natural Diversity Database
Recovery Plan for Upland Species of the San Joaquin Valley
N
Ten mile radius
Ave 352
Rd 124
Rd 140
Rd 80
1971
Ave 328
2003
Ave 320
1975
4th Ave
1st Ave
Rd 92
Visalia
Rd 168
1975
Ave 296
1973
1975
Rd 56
Project Site
Hwy 99
1975
Rd 156
164 Rd
Rd 100
Mooney Blvd
Rd 140
Ave 264
Ave 260
Rd 132
Rd 148
Rd 28
Rd 48
Ave 240
Tulare
1975
Ave 232
Ave 228
1992
Ave 216
5 miles
0
5 miles
approximate scale
Live Oak Associates, Inc.
Darrel's Mini Storage
San Joaquin Kit Fox
Date
8/26/2014
Project #
1892-01
Figure #
4

TABLE 1. SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE VICINITY OF THE DERREL'S MINI STORAGE PROJECT SITE, TULARE COUNTY, CA.

PLANTS (adapted from CDFW 2014 and CNPS 2014)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Species	Status	Habitat	*Occurrence in the Study Area
Succulent Owl's Clover (*Castilleja campestris* ssp. *succulenta*)	FT, CE CNPS 1B	Vernal pools California's Central Valley.	**Absent**. Vernal pool habitats required by this species are absent from the Project Site.
Striped Adobe-lily (*Fritillaria striata*)	CE CNPS 1B	Cismontane woodland, valley and foothill grassland, in heavy clay soils of Centerville and Porterville Series.	**Absent.** Centerville clay soils are absent from the Project Site, and native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
San Joaquin Valley Orcutt Grass (*Orcuttia inaequalis*)	FT, CE CNPS 1B	Vernal pools in California's Central Valley. Requires deep pools with prolonged periods of inundation.	**Absent**. Vernal pool habitats required by this species are absent from the Project Site.
San Joaquin Adobe Sunburst (*Pseudobahia peirsonii*)	FT, CE	Occurs in Centerville and Porterville heavy clay soils in valley and foothill grassland habitat.	**Absent.** Centerville clay soils are absent from the Project Site, and native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
Keck's Checkerbloom (*Sidalcea keckii*)	FE CNPS 1B	Mixed oak woodland and non-native grassland of southern Sierra foothills.	**Absent.** Centerville clay soils are absent from the Project Site, and native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
Greene's Tuctoria (*Tuctoria greenei*)	FE, CR CNPS 1B	Vernal pools in California's Central Valley. Requires deep pools with prolonged periods of inundation.	**Absent.** Vernal pool habitats required by this species are absent from the Project Site.

CNPS-listed Species

Madera Leptosiphon (*Leptosiphon serrulatus*)	CNPS 1B	Cismontane woodland and annual grasslands on dry slopes, often on decomposed granite.	**Absent.** Native habitat that may have historically been present has been replaced by irrigated agriculture. Native plant species of any kind appear to have been extirpated from the site.
Calico Monkeyflower (*Mimulus pictus*)	CNPS 1B	Broadleaf upland forest, cismontane woodlands, in bare ground around gooseberry bushes on or around granite rock outcrops.	**Absent.** Habitats of the Project Site are not suitable for this species.

TABLE 1. SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE VICINITY OF THE DERREL'S MINI STORAGE PROJECT SITE, TULARE COUNTY, CA.

PLANTS (adapted from CDFW 2014 and CNPS 2014)

Species	Status	Habitat	*Occurrence in the Study Area
Spiny-sepaled Button Celery (*Eryngium spinosepalum*)	CNPS 1B	Vernal pools of Madera, Fresno, and Tulare Counties.	**Absent**. Vernal pool and vernal swale habitats required by this species are absent from the Project Site.

ANIMALS (adapted from CDFW 2014)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Vernal Pool Fairy Shrimp (*Branchinecta lynchi*)	FT	Primarily found in vernal pools; may use other seasonal wetlands.	**Absent**. Vernal pool habitat required by this species is absent from the Project Site.
Vernal Pool Tadpole Shrimp (*Lepidurus packardi*)	FE	Primarily found in deep vernal pools; may use other seasonal wetlands.	**Absent**. Vernal pool habitat required by this species is absent from the Project Site.
Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*)	FT	Lives in mature elderberry shrubs of California's Central Valley and Sierra Foothills. This species has been documented in elderberry shrubs found in various locations in and around Visalia (CDFW 2014).	**Absent.** The primary host plant required by this species, the Mexican elder, is absent from the Project Site.
California Tiger Salamander (*Ambystoma californiense*)	FT, CT	Breeds in vernal pools and stock ponds of coastal California and California's Central Valley, and oversummers underground in rodent burrows.	**Absent.** Breeding and oversummering habitat are absent from the Project Site.
California Condor (*Gymnogyps californianus*)	FE, CE	Nests on rocky cliffs and forages over vast areas of grassland. Blue Ridge in the Sierra, which is about 30 miles to the east of the Project Site, has historically served as a roost site (CDFW 2014).	**Absent.** Suitable foraging habitat is absent from the Project Site.
Bald Eagle (*Haliaeetus leucocephalus*)	CE	Ranges widely over state, most often associated with seacoast, lakes and reservoirs.	**Absent.** The site provides neither foraging nor nesting habitat for this species.
American Peregrine Falcon (*Falco peregrinus anatum*)	CE	Individuals breed on cliffs in the Sierra or in coastal habitats; occurs in many habitats of the state during migration and winter.	**Possible.** Individuals may pass over the site from time to time during migration.
San Joaquin kit fox (*Vulpes macrotis mutica*)	FT, CE	Annual grasslands and alkali sink scrub of California's southern Central Valley and Inner Coast Range.	**Absent.** The site provides neither denning or foraging habitat for this species.

TABLE 1. SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE VICINITY OF THE DERREL'S MINI STORAGE PROJECT SITE, TUALRE COUNTY, CA.

ANIMALS (adapted from CDFW 2014)

California Species of Special Concern (cont.)

Species	Status	Habitat	*Occurrence in the Study Area
Foothill Yellow-legged Frog (*Rana boylii*)	CSC	Once widespread in fast-moving rivers and creeks of the Sierra foothills with cobble bottoms; historically occurred in nearby Mill Creek, but now nearly extirpated from the Sierra foothills.	**Absent.** Habitat in which this species occurs is absent from the study area.
California Horned Lizard (*Phrynosoma coronatum*)	CSC	Grasslands, scrublands, oak woodlands, etc. of central California. Common in sandy washes with scattered shrubs.	**Absent.** The Project Site provides unsuitable habitat for this species. Undisturbed sandy friable soils are absent from the Project Site.
Northern Harrier (*Circus cyaneus*)	CSC	Frequents meadows, grasslands, open rangelands, freshwater emergent wetlands; uncommon in wooded habitats.	**Absent.** The site provides neither foraging nor nesting habitat for this species. .
Golden Eagle (*Aquila chrysaetos*)	CSC	Open grasslands, oak savannahs agricultural fields, etc. of San Joaquin Valley and nearby foothills of Inner Coast Range.	**Absent.** The site provides neither foraging nor nesting habitat for this species. .
Burrowing Owl (*Athene cunicularia*)	CSC	Found in open, dry grasslands, deserts and ruderal areas. Requires suitable burrows.	**Absent.** Ground squirrel burrows were absent from the site, and ground squirrels would not inhabit the site due to its use for irrigated agriculture.
Long-eared Owl (*Asio otus*)	CSC	Occurs in riparian woodlands and forests of the state. Nests in abandoned crow, raven, magpie, or hawk nests. Forges over marshes and grasslands.	**Absent.** Habitat suitable for long-eared owls is absent from the Project Site.
Loggerhead Shrike (*Lanius ludovicianus*)	CSC	This species is found in open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches	**Unlikely.** The site may provide suitable foraging habitat for this species when the cornfield is fallow.
Vaux's Swift (*Chaetura vauxi*)	CSC	Migrants move through the foothills of the western Sierra in spring and late summer. Some individuals breed in region.	**Unlikely.** This species may fly over the site during migration.
Black Swift (*Cypseloides niger*)	CSC	Migrants and transients found throughout many habitats of state; in Sierra nests are usually associated with waterfalls from 4,000-7,000 ft.	**Unlikely.** This species may fly over the site during migration.
Yellow Warbler (*Dendroica petechia brewster*)	CSC	This species breeds in riparian thickets of alder, willow and cottonwoods. Migrants move through many habitats of the state.	**Unlikely.** This species may fly over the site during migration.
Spotted Bat (*Euderma maculatum*)	CSC	Found in a variety of habitats from arid desert and grassland to mixed conifer forest. Feeds over water. Roosts and reproduces in rock crevices and cliffs.	**Absent.** This species would more likely forage over the Sierra foothills to the east than the Project Site.

TABLE 1. SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE VICINITY OF THE DERREL'S MINI STORAGE PROJECT SITE, TULARE COUNTY, CA.

ANIMALS (adapted from CDFW 2014)

California Species of Special Concern (cont.)

Species	Status	Habitat	*Occurrence in the Study Area
Townsend's Western Big-eared Bat (*Corynorhinus townsendii townsendii*)	CSC	Primarily a cave-dwelling bat, which may also roost in buildings. Occurs in a variety of habitats.	**Unlikely.** This species may forage over the site. Roosting habitat is absent.
Western Mastiff Bat (*Eumops perotis*)	CSC	Frequents grasslands to woodland habitats along the central and southern coast and the Central Valley; requires high buildings, cliff faces, caves or tunnels for roosting and nesting.	**Unlikely.** This species may forage over the site. Roosting habitat is absent.
Pallid Bat (*Antrozous pallidus*)	CSC	Grasslands, chaparral, woodlands, and forests of California; most common in dry rocky open areas providing roosting opportunities. May also use hollow trees for roosting.	**Unlikely.** This species may forage over the site. Roosting habitat is absent.
American Badger (*Taxidea taxus*)	CSC	In the San Joaquin Valley this species inhabits non-native grassland with friable soil.	**Absent.** The Project Site provides no possible habitat for this species.

*Present: Species observed on the study area at time of field surveys or during recent past.
Likely: Species not observed on the study area, but it may reasonably be expected to occur there on a regular basis.
Possible: Species not observed on the study area, but it could occur there from time to time.
Unlikely: Species not observed on the study area, and would not be expected to occur there except, perhaps, as a transient.
Absent: Species not observed on the study area, and precluded from occurring there because habitat requirements not met.

STATUS CODES

FE	Federally Endangered	CE	California Endangered
FT	Federally Threatened	CT	California Threatened
FPE	Federally Endangered (Proposed)	CR	California Rare
FC	Federal Candidate	CSC	California Species of Special Concern
		CNPS	California Native Plant Society Listing

2.3 JURISDICTIONAL WATERS

Jurisdictional waters include rivers, creeks, and drainages with a defined bed and bank that may carry at most ephemeral flows, lakes, ponds, reservoirs, and wetlands. Such waters may be subject to the regulatory authority of the USACE, the CDFW and the California Regional Water Quality Control Board (RWQCB) (see Section 3.2.4 of this report for additional information).

Waters of the United States have been defined in the Code of Federal Regulations (33 CFR, Section 128), but these definitions have been modified by the U.S Supreme Court decision *Solid*

Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers (SWANCC Decision) in 2001 and the combined *Rapanos/Carabell Decision* in 2007. Prior to this decision, the USACE claimed as jurisdictional isolated wetlands and other waters on the basis that such wetlands provided habitat for migratory birds. The Supreme Court ruled in the SWANNC decision that migratory bird use of isolated drainages and wetlands could no longer be used to establish federal jurisdiction over such areas. The Supreme Court ruled in 2007 in the *Rapanos/Carabell* decision that wetlands may be waters of the United States if a significant nexus between those wetlands and any downstream waters of the United States can be demonstrated to exist. The discharge of fill into waters of the United States requires a permit from the USACE per the provisions of Section 404 of the Clean Water Act.

The RWQCB has claimed jurisdiction over all surface waters in the state of California. The RWQCB has the authority to develop water quality standards for these waters and evaluate project compliance with those standards per provisions of the Porter-Cologne Water Quality Control Act. The USACE cannot issue any Clean Water Act permit unless the RWQCB has determined that the proposed action to be covered by the permit meets state water quality standards. The RWQCB also has permit authority over isolated waters that are not considered waters of the United States.

The CDFW regulates activities within the bed and bank of natural drainage channels that may alter the channels in ways harmful to fish and wildlife. This regulatory authority derives from provisions of Section 1602 of the California Fish and Game code. Projects altering a natural drainage channel require that an applicant enter into a Streambed Alteration Agreement with the CDFW.

Jurisdictional waters in the form of creeks, ponds, wetlands, and other surface hydrologic features are entirely absent from the Project Site.

3.0 IMPACTS AND MITIGATIONS

3.1 SIGNIFICANCE CRITERIA

Approval of general plans, area plans, and specific projects is subject to the provisions of CEQA. The purpose of CEQA is to assess the impacts of proposed projects on the environment before they are carried out. CEQA is concerned with the significance of a proposed project's impacts. For example, a proposed development project may require the removal of some or all of a site's existing vegetation. Animals associated with this vegetation could be destroyed or displaced. Animals adapted to humans, roads, buildings, pets, etc., may replace those species formerly occurring on the site. Plants and animals that are state and/or federally listed as threatened or endangered may be destroyed or displaced. Sensitive habitats such as wetlands and riparian woodlands may be altered or destroyed.

Whenever possible, public agencies are required to avoid or minimize environmental impacts by implementing practical alternatives or mitigation measures. According to Section 15382 of the CEQA Guidelines, a significant effect on the environment means a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic interest."

Specific project impacts to biological resources may be considered "significant" if they would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- 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.

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal

pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

- 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.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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

Furthermore, CEQA Guidelines Section 15065(a) states that a project may trigger the requirement to make "mandatory findings of significance" if the project has the potential to:

> "Substantially 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 an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory."

3.2 RELEVANT GOALS, POLICIES, AND LAWS

3.2.1 Threatened and Endangered Species

State and federal "endangered species" legislation has provided the CDFW and the USFWS with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as "species of special status." Permits may be required from both the CDFW and USFWS if activities associated with a proposed project will result in the "take" of a listed species. "Take" is defined by the state of California as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" (California Fish and Game Code, Section

86). "Take" is more broadly defined by the federal Endangered Species Act to include "harm" (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFW and the USFWS are responding agencies under CEQA. Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

3.2.2 Migratory Birds

State and federal laws also protect most birds. The Federal Migratory Bird Treaty Act (16 U.S.C., scc. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

3.2.3 Birds of Prey

Birds of prey are also protected in California under provisions of the State Fish and Game Code, Section 3503.5, which states that it is "unlawful to take, possess, or destroy any birds in the order *Falconiformes* or *Strigiformes* (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

3.2.4 Wetlands and Other Jurisdictional Waters

Natural drainage channels and adjacent wetlands may be considered "Waters of the United States" (hereafter referred to as "jurisdictional waters") subject to the jurisdiction of the USACE. The extent of jurisdiction has been defined in the Code of Federal Regulations but has also been subject to interpretation of the federal courts. Jurisdictional waters generally include:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide.
- All interstate waters including interstate wetlands.

- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce.
- All impoundments of waters otherwise defined as waters of the United States under the definition.
- Tributaries of waters identified in the bulleted items above.

As determined by the United States Supreme Court in its 2001 *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC) decision, channels and wetlands isolated from other jurisdictional waters cannot be considered jurisdictional on the basis of their use, hypothetical or observed, by migratory birds. Similarly, in its 2006 consolidated *Carabell/Rapanos* decision, the U.S. Supreme Court ruled that a significant nexus between a wetland and other navigable waters must exist for the wetland itself to be considered a navigable and therefore jurisdictional water.

The USACE regulates the filling or grading of jurisdictional waters under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by "ordinary high water marks" on opposing channel banks. All activities that involve the discharge of fill into jurisdictional waters are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued until the RWQCB issues a certification (or waiver of such certification) that the proposed activity will meet state water quality standards.

The filling of isolated wetlands, over which the USACE has disclaimed jurisdiction, is regulated by the RWQCB. It is unlawful to fill isolated wetlands without filing a Notice of Intent with the RWQCB. The RWQCB is also responsible for enforcing National Pollution Discharge Elimination System (NPDES) permits, including the General Construction Activity Storm Water Permit. All projects requiring federal money must also comply with Executive Order 11990 (Protection of Wetlands).

CDFW has jurisdiction over the bed and bank of natural drainages and lakes according to provisions of Section 1601 and 1602 of the California Fish and Game Code (2003). Activities that would disturb these waters are regulated by the CDFW via a Streambed Alteration Agreement. Such an agreement typically stipulates that certain measures will be implemented which protect the habitat values of the drainage in question.

3.2.5 Oak Woodlands

Oak protection legislation (SB 1334) signed by Governor Schwarzenegger in January of 2005 establishes that the conversion of oak woodlands within county jurisdictions of the state be subject to CEQA review, and that significant impact to oak woodlands be mitigated. Fresno County defines oak woodland as a tree habitat with 5 or more oak trees per acre. "Conversion" has been defined as the cutting or removing of 30 percent or more of the canopy from oak woodland, and changing the land use such that the converted acreage could no longer sustain oak woodland in the future.

3.3 POTENTIAL IMPACTS TO BIOLOGICAL RESOURCES FROM PROPOSED ACTION

As described in Section 1.0 of this report, the proposed action is the construction of a mini storage facility on the 19.3-acre Project Site. The entire site will be converted from irrigated agriculture into storage units, paved parking and access lanes, an office, a residence, and associated landscaping. Upon project completion existing land uses described in this report would no longer occur.

3.3.1 Potentially Significant Project Impacts

Potentially significant project impact to biological resources is not expected from the proposed project.

3.3.2 Less than Significant Project Impacts

All project impacts to biological resources are expected to be less than significant. Less than significant impacts to biological resources are discussed in detail below:

3.3.2.1 Project Impacts to Special Status Plant Species

Impact Discussion

Special status plant species would not occur on the project site. Native habitats that may have once supported such species no longer occur within the project site. The entire site is now devoted to summer-irrigated corn, rendering the entire site unsuitable for native plant species adapted to summer drought. Therefore, the proposed project will have no effect on special status plant species.

Mitigation Measures. The proposed action will have no adverse effect on special status plant species. Mitigation measures are not warranted.

3.3.2.2 Project Impact to Special Status Animal Species

Impact Discussion

Most special status animal species occurring regionally would not occur on the site. Others may pass through or fly over the site during migration or routine home range movements, but would not rely on the site as foraging or breeding habitat. The site is too disturbed from irrigated agriculture to provide habitat of any value to animal species of special status. Therefore, the proposed project will have no effect on special status animal species.

Mitigation Measures. The proposed action will have no adverse effect on special status animal species. Mitigation measures are not warranted.

3.3.2.3 Project Impact to Riparian Habitat or other Sensitive Natural Communities

Impact Discussion

Sensitive Natural Communities, including riparian habitat and other types of wetlands, are absent from the project site. Therefore, the proposed project will have no effect on Sensitive Natural Communities.

Mitigation Measures. The proposed action will have no adverse effect on riparian habitat or other Sensitive Natural Communities. Mitigation measures are not warranted.

3.3.2.4 Project Impact to Federally Protected Wetlands as Defined by Section 404 of the Clean Water Act

Impact Discussion

Federally protected wetlands, and other Waters of the United States as defined by Section 404 of the Clean Water Act, are absent from the Project Site. Therefore, the proposed project will have no effect on such waters.

Mitigation Measures. The proposed action will have no adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act or other waters of the United States. Mitigation measures are not warranted.

3.3.2.5 Project Impact to Wildlife Movement Corridors and Wildlife Habitat

Impact Discussion

Absent habitats from the site that were once native to the San Joaquin Valley, and absent areas of significant native habitat important to native wildlife species in the general site vicinity, use of the Project Site as a "movement corridor" by native wildlife is not likely. Wildlife movement corridors in the San Joaquin Valley are more typically associated with natural drainages (rivers and creeks) having significant riparian vegetation along the channel banks. Alternatively, wildlife movement corridors may link important habitat patches of similar values for similar assemblages of species. The Project Site fits neither criterion. Therefore, the proposed project will have no effect on wildlife movement corridors and wildlife habitat.

Mitigation Measures. The proposed action will have no adverse effect on wildlife movement corridors and wildlife habitat. Mitigation measures are not warranted.

3.3.2.6 Will the Project Conflict with any Local Policies or Ordinances Protecting Biological Resources, such as a Tree Preservation Policy or Ordinance

Impact Discussion

Biological resources of the Project Site are limited to a small number of terrestrial vertebrate species adapted to the annual disturbance associated with irrigated agriculture. There are no known local policies or ordinances that would offer protection to irrigated agriculture or the

kinds of species utilizing irrigated agriculture. The proposed project, therefore, would be consistent with local policies or ordinances protecting biological resources.

Mitigation Measures. The proposed action is consistent with the policies found in the Environmental Resources Element of the Tulare County General Plan that are relevant to natural resource protection (i.e., ERM-1.1 through ERM-1.17). Additional mitigation measures protecting biological resources are not warranted.

3.3.2.7 Degradation of Water Quality in Seasonal Creeks, Reservoirs and Downstream Waters

Impact Discussion

Natural water bodies such as rivers, seasonal creeks, and ponds are absent from the Project Site. The nearest natural creek to the Project site is Packwood Creek, which passes through agricultural lands approximately 1.3 miles to the south of the Project Site. The project will be designed to contain all on-site stormwater runoff by directing such runoff to an onsite stormwater retention basin, thus ensuring that runoff generated from the hardscape associated with the project will not enter natural drainages off-site. Therefore, the proposed project will result in a less than significant adverse effect on water quality in seasonal creeks, reservoirs and downstream waters.

Mitigation Measures. The proposed action will have a less than significant adverse effect on water quality in seasonal creeks, reservoirs and downstream waters. Mitigation measures are not warranted.

3.3.2.8 Loss of Oak Woodlands

Impact Discussion

Oak woodlands do not occur within the Project Site. The proposed project will have no impact on oak woodlands.

Mitigation Measures

The proposed action will have no adverse effect on oak woodlands. Mitigation measures are not warranted.

3.3.2.9 Project Impact on Nesting Birds

Impact Discussion

The Project Site provides little to no nesting habitat for native birds. Trees and shrubs suitable as nesting habitat for many bird species are absent from the Project Site. Because the site is intensively farmed every year (as evidenced by a review of aerial photography going back to 1998), ground-nesting birds would have no opportunity to nest on the site. The proposed project would have a less than significant adverse effect on nesting birds.

Mitigation Measures. The proposed action will have no significant adverse effect on nesting birds. Mitigation measures are not warranted.

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APPENDIX A: VASCULAR PLANTS OF THE STUDY AREA

APPENDIX A
VASCULAR PLANTS OF THE STUDY AREA

The plant species listed below have been observed within or adjacent to the study area during site surveys conducted by David Hartesveldt of Live Oak Associates, Inc., on April 2, 2009 and August 20, 2014. The U.S. Fish and Wildlife Service wetland indicator status for each plant has been shown following the common name of the plant species.

OBL - Obligate
FACW - Facultative Wetland
FAC - Facultative
FACU - Facultative Upland
UPL - Upland
+/- - Higher/lower end of category
NR - No review
NA - No agreement
NI - No investigation

AMARANTHACEAE – Amaranth Family		
Amaranthus blitoides	Prostate Pigweed	FACW
CHENOPODIACEAE – Goosefoot Family		
Salsola tragus	Russian Thistle	FACU
POACEAE – Grass Family		
Cynodon dactylon	Bermuda Grass	FAC
Echinochloa crus-galli	Barnyard Grass	FACW
Sorghum halepense	Johnson Grass	FACU
Zea mays	Corn	UPL
POLYGONACEAE – Knotweed Family		
Polygonum aviculare	Prostrate Knotweed	FAC
ZYGOPHYLLACEAE – Caltrop Family		
Tribulus terrestris	Puncture Vine	UPL

APPENDIX B: TERRESTRIAL VERTEBRATE SPECIES POTENTIALLY OCCURRING ON THE STUDY AREA

APPENDIX B
TERRESTRIAL VERTEBRATE SPECIES POTENTIALLY OCCURRING ON THE STUDY AREA

The species listed below are those that may reasonably be expected to use the habitats of the study area. The list was not intended to include birds that are vagrants or occasional transients. Its purpose was rather to include those species that may be expected to routinely and predictably use the planning area during some or all of the year. An asterisk denotes a species observed within or adjacent to the study area during surveys conducted on April 2, 2009 and July 23, 2014.

CLASS: AMPHIBIA (Amphibians)
ORDER: ANURA (Frogs and Toads)
FAMILY: BUFONIDAE (True Toads)
Western Toad (*Bufo boreas*)
FAMILY: HYLIDAE (Tree Frogs and Relatives)
Pacific Chorus Frog (*Pseudacris regilla*)

CLASS: REPTILIA (Reptiles)
ORDER: SQUAMATA (Lizards and Snakes)
FAMILY: COLUBRIDAE (Colubrids)
Gopher Snake (*Pituophis catenifer*)
Common Kingsnake (*Lampropeltis getula*)
Common Garter Snake (*Thamnophis sirtalis*)

CLASS: AVES (Birds)
ORDER: CICONIIFORMES (Herons, Storks, Ibises and Relatives)
FAMILY: ARDEIDAE (Herons and Bitterns)
Great Blue Heron (*Ardea herodias*)
FAMILY: CATHARTIDAE (New World Vultures)
Turkey Vulture (*Cathartes aura*)
ORDER: FALCONIFORMES (Vultures, Hawks and Falcons)
FAMILY: ACCIPITRIDAE (Hawks, Old World Vultures and Harriers)
Sharp-Shinned Hawk (*Accipiter striatus*)
Cooper's Hawk (*Accipiter cooperii*)
*Red-Shouldered Hawk (*Buteo lineatus*)
*Red-Tailed Hawk (*Buteo jamaicensis*)
Ferruginous Hawk (*Buteo regalis*)
Rough-legged Hawk (*Buteo lagopus*)
FAMILY: FALCONIDAE (Caracaras and Falcons)
American Kestrel (*Falco sparverius*)
ORDER: CHARADRIIFORMES (Shorebirds, Gulls and Relatives)
FAMILY: CHARADRIIDAE (Plovers and Relatives)
*Killdeer (*Charadrius vociferus*)
ORDER: COLUMBIFORMES (Pigeons and Doves)
FAMILY: COLUMBIDAE (Pigeons and Doves)
Rock Pigeon (*Columba liva*)

*Eurasian Collared Dove (*Streptopelia decaocto*)
*Mourning Dove (*Zenaida macroura*)

ORDER: STRIGIFORMES (Owls)

FAMILY: TYTONIDAE (Barn Owls)

Barn Owl (*Tyto alba*)

FAMILY: STRIGIDAE (Typical Owls)

Great Horned Owl (*Bubo virginianus*)

ORDER: APODIFORMES (Swifts and Hummingbirds)

FAMILY: APODIDAE (Swifts)

Black Swift (*Cypseloides niger*)
Vaux's Swift (*Chaetura vauxi*)
White-Throated Swift (*Aeronautes saxatalis*)

FAMILY: TROCHILIDAE (Hummingbirds)

Black-Chinned Hummingbird (*Archilochus alexandri*)
Anna's Hummingbird (*Calypte anna*)
Calliope Hummingbird (*Stellula calliope*)
Rufous Hummingbird (*Selasphorus rufus*)
Allen's Hummingbird (*Selasphorus sasin*)

ORDER: PASSERIFORMES (Perching Birds)

FAMILY: TYRANNIDAE (Tyrant Flycatchers)

Black Phoebe (*Sayornis nigricans*)
Says Pheobe (*Sayornis saya*)
Ash-Throated Flycatcher (*Myiarchus cinerascens*)
Western Kingbird (*Tyrannus verticalis*)

FAMILY: LANIIDAE (Shrikes)

Loggerhead Shrike (*Lanius ludovicianus*)

FAMILY: CORVIDAE (Jays, Magpies and Crows)

Western Scrub-Jay (*Aphelocoma californica*)
*American Crow (*Corvus brachyrhynchos*)
Common Raven (*Corvus corax*)

FAMILY: ALAUDIDAE (Horned Larks)

Horned Lark (*Eremophila alpestris*)

FAMILY: HIRUNDINIDAE (Swallows)

Tree Swallow (*Tachycineta bicolor*)
Violet-Green Swallow (*Tachycineta thalassina*)
Northern Rough-Winged Swallow (*Stelgidopteryx serripennis*)
Cliff Swallow (*Petrochelidon pyrrhonota*)
Barn Swallow (*Hirundo rustica*)

FAMILY: TROGLODYTIDAE (Wrens)

Rock Wren (*Salpinctes obsoletus*)

FAMILY: TURDIDAE (Thrushes)

Western Bluebird (*Sialia mexicana*)
Mountain Bluebird (*Sialia currucoides*)
American Robin (*Turdus migratorius*)

FAMILY: MIMIDAE (Mockingbirds and Thrashers)

Northern Mockingbird (*Mimus polyglottos*)

FAMILY: STURNIDAE (Starlings and Allies)
*European Starling (*Sturnus vulgaris*)
FAMILY: BOMBYCILLIDAE (Waxwings)
Cedar Waxwing (*Bombycilla cedrorum*)
FAMILY: PARULIDAE (Wood Warblers and Relatives)
Yellow-Rumped Warbler (*Dendroica coronata*)
FAMILY: THRAUPIDAE (Tanagers)
Western Tanager (*Piranga ludoviciana*)
FAMILY: EMBERIZIDAE (Emberizines)
California Towhee (*Pipilo crissalis*)
Rufous-Crowned Sparrow (*Aimophila ruficeps*)
Lark Sparrow (*Chondestes grammacus*)
Fox Sparrow (*Passerella iliaca*)
Song Sparrow (*Melospiza melodia*)
Savannah Sparrow (*Passerculus sandwichensis*)
White-Crowned Sparrow (*Zonotrichia leucophrys*)
Golden-Crowned Sparrow (*Zonotrichia atricapilla*)
Dark-Eyed Junco (*Junco hyemalis*)
FAMILY: CARDINALIDAE (Cardinals, Grosbeaks and Allies)
Lazuli Bunting (*Passerina amoena*)
FAMILY: ICTERIDAE (Blackbirds, Orioles and Allies)
Brewer's Blackbird (*Euphagus cyanocephalus*)
Red-winged Blackbird (*Agelaius phoeniceus*)
Tri-color Blackbird (*Agelaius tricolor*)
Brown-Headed Cowbird (*Molothrus ater*)
Western Meadowlark (*Sturna neglecta*)
FAMILY: FRINGILLIDAE (Finches)
*House Finch (*Carpodacus mexicanus*)
American Goldfinch (*Carduelis tristis*)
Lesser Goldfinch (*Carduelis psaltria*)
Lawrence's Goldfinch (*Carduelis lawrencei*)

CLASS: MAMMALIA (Mammals)
ORDER: DIDELPHIMORPHIA (Marsupials)
FAMILY: DIDELPHIDAE (Opossums)
Virginia Opossum (*Didelphis virginiana*)
FAMILY: TALPIDAE (Moles)
Broad-Footed Mole (*Scapanus latimanus*)
ORDER: CHIROPTERA (Bats)
FAMILY: VESPERTILIONIDAE (Evening Bats)
Little Brown Myotis (*Myotis lucifugus*)
Yuma Myotis (*Myotis yumanensis*)
Long-Eared Myotis (*Myotis evotis*)
Fringed Myotis (*Myotis thysanodes*)
Long-Legged Myotis (*Myotis volans*)
California Myotis (*Myotis californicus*)

Western Small-Footed Myotis (*Myotis ciliolabrum*)
Western Pipistrelle (*Pipistrellus hesperus*)
Big Brown Bat (*Eptesicus fuscus*)
Western Red Bat (*Lasiurus blossevillii*)
Hoary Bat (*Lasiurus cinereus*)
Spotted Bat (*Euderma maculatum*)
Pale Big-eared Bat (*Corynorhinus townsendii pallescens*)
Townsend's Big-Eared Bat (*Corynorhinus townsendii townsendii*)
Pallid Bat (*Antrozous pallidus*)

FAMILY: MOLOSSIDAE (Free-tailed Bats)
Brazilian Free-Tailed Bat (*Tadarida brasiliensis*)
Western Mastiff Bat (*Eumops perotis*)

ORDER: LAGOMORPHA (Rabbits, Hares and Pika)

FAMILY: LEPORIDAE (Rabbits and Hares)
Desert Cottontail (*Sylvilagus audubonii*)
Black-Tailed Jackrabbit (*Lepus californicus*)

ORDER: RODENTIA (Rodents)

FAMILY: GEOMYIDAE (Pocket Gophers)
Botta's Pocket Gopher (*Thomomys bottae*)

FAMILY: HETEROMYIDAE (Pocket Mice and Kangaroo Rats)
California Pocket Mouse (*Chaetodipus californicus*)

FAMILY: MURIDAE (Mice, Rats and Voles)
Western Harvest Mouse (*Reithrodontomys megalotis*)
California Mouse (*Peromyscus californicus*)
Deer Mouse (*Peromyscus maniculatus*)
California Vole (*Microtus californicus*)
House mouse (*Mus musculus*)

ORDER: CARNIVORA (Carnivores)

FAMILY: CANIDAE (Foxes, Wolves and Relatives)
Coyote (*Canis latrans*)
Gray Fox (*Urocyon cinereoargenteus*)

FAMILY: MUSTELIDAE (Weasels and Relatives)
Long-Tailed Weasel (*Mustela frenata*)
American Badger (*Taxidea taxus*)

FAMILY: MEPHITIDAE (Skunks)
Striped Skunk (*Mephitis mephitis*)

FAMILY: FELIDAE (Cats)
Feral Cat (*Felis catus*)

APPENDIX C:
SELECT PHOTOGRAPHS OF THE PROJECT SITE

Photo 1. View of Project Site looking west from Caldwell Avenue. Corn and weedy stands of barnyard grass and Johnson grass in the corn crop are visible.

Photo 2. Stand of corn along site's eastern boundary.

Appendix C
Southern San Joaquin Valley Historic Resources Information Record Search

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA. 93277
PHONE (559) 624-7000
FAX (559) 730-2653

Michael Washam Planning
Mike Bond Public Works
Roger Hunt Administration

MICHAEL C. SPATA, DIRECTOR

January 21, 2015

California Historical Resources Information System
19001 Stockdale Highway
Bakersfield, CA 93311-1022

Attention: Celest M. Thomson

Re: Derrel's Mini Storage, State Clearinghouse # 2014121067

Enclosed are the following items included as part of our submittal for the Record Search:

- USGS 7.5 Topographic Map, to Scale with boundaries clearly marked.
- CHRIS Access Agreement Short Form

The project site is located on the northside of Avenue 280 (Caldwell Avenue) ½ mile west of Road 100 (Akers Road). The northeast corner is near Visalia's City limits. The 19.33-acre Project site, is located within an unincorporated area of Tulare County. Specifically, the proposed Project is located on APN: 119-230-007 and is within Sect 3, T19S, R24E MDB&M.

The site is zoned as AE-20. The site is bordered by agricultural fields to the north, west and south and five (5) large lot single-family residences to the east. The site is currently fallow and was previously cultivated as silage crops. No structures are present on the property.

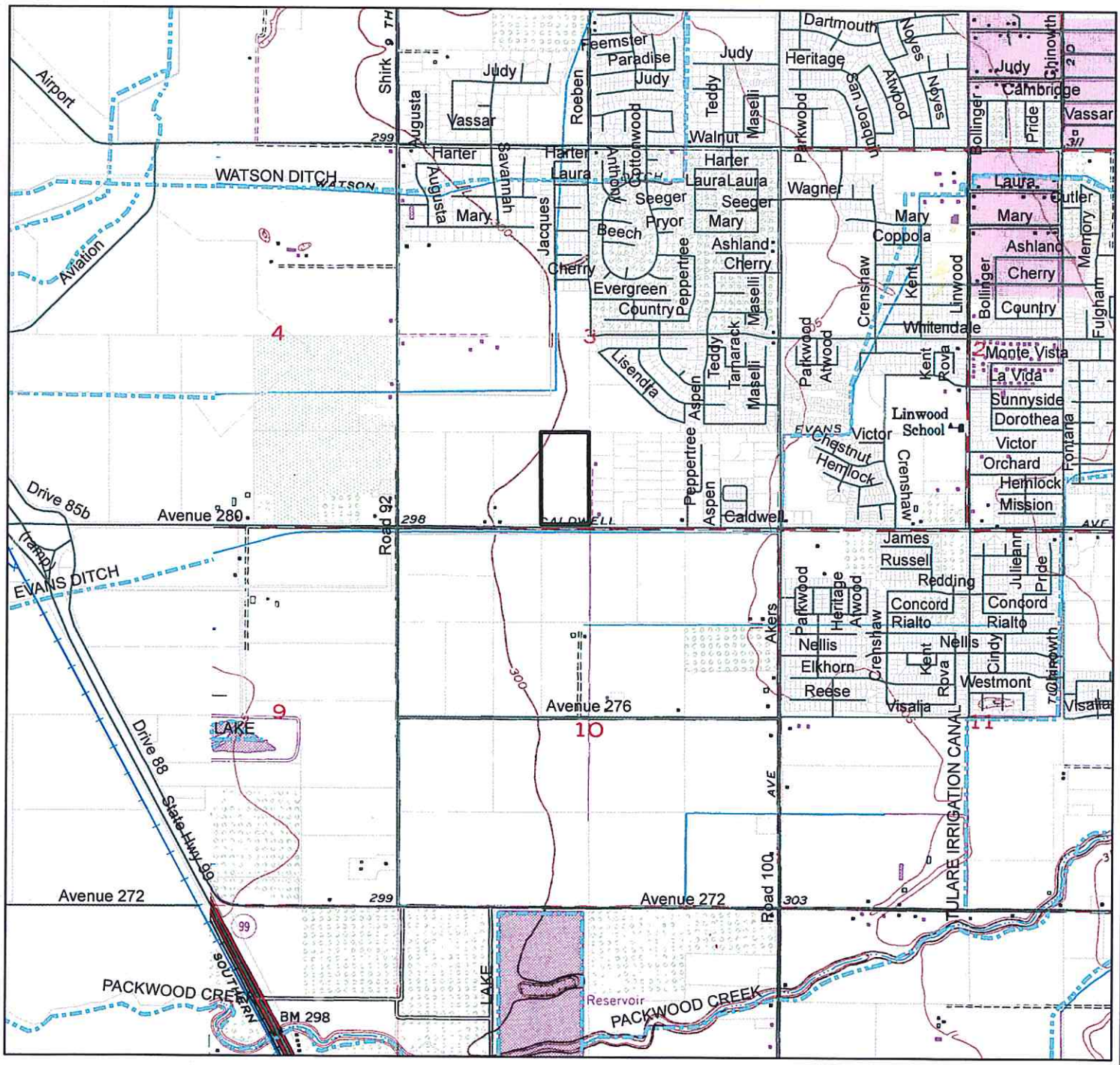
If you have questions or need additional materials, please feel free to contact me by phone or email.

Sincerely,

Susan Simon

Susan Simon
Planner III
Environmental Planning Division
(559)624-7126
ssimon@co.tulare.ca.us

Derrel's Mini Storage
GPA 14-007/PZ 14-001



0 1,000 2,000 3,000 4,000 Feet

N

Visalia: USGS Quadrangle map

Site

County of Tulare Geographic Information Systems

California Historical Resources Information System

ACCESS AGREEMENT SHORT FORM

Number: _____

I, the undersigned, have been granted access to historical resources information on file at the Susan Simon Information Center of the California Historical Resources Information System.

I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III(A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.

I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixty (60) calendar days of completion.

I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.

I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name: Susan Simon Date: 1/21/2015

Signature: Susan Simon

Affiliation: County of Tulare

Address: 5961 S. Mooney Blvd City/State/Zip: Visalia, CA 93277

Billing Address (if different from above): _____

Telephone: 559-624-7126 Fax: 559-730-2653 Email: ssimon@co.tulare.ca.us

Purpose of Access: Record Search

Reference (project name or number, title of study, and street address if applicable): Derrel's Mini Storage Avenue 280 (Caldwell Ave) 1/2 mile west of Road 100 (Akers Rd), Visalia

County: Tulare Township/Range/Section or UTMs: Section 3 Twp 19 S Range 24 E MDB&M

USGS 7.5' Quad: Visalia, CA MRC 26119C3

Information Record Search

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

FRESNO
KERN
KINGS
MADERA
TULARE

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 46 MEC
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289 FAX (661) 654-2415
E-mail: ssjvic@csub.edu

To: Susan Simon
Tulare County Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277

Record Search 15-035

Date: February 3, 2015

Re: Derrel's Mini Storage, State Clearinghouse #2014121067

County: Tulare

Map(s): Visalia 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law. The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Directory (3/18/13), California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

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

According to the information in our files, there have been two previous cultural resource studies conducted within small portions of the project area, TU-01395 and TU-01659. There has been one additional study conducted within the one-half mile radius, TU-01546.

Record Search 15-035

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

There are no recorded cultural resources within project area. There are two recorded resource within the one-half mile radius, P-54-002179 (Evans Ditch) and P-54-005059 (historic single family residence).

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

COMMENTS AND RECOMMENDATIONS

We understand this project consists of construction of a Derrel's Mini Storage facility on vacant land that has been previously used for agricultural purposes. Agriculture does not constitute development, as it does not destroy cultural resources but merely moves them around within the plow zone. The majority of this project area has never been surveyed for cultural resources. It is not known if any exist there. Therefore, prior to ground disturbance activities, we recommend a qualified, professional archaeologist conduct a field survey to determine if cultural resources are present. A list of professionals is available at www.chrisinfo.org.

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

By:

Celeste M. Thomson, Coordinator **Date:** February 3, 2015

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

Appendix D

Traffic Impact Analysis

Traffic Impact Study

Proposed Mini Storage Facility

Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment
Tulare County, California

Prepared For:
Derrel's Mini Storage
3265 West Ashlan Avenue
Fresno, California 93722

Date:
March 3, 2015

Job No.:
14-036.01

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

EXECUTIVE SUMMARY

This traffic impact study has been prepared to study the potential traffic impacts related to a proposed mini storage facility (Project) in Tulare County, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project.

The Project consists of a mini storage facility with 346,500 square feet of rentable building area and a 2,522-square-foot office/residence building to be located on approximately 19.18 net acres on the north side of Avenue 280 (Caldwell Avenue) between Road 92 and Akers Street in Tulare County, California. The Project site is specifically located northwest of the intersection of Avenue 280 and the Roeben Road alignment. The site is within the Sphere of Influence of the City of Visalia as illustrated in the Visalia General Plan Update dated March 2014.

The study locations were determined in coordination with County of Tulare staff based on the anticipated Project traffic distribution, the size of the Project, and the existing conditions in the vicinity of the Project site.

This report includes analysis of the following intersections:

1. Caldwell Avenue and Akers Street
2. Avenue 280 (Caldwell Avenue) and Site Driveway

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (Includes Approved and Pending Projects);
- Cumulative (Year 2040) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2040) Conditions With Project.

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The intersection of Caldwell Avenue and Akers Street is currently operating at acceptable levels of service. Calculated 95th-percentile queues exceed the storage capacity in the left-turn lane on the southbound approach to the intersection.

The study intersections are expected to operate at acceptable levels of service after construction of the Project. Queuing conditions after construction of the Project will be nearly identical to the existing conditions. The Project does not cause a significant traffic impact.

EXECUTIVE SUMMARY (Continued)

The study intersections are expected to continue to operate at acceptable levels of service after construction of the pending and approved projects and the proposed Project. The pending and approved projects are expected to contribute to slightly longer queues in left-turn lane on the southbound approach to the intersection of Caldwell Avenue and Akers Street. However, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

The Project does not exacerbate the delays and level of service at the intersection by a significant amount based on the year 2040 analyses and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project.

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Paul Ridenour
Derrel's Mini Storage
3265 West Ashlan Avenue
Fresno, California 93722

March 3, 2015

Subject: Traffic Impact Study
Proposed Mini Storage Facility
Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment
Tulare County, California

Dear Mr. Ridenour:

1.0 INTRODUCTION

This report presents the results of a traffic impact study for a proposed mini storage facility (Project) in Tulare County, California and supersedes a previous report dated February 27, 2015. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project.

2.0 PROJECT DESCRIPTION

The Project consists of a mini storage facility with 346,500 square feet of rentable building area and a 2,522-square-foot office/residence building to be located on approximately 19.18 net acres on the north side of Avenue 280 (Caldwell Avenue) between Road 92 and Akers Street in Tulare County, California. The Project site is specifically located northwest of the intersection of Avenue 280 and the Roeben Road alignment. The site is within the Sphere of Influence of the City of Visalia as illustrated in the Visalia General Plan Update dated March 2014.

The location of the site is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. The site plan is presented in Figure 2, Site Plan.

3.0 STUDY AREA AND TIME PERIOD

The study locations were determined in coordination with County of Tulare staff based on the anticipated Project traffic distribution, the size of the Project, and the existing conditions in the vicinity of the Project site.

This report includes analysis of the following intersections:

3. Caldwell Avenue and Akers Street
4. Avenue 280 (Caldwell Avenue) and Site Driveway

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (Includes Approved and Pending Projects);
- Cumulative (Year 2040) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2040) Conditions With Project.

4.0 LEVEL OF SERVICE

The Transportation Research Board *Highway Capacity Manual*, 2010, (HCM2010) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst."

Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 1 and 2.

Table 1
Level of Service Characteristics for Unsignalized Intersections

Level of Service	Average Vehicle Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

Table 2
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is low. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is low. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference: *Highway Capacity Manual,* Transportation Research Board, 2010

5.0 SIGNIFICANCE CRITERIA

Policy TC-1.15, Traffic Impact Study, presented in Chapter 13 of the 2030 Update of the Tulare County General Plan dated August 2012 (County General Plan) states: "*The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS "D" or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.*"

Policy TC-1.16, County Level Of Service (LOS) Standards, presented in the County General Plan states: "*The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.*"

The City of Visalia General Plan establishes LOS "D" as the minimum acceptable LOS standard on city roadways.

For purposes of this study, a significant traffic impact will be recognized if the Project will:

- decrease the LOS below D at an intersection;
- exacerbate the delay at an intersection already operating at a substandard LOS (i.e., LOS E or LOS F) by increasing the average delay by 5.0 seconds or more; or
- cause the LOS to drop from LOS E to LOS F.

6.0 EXISTING TRAFFIC VOLUMES

Existing peak-hour traffic volumes at the intersection of Caldwell Avenue and Akers Street were determined by performing turning-movement counts between 7:00 and 9:00 a.m. and

between 4:00 and 6:00 p.m. on Tuesday, February 10, 2015. The counts included pedestrians, bicycles, and heavy vehicles. A twenty-four-hour traffic count was performed on Avenue 280 (Caldwell Avenue) near the Project site on Tuesday, February 10, 2015 and indicated a 24-hour volume of 9,271 vehicles (combined both eastbound and westbound directions). The data sheets are presented in the attached Appendix A. The existing peak-hour turning movement volumes are presented in Figure 3, Existing Peak-Hour Traffic Volumes. Table 3 presents the results of the 24-hour traffic counts.

7.0 PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. ITE presents data for Mini-Warehouse uses (ITE Code 151) which includes local data prepared by Peters Engineering Group based on existing Derrel's Mini Storage facilities in the Fresno area. Table 3 presents the ITE trip generation rates for mini warehouse uses.

Table 3
ITE Code 151 Trip Generation Rates

Independent Variable	A.M. Peak Hour of Adjacent Street	P.M. Peak Hour of Adjacent Street	Weekday
Net Rentable Area	0.14 trips per 1,000 square feet	0.26 trips per 1,000 square feet	2.50 trips per 1,000 square feet

It has been found that the typical Derrel's Mini Storage facility generates fewer trips than the averages presented in ITE. Peters Engineering Group performed a local trip generation study specifically for several existing Derrel's Mini Storage facilities and presented the results in a report dated September 22, 2005. The existing facilities included residences for employees which are included in the trip generation rates. The rates presented in Table 4, which have been applied to new Derrel's Mini Storage facilities in the San Joaquin Valley, are based on information presented in the September 22, 2005 report and additional feedback received from the City of Fresno in a letter dated October 25, 2005.

Table 4
Local Trip Generation Rates - Mini Storage Facilities

Independent Variable	A.M. Peak Hour of Adjacent Street	P.M. Peak Hour of Adjacent Street	Weekday
Net Rentable Area	0.12 trips per 1,000 square feet	0.14 trips per 1,000 square feet	1.43 trips per 1,000 square feet

The proportion of entering vehicles and exiting is approximately 50 percent each.

Table 5 presents trip generation calculations for the proposed Project based on the rates presented in Table 4.

Table 5
Weekday Project Trip Generation

Land Use	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini Storage	346,500 sq. ft	0.12 50/50	21	21	0.14 50/50	25	25	1.43	469

Reference: Peters Engineering Group report dated September 22, 2005 and City of Fresno letter dated October 25, 2005.
Rates are reported in trips per 1,000 square feet. Splits are reported as Entering/Exiting as a percentage of the total

8.0 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of Project trips was estimated based on the locations of complementary land uses, available routes, and engineering judgment. The percentage distribution of Project trips is presented in the attached Figure 4, Project Trip Distribution Percentages. The peak-hour Project traffic volumes presented in Table 5 were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 4. The peak-hour Project traffic volumes are presented in Figure 5, A.M. and P.M. Peak Hour Project Traffic Volumes.

9.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study locations are presented in Figure 6, Existing Lane Configurations and Intersection Control.

10.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

The existing-plus-Project peak-hour turning movement volumes are presented in Figure 7, Existing-Plus-Project Peak-Hour Traffic Volumes.

11.0 PENDING PROJECTS

The analyses for the near-term and long-term conditions consider trips expected to be generated by pending and approved projects in the study area. The following projects were considered in the analyses:

- Expansion of First Assembly of God Church, southwest of the intersection of Caldwell Avenue and Akers Street
- Montessori School, northeast of the intersection of Caldwell Avenue and Linwood Street
- Completion of Sequoia Crossing single-family residences southeast of the intersection of Caldwell Avenue and Akers Street

Analysis of the Sequoia Gateway Commercial and Business Park and consideration of that project as a pending project is beyond the scope of this study. A separate environmental impact report will be performed for the Sequoia Gateway Commercial and Business Park to consider its cumulative impacts.

12.0 NEAR-TERM TRAFFIC VOLUMES

The near-term with-Project peak-hour turning movement volumes are presented in Figure 8 Near-Term With-Project Peak-Hour Traffic Volumes. The near-term volumes include trips expected to be generated by the pending projects.

13.0 CUMULATIVE YEAR 2040 TRAFFIC VOLUMES

The Tulare County Association of Governments (TCAG) maintains a travel model that is typically used to forecast future traffic volumes. An increment method was utilized to forecast traffic volumes for future conditions by determining the growth projected by the model between the base year and the analysis year. This growth is added to the existing traffic volumes and the result is the predicted future traffic volume on the road segment. The TCAG travel model data output is included in the attached Appendix B.

Future turning movements forecasts were based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."*

The cumulative year 2040 traffic volumes without the Project are presented in Figure 9, Year 2040 Cumulative No-Project Peak-Hour Traffic Volumes. This scenario assumes the Project site is vacant. The cumulative year 2040 traffic volumes with the Project are presented in Figure 10, Year 2040 Cumulative With-Project Peak-Hour Traffic Volumes.

14.0 INTERSECTION ANALYSES

The levels of service at the study intersections were determined using the computer program Synchro 8, which is based on the *Highway Capacity Manual* procedures for calculating levels of service. The intersection analysis sheets are included in the attached Appendix C.

Peak-hour factors (PHF) for the existing and near-term conditions were determined from the traffic counts. The HCM suggests that a PHF of 0.92 in urban areas may be used in the absence of field data and 0.88 may be used in rural areas. For purposes of the cumulative year 2040 analyses performed for this study, in which a substantial volume of traffic growth is added and field data is not available, a PHF of 0.92 is assumed for the new growth trips. A weighted average of the existing PHF for existing trips and 0.92 for new growth trips is used in the analyses.

Tables 6 through 10 present the results of the intersection analyses. Substandard delays and levels of service are indicated in bold type.

Table 6
Intersection Level of Service Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	49.7	D	39.5	D
Caldwell / Site Access	Does not exist	-	-	-	-

Table 7
Intersection Level of Service Summary – Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	50.2	D	40.1	D
Caldwell / Site Access	One-way stop	15.8	C	18.7	C

Table 8
Intersection Level of Service Summary – Near-Term With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	54.0	D	41.6	D
Caldwell / Site Access	One-way stop	16.0	C	19.0	C

Table 9
Intersection Level of Service Summary – Cumulative 2040 No-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	**68.6**	**E**	**60.6**	**E**
Caldwell / Site Access	Does not exist	-	-	-	-

Table 10
Intersection Level of Service Summary – Cumulative 2040 With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	**69.3**	**E**	**61.0**	**E**
Caldwell / Site Access	One-way stop	22.0	C	31.3	D

The results of the intersection operational analyses include estimates of the 95th-percentile queue lengths at the study intersections. The existing storage capacity and the calculated 95th-percentile queue lengths are presented in Tables 11 through 15. Calculated 95th-percentile queue lengths that exceed the storage capacity by at least 25 feet (the average storage length for one automobile) are indicated in bold type.

Table 11
Intersection Queuing Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	85	102	0	81	138	58	73	104	11	323	101	29
	P.M.	112	168	0	71	135	54	50	112	22	**351**	100	11

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.

Table 12
Intersection Queuing Summary – Existing-Plus-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	91	105	0	81	141	61	78	104	11	324	102	30
	P.M.	128	172	1	71	138	54	56	113	22	**353**	100	17
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					5		-
	P.M.	0				-					8		-

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.
S - Shared lane
NS - Not required to stop
DNE - Does not exist
OS - On-site storage

Table 13
Intersection Queuing Summary – Near-Term With-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	94	105	0	93	141	70	85	111	15	**350**	108	31
	P.M.	128	172	5	85	138	55	60	115	26	**361**	104	17
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					5		-
	P.M.	0				-					8		-

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.
S - Shared lane
NS - Not required to stop
DNE - Does not exist
OS - On-site storage

Table 14
Intersection Queuing Summary – Cumulative 2040 No-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	126	130	28	300	176	195	164	224	28	**383**	277	44
	P.M.	173	231	38	139	168	58	134	186	38	**500**	204	23

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.

Table 15
Intersection Queuing Summary – Cumulative 2040 With-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	139	132	32	300	178	198	174	224	28	**383**	277	49
	P.M.	191	234	38	142	171	57	150	190	39	**508**	207	29
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					8		-
	P.M.	0				-					15		-

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.
S - Shared lane
NS - Not required to stop
DNE - Does not exist
OS - On-site storage

15.0 DISCUSSION

15.1 Existing Conditions

The intersection analyses indicate that the intersection of Caldwell Avenue and Akers Street is currently operating at an acceptable LOS D during the weekday a.m. and p.m. peak hours. The calculated 95th-percentile queues exceed the existing storage capacity in the left-turn lane on the southbound approach to the intersection.

15.2 Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project in the absence of other pending projects and regional growth. This scenario isolates the specific impacts of the Project.

The results of the analyses indicate the study intersections will operate at acceptable levels of service. The Project will not exacerbate the existing queuing deficiency in left-turn lane on the southbound approach to the intersection. Therefore, the Project does not cause a significant traffic impact.

15.3 Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected to occur immediately after construction of the Project and the pending projects. This scenario estimates the near-term cumulative impacts.

The results of the analyses indicate the study intersections will operate at acceptable levels of service. Therefore, the Project does not contribute to a significant near-term cumulative traffic impact. The near-term cumulative projects will exacerbate the existing queuing deficiency in left-turn lane on the southbound approach to the intersection; however, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

15.4 Cumulative Year 2040 No-Project Conditions

The year 2040 no-Project conditions analyses are based on the assumption that the Project site is vacant in the year 2040. This scenario estimates the long-term cumulative impacts without the Project.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

15.5 Cumulative Year 2040 With-Project Conditions

The year 2040 with-Project conditions analyses are based on the assumption that the Project site is developed with the proposed Project. This scenario estimates the long-term cumulative impacts.

The intersection of Avenue 280 (Caldwell Avenue) and the site access driveway is expected to operate at acceptable levels of service through the year 2040.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. However, the average delays with the Project are within 0.7 seconds of the average delays without the Project. Therefore, the Project does not exacerbate the delays and level of service at the intersection by a significant amount and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project.

16.0 CONCLUSIONS

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The intersection of Caldwell Avenue and Akers Street is currently operating at acceptable levels of service. Calculated 95th-percentile queues exceed the storage capacity in the left-turn lane on the southbound approach to the intersection.

The study intersections are expected to operate at acceptable levels of service after construction of the Project. Queuing conditions after construction of the Project will be nearly identical to the existing conditions. The Project does not cause a significant traffic impact.

The study intersections are expected to continue to operate at acceptable levels of service after construction of the pending and approved projects and the proposed Project. The pending and approved projects are expected to contribute to slightly longer queues in left-turn lane on the southbound approach to the intersection of Caldwell Avenue and Akers Street. However, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

The Project does not exacerbate the delays and level of service at the intersection by a significant amount based on the year 2040 analyses and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project.

Thank you for the opportunity to perform this traffic impact study. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP

John Rowland, PE, TE

Attachments: Figures 1 through 10
Appendix A - Traffic Count Data Sheets
Appendix B - Tulare County Travel Model
Appendix C - Intersection Analysis Sheets

FIGURES

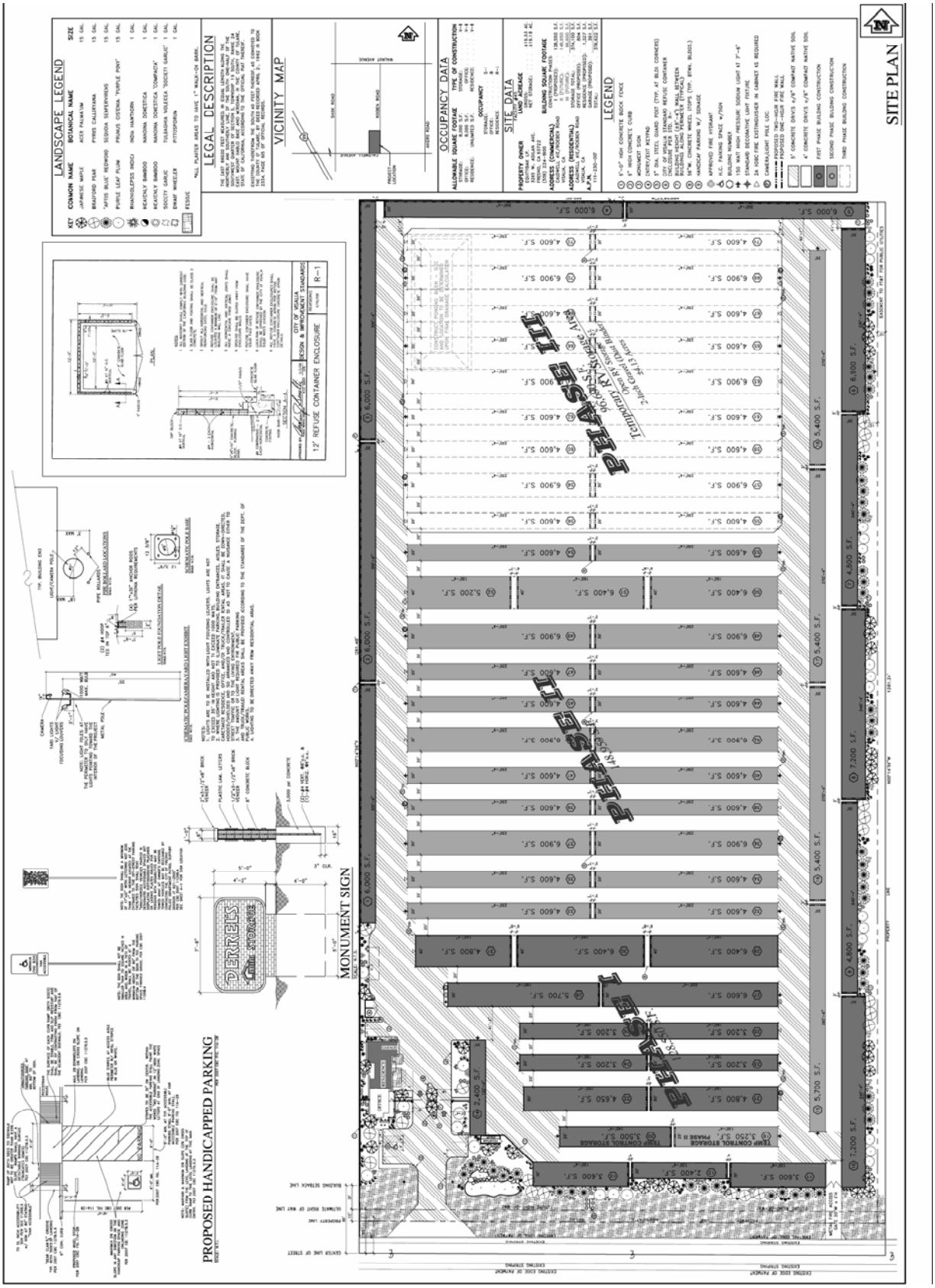
LEGEND

PROJECT SITE

Proposed Mini Storage Facility
Tulare County, California

SITE VICINITY MAP

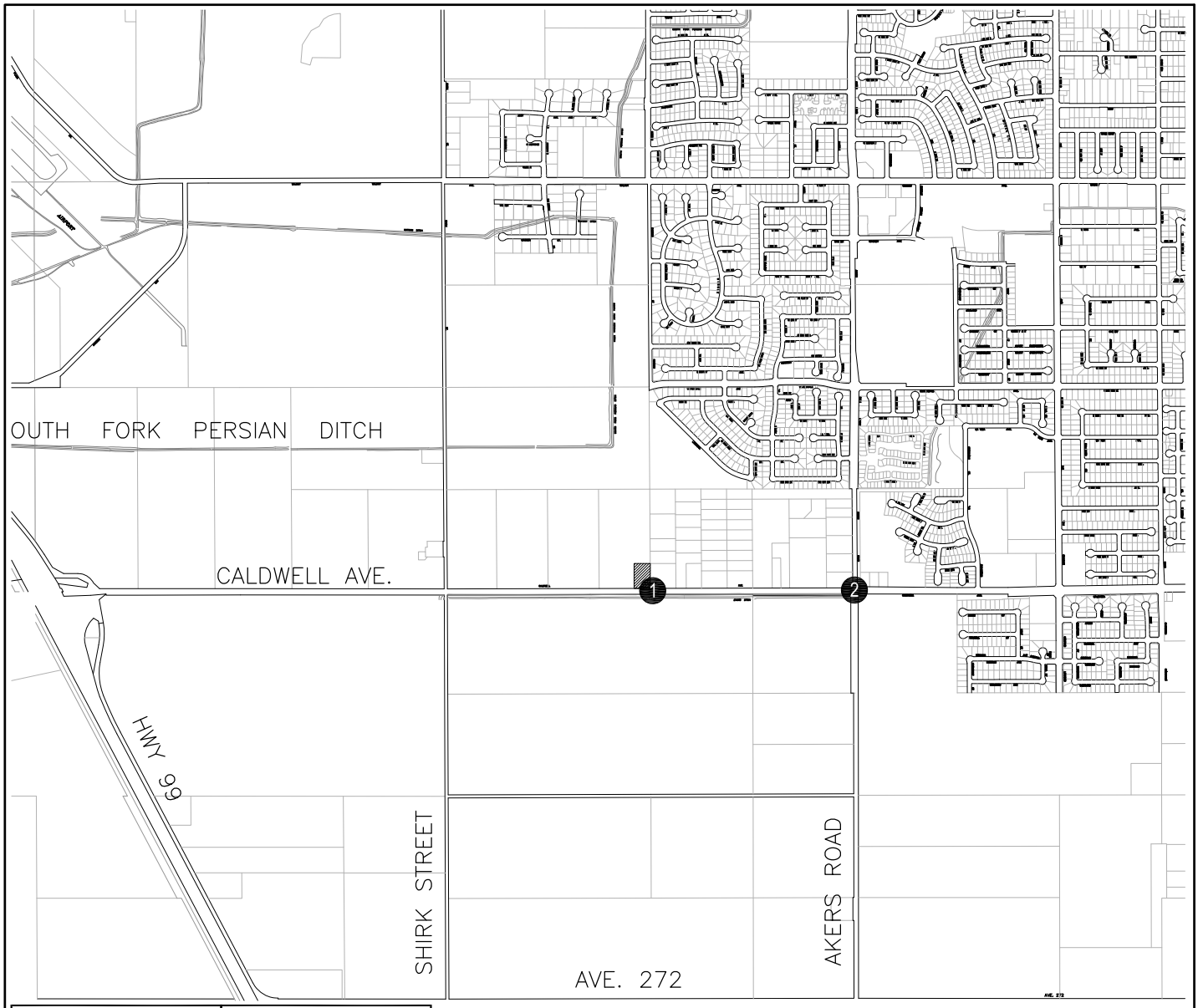
Not to Scale

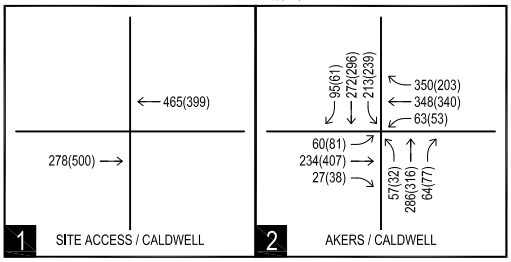


Proposed Mini Storage Facility
Tulare County, California

SITE PLAN

Not to Scale





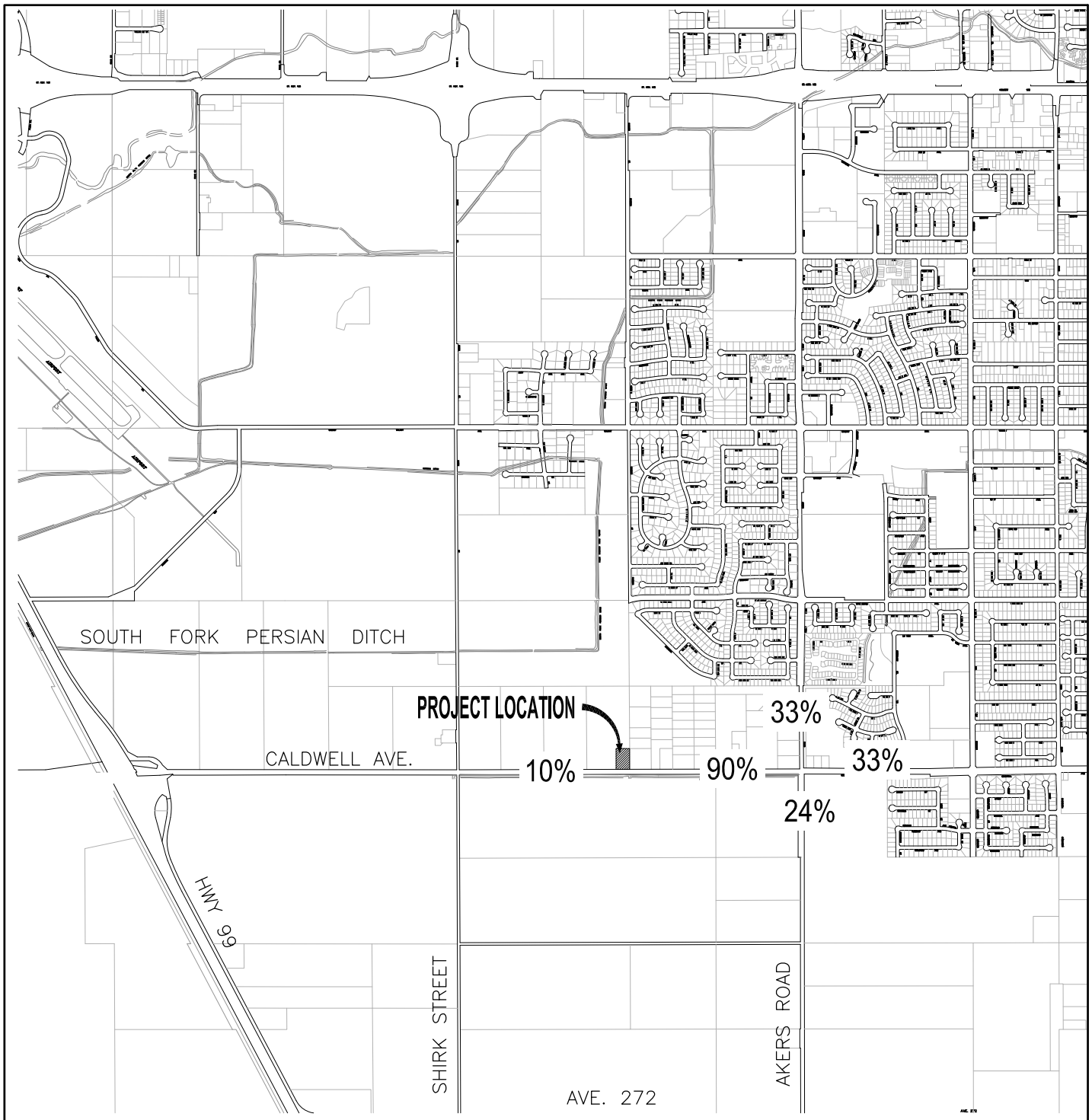
LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

EXISTING PEAK-HOUR TRAFFIC VOLUMES

Not to Scale



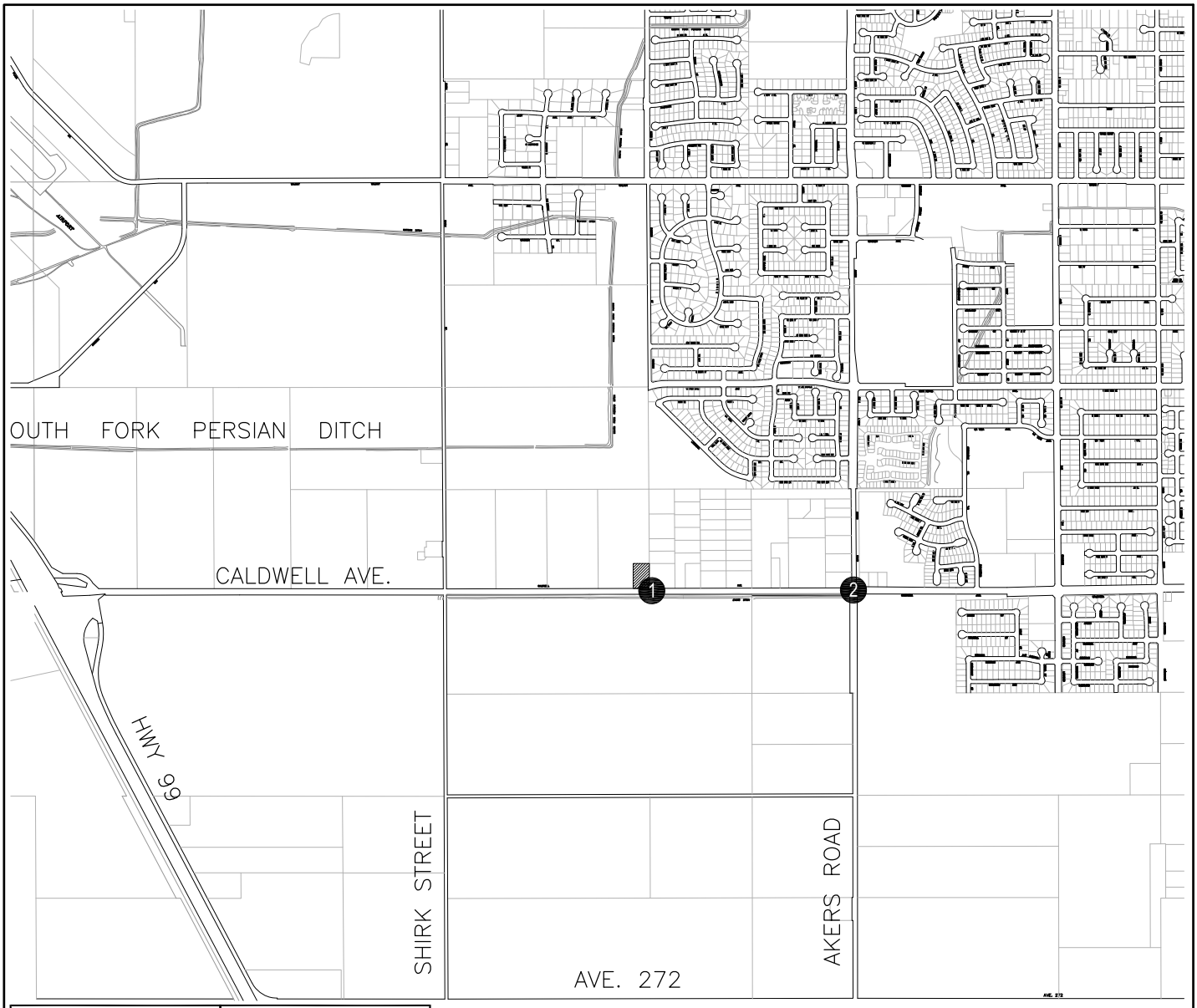
LEGEND

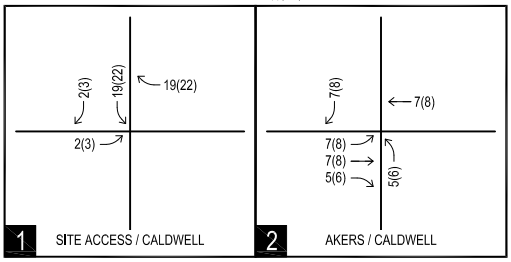
PROJECT SITE

Proposed Mini Storage Facility
Tulare County, California

PROJECT TRIP DISTRIBUTION PERCENTAGES

Not to Scale





LEGEND

XX STUDY AREA INTERSECTIONS

PROJECT SITE

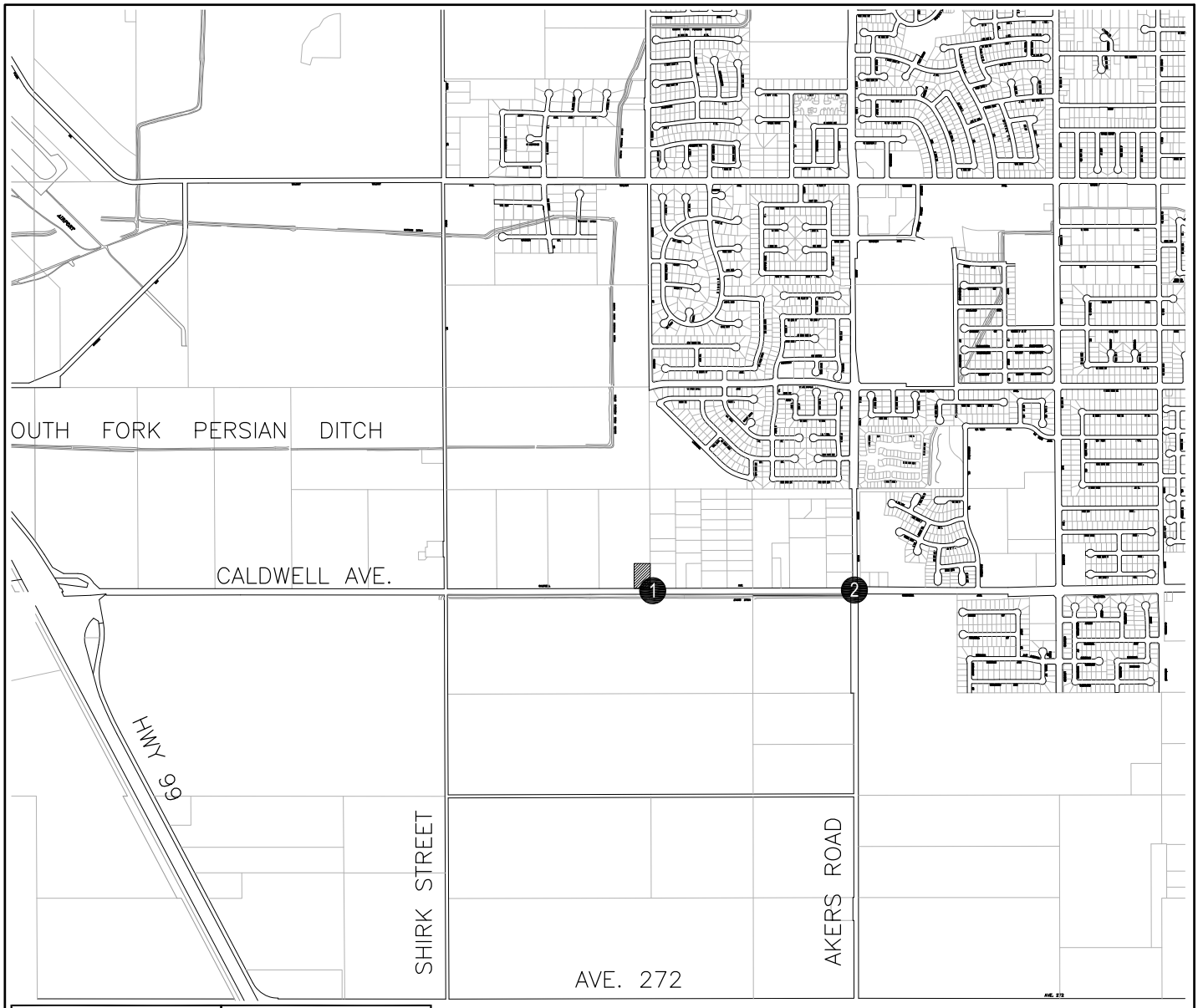
XX - AM Peak Hour Volumes

(YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

PEAK-HOUR PROJECT TRAFFIC VOLUMES

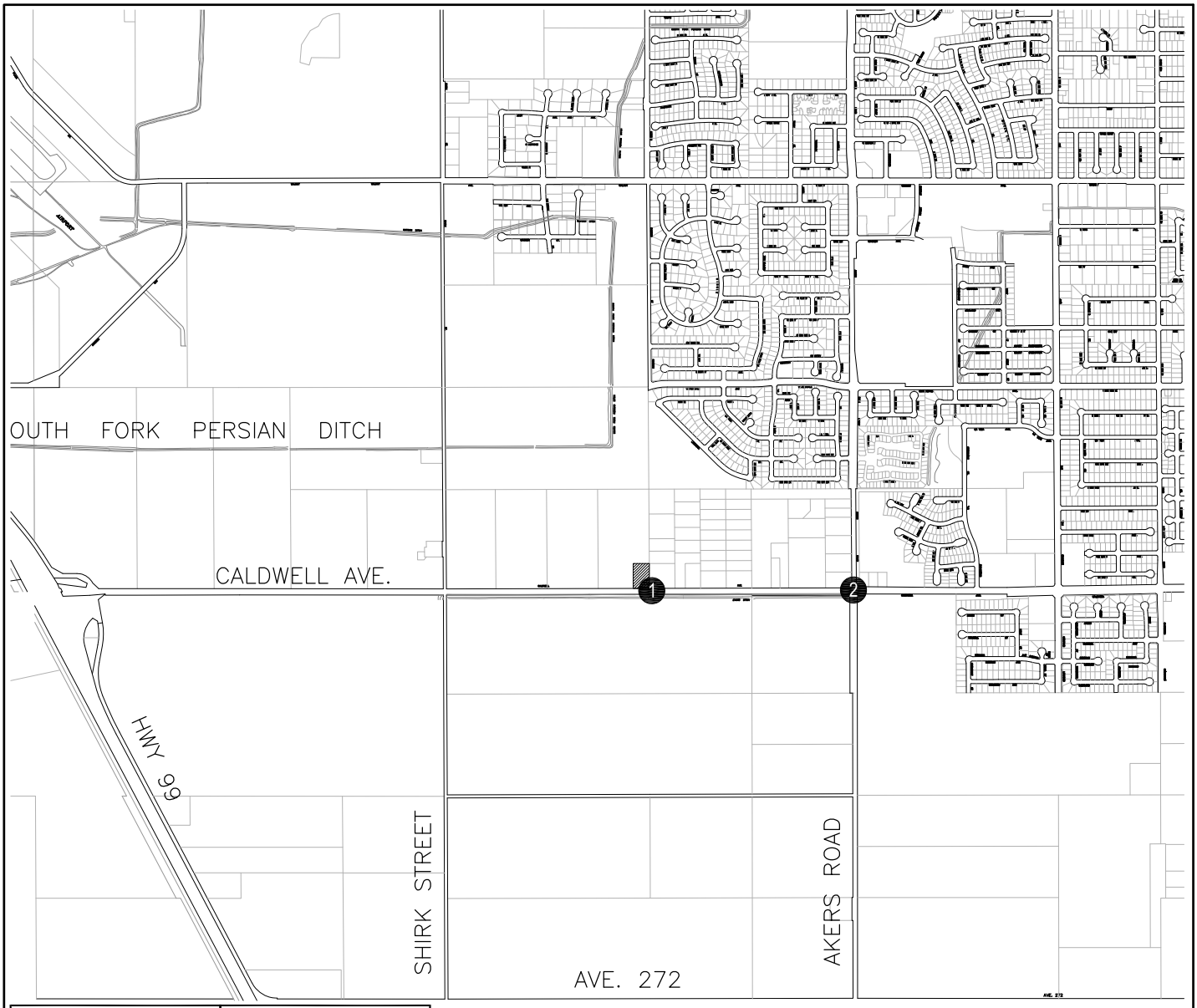
Not to Scale

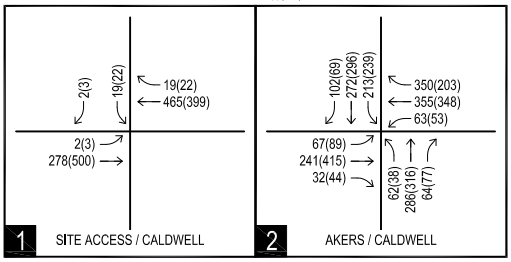


Proposed Mini Storage Facility
Tulare County, California

EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL

Not to Scale





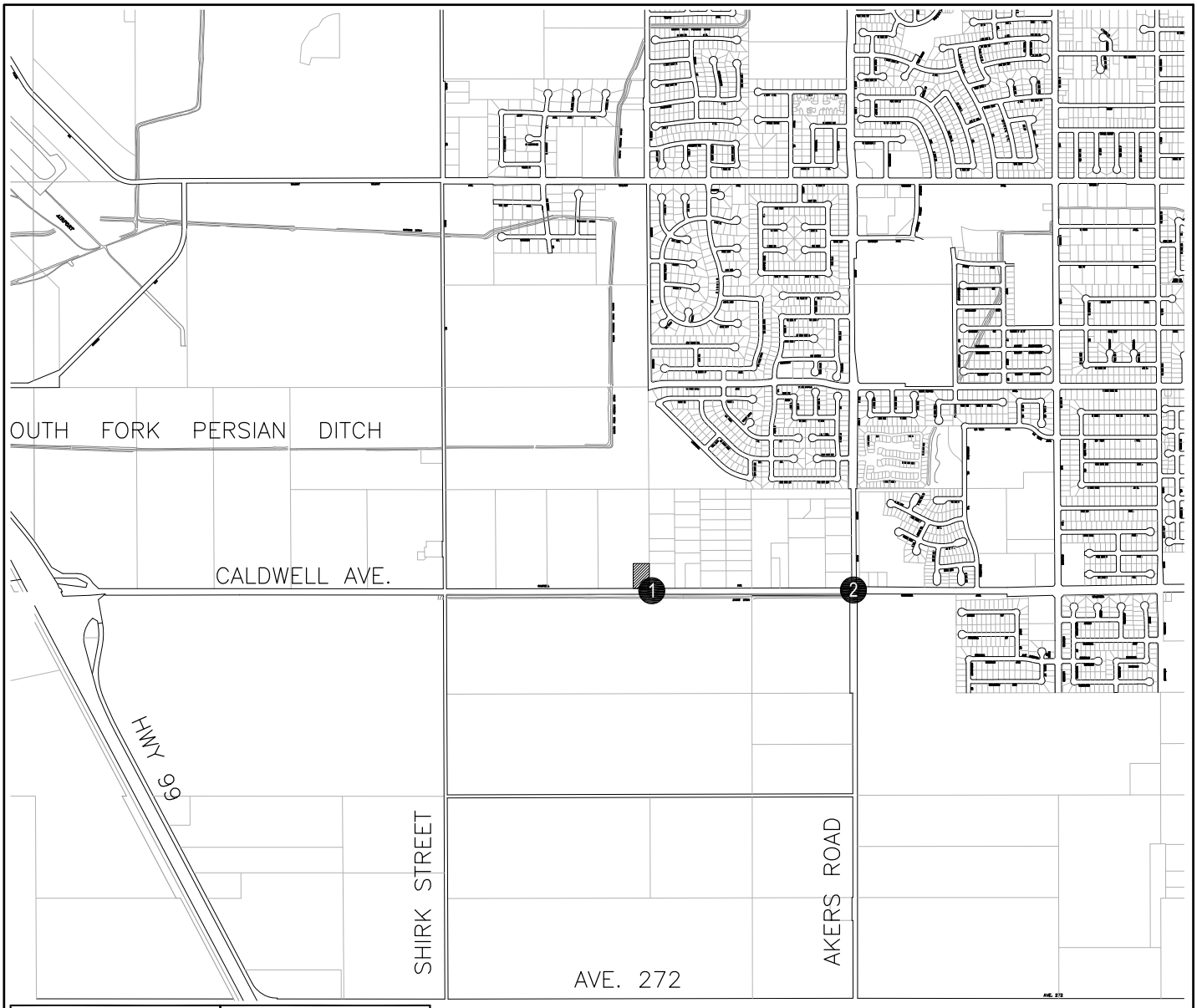
LEGEND

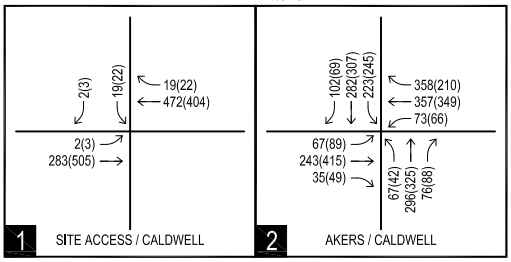
- (XX) STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

EXISTING PLUS PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale





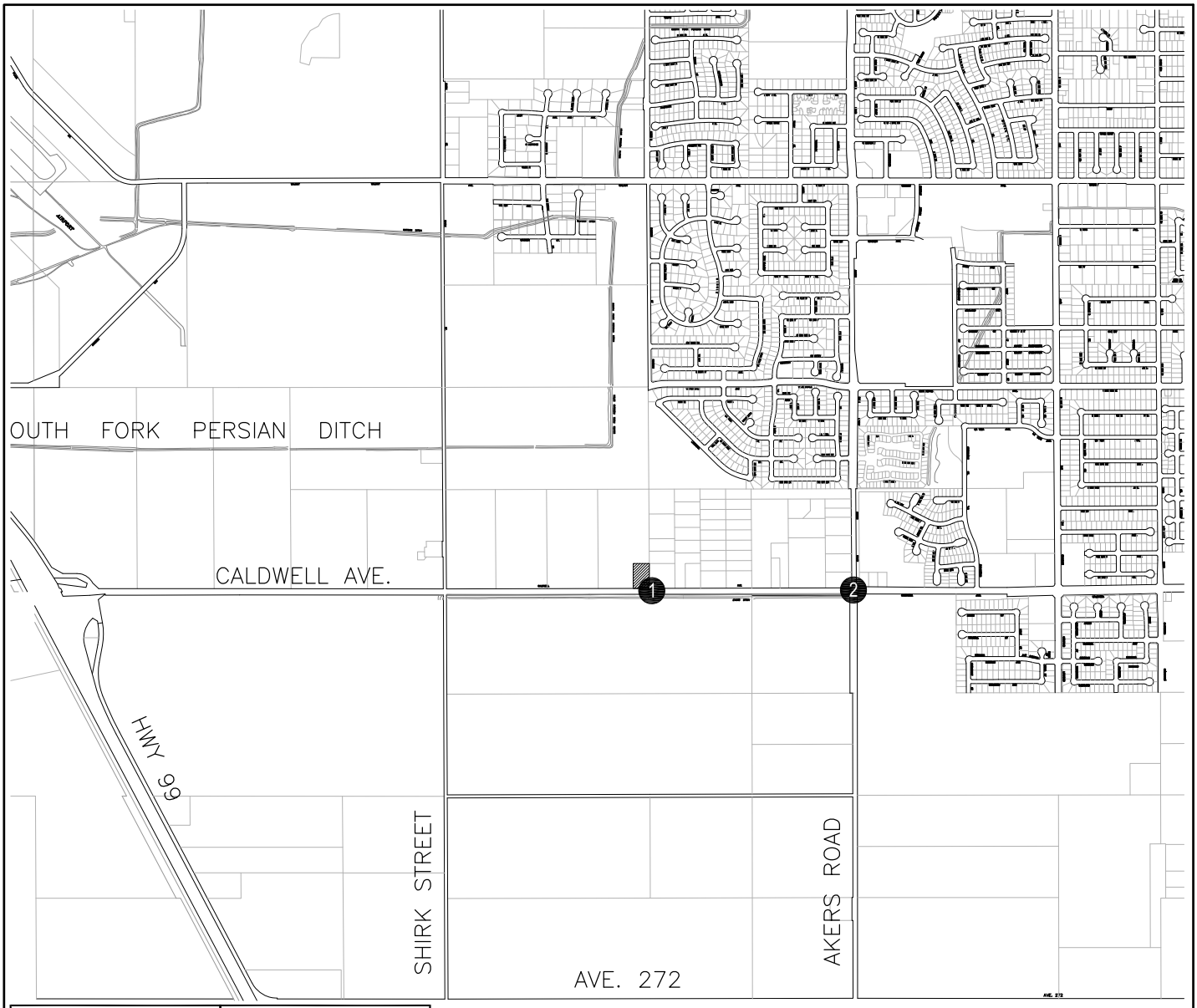
LEGEND

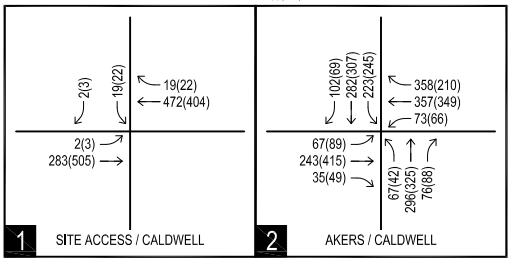
- (XX) STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

NEAR-TERM WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale





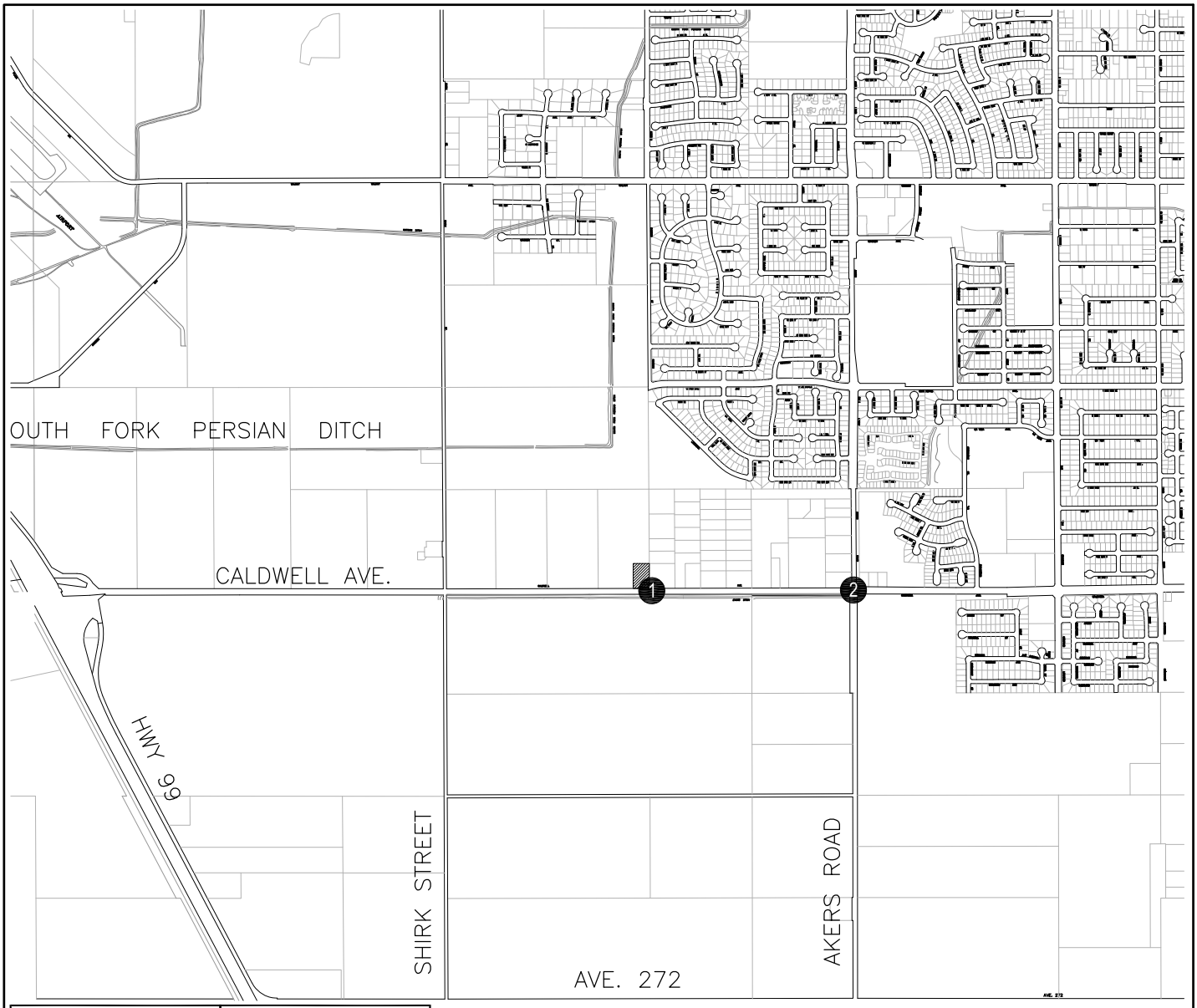
LEGEND

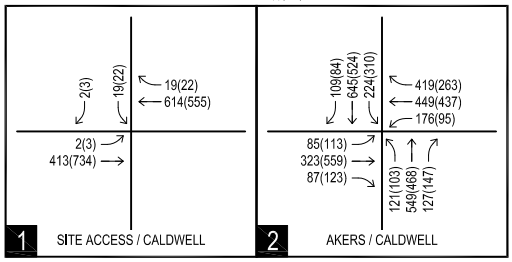
- (XX) STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

CUMULATIVE 2040 NO PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale





LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

CUMULATIVE 2040 WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

APPENDIX A
TRAFFIC COUNT DATA SHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001 **Day:** Tuesday

City: Visalia **Date:** 2/10/2015

AM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL
7:00 AM	14	39	10	13	49	21	8	37	7	7	69	27	301
7:15 AM	10	46	11	19	56	10	5	29	5	16	70	24	301
7:30 AM	18	70	15	28	58	25	14	55	6	9	93	49	440
7:45 AM	21	106	23	41	86	25	19	60	10	18	85	110	604
8:00 AM	11	62	19	87	64	24	15	63	7	22	97	135	606
8:15 AM	7	48	7	57	64	21	12	56	4	14	73	56	419
8:30 AM	6	34	14	31	42	19	6	48	6	12	53	31	302
8:45 AM	2	41	5	22	46	15	5	60	12	16	54	22	300
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	89	446	104	298	465	160	84	408	57	114	594	454	3273
APPROACH %'s :	13.93%	69.80%	16.28%	32.29%	50.38%	17.33%	15.30%	74.32%	10.38%	9.81%	51.12%	39.07%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	57	286	64	213	272	95	60	234	27	63	348	350	2069
PEAK HR FACTOR :		0.678			0.829			0.902			0.749		0.854

UTURNS	NB	SB	EB	WB
7:00 AM	0	0	0	0
7:15 AM	0	1	0	0
7:30 AM	0	6	0	0
7:45 AM	0	4	0	0
8:00 AM	0	8	0	0
8:15 AM	0	11	0	0
8:30 AM	0	9	0	0
8:45 AM	0	3	0	0
TOTAL VOLUMES :	0	42	0	0

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001 **Day:** Tuesday

City: Visalia **Date:** 2/10/2015

PM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL
4:00 PM	7	53	16	53	49	13	12	86	6	12	91	52	450
4:15 PM	5	67	23	68	70	6	13	94	4	7	80	47	484
4:30 PM	9	69	21	65	74	11	22	98	14	12	87	45	527
4:45 PM	6	72	20	54	69	16	20	130	9	7	83	54	540
5:00 PM	6	75	16	69	78	15	18	89	10	16	83	50	525
5:15 PM	11	100	20	51	75	19	21	90	5	18	87	54	551
5:30 PM	13	56	8	63	76	15	12	92	8	10	69	69	491
5:45 PM	5	76	17	43	62	15	19	84	3	7	90	59	480
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	62	568	141	466	553	110	137	763	59	89	670	430	4048
APPROACH %'s :	8.04%	73.67%	18.29%	41.28%	48.98%	9.74%	14.29%	79.56%	6.15%	7.49%	56.35%	36.16%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	32	316	77	239	296	61	81	407	38	53	340	203	2143
PEAK HR FACTOR :		0.811			0.920			0.827			0.937		0.972

UTURNS	NB	SB	EB	WB
	0	3	0	0
	0	3	0	0
	0	7	0	0
	0	9	0	0
	0	16	0	0
	0	13	0	0
	0	6	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	57	0	0

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001 **Day:** Tuesday

City: Visalia **Date:** 2/10/2015

AM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL
7:00 AM	0	0	0	0	1	1	0	1	0	0	1	0	4
7:15 AM	1	0	0	4	1	0	0	2	0	0	1	1	10
7:30 AM	0	1	0	1	1	1	0	1	1	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	2	4
8:00 AM	1	0	0	0	0	0	0	0	2	0	2	0	5
8:15 AM	1	0	0	0	0	0	0	3	0	0	2	0	6
8:30 AM	1	0	0	0	1	0	0	3	0	0	2	0	7
8:45 AM	1	0	0	0	0	0	0	1	2	0	1	1	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	1	0	5	4	2	0	12	5	0	10	4	48
APPROACH %'s :	83.33%	16.67%	0.00%	45.45%	36.36%	18.18%	0.00%	70.59%	29.41%	0.00%	71.43%	28.57%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	2	1	0	5	2	1	0	4	3	0	4	3	25
PEAK HR FACTOR :	0.750			0.400			0.875			0.583			0.625

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
0	0	0	0

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001 **Day:** Tuesday

City: Visalia **Date:** 2/10/2015

PM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	2	1	0	4
4:30 PM	1	0	0	0	0	0	1	0	1	0	1	0	4
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	0	3	1	0	1	2	1	2	7	0	20
APPROACH %'s :	33.33%	66.67%	0.00%	75.00%	25.00%	0.00%	25.00%	50.00%	25.00%	22.22%	77.78%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	1	1	0	2	0	0	1	1	1	2	4	0	13
PEAK HR FACTOR :	0.500			0.500			0.375			0.500			0.813

UTURNS				
NB	SB	EB	WB	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
NB	SB	EB	WB	
0	0	0	0	

CONTROL : 0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-7102-001
N/S Street: Akers Street
E/W Street: Caldwell Avenue
DATE: 2/10/2015 DAY: Tuesday
CITY: Visalia

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	3	0	0	0
7:45 AM	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	3	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**

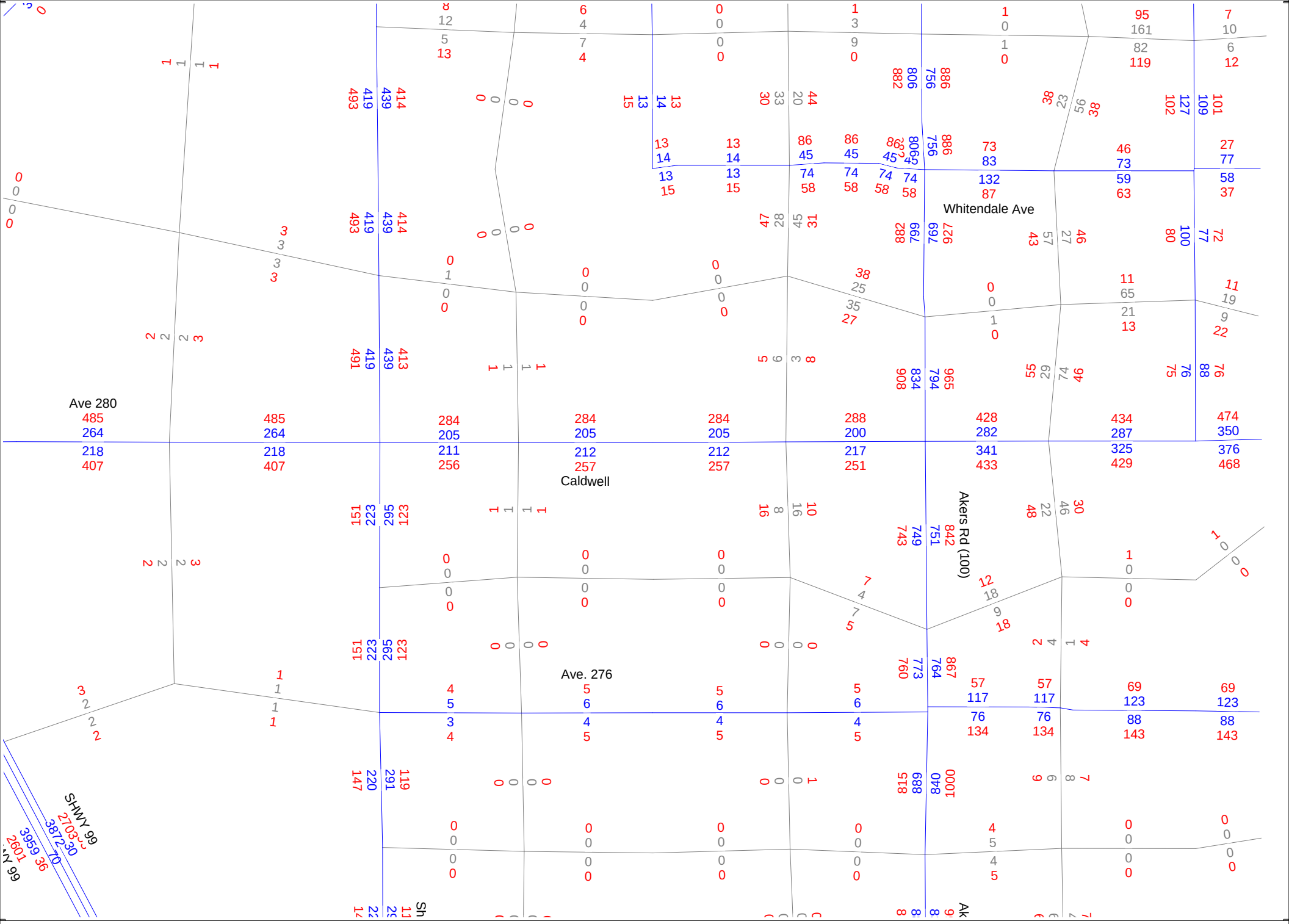
BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1
TOTALS	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

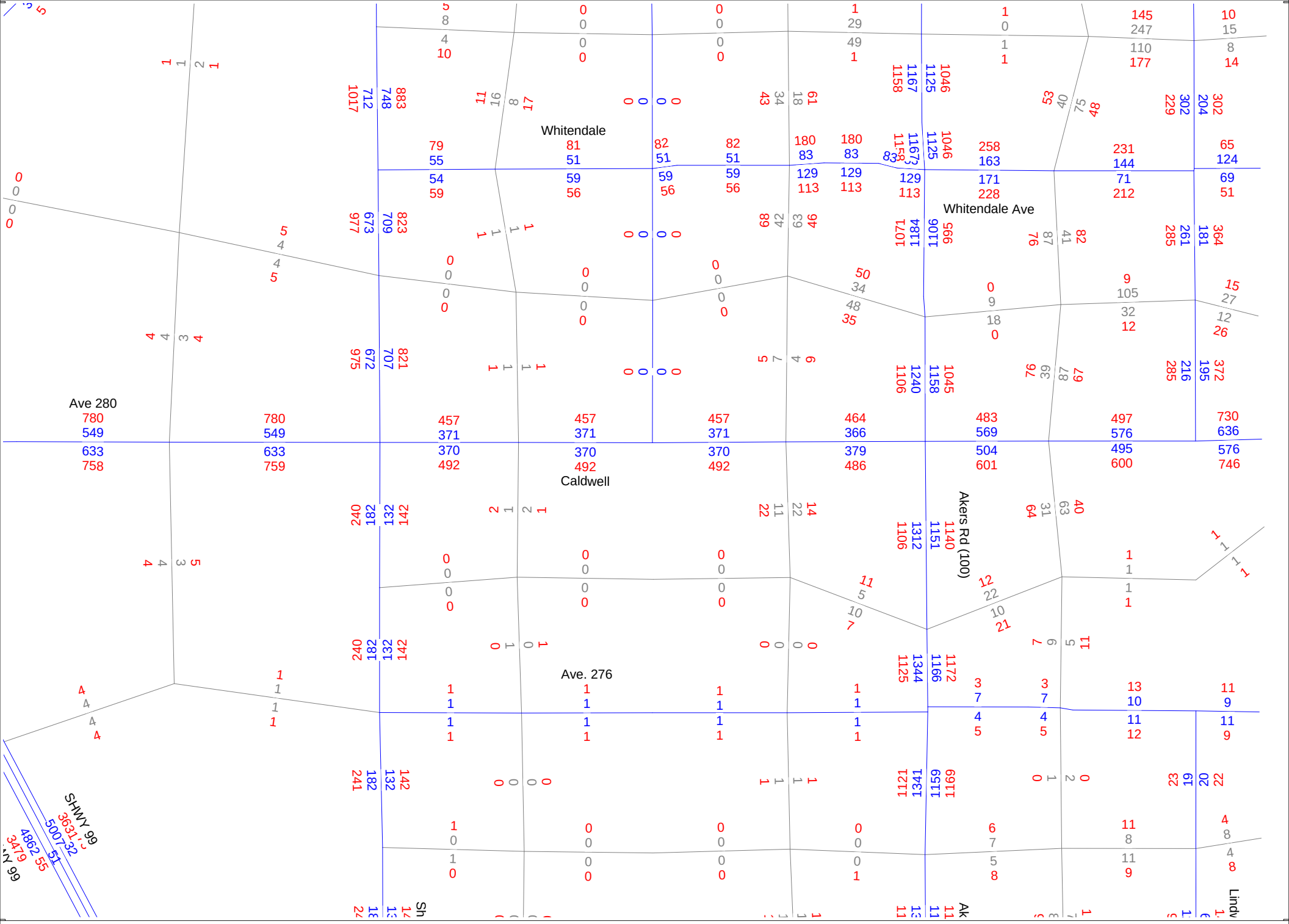
Volumes for: Tuesday, February 10, 2015 City: Visalia Project #: 15-7110-001
Location: Caldwell Avenue west of Akers Road

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	64			8	61				
12:15	7	62			4	73				
12:30	3	55			4	66				
12:45	8	49	26	230	6	77	22	277	48	507
1:00	10	51			3	71				
1:15	6	69			2	77				
1:30	5	72			3	79				
1:45	5	61	26	253	1	83	9	310	35	563
2:00	3	51			3	89				
2:15	6	67			3	82				
2:30	2	64			4	75				
2:45	3	71	14	253	5	104	15	350	29	603
3:00	3	81			1	78				
3:15	3	83			10	84				
3:30	6	100			16	90				
3:45	8	99	20	363	11	94	38	346	58	709
4:00	7	92			15	98				
4:15	8	108			9	99				
4:30	5	119			19	97				
4:45	7	141	27	460	23	91	66	385	93	845
5:00	7	122			31	103				
5:15	7	118			46	108				
5:30	12	112			60	97				
5:45	21	96	47	448	66	93	203	401	250	849
6:00	20	69			70	84				
6:15	20	72			70	92				
6:30	35	65			80	61				
6:45	34	54	109	260	94	65	314	302	423	562
7:00	45	47			100	52				
7:15	37	36			89	54				
7:30	62	40			127	44				
7:45	72	39	216	162	125	46	441	196	657	358
8:00	70	40			116	41				
8:15	74	27			97	44				
8:30	59	31			75	52				
8:45	72	22	275	120	78	47	366	184	641	304
9:00	67	22			41	38				
9:15	54	24			45	25				
9:30	61	15			46	27				
9:45	59	22	241	83	51	29	183	119	424	202
10:00	44	14			51	24				
10:15	56	12			48	24				
10:30	55	20			49	14				
10:45	53	17	208	63	56	12	204	74	412	137
11:00	67	16			43	5				
11:15	51	10			62	12				
11:30	71	13			66	4				
11:45	64	9	253	48	61	8	232	29	485	77
Total	1462	2743	1462	2743	2093	2973	2093	2973	3555	5716
Combined Total	4205		4205		5066		5066		9271	
AM Peak	7:30 AM				7:30 AM					
Vol.	278				465					
P.H.F.	0.939				0.915					
PM Peak		4:30 PM				5:00 PM				
Vol.		500				401				
P.H.F.		0.887				0.928				
Percentage	34.8%	65.2%			41.3%	58.7%				

APPENDIX B
TULARE COUNTY TRAVEL MODEL



2013 Tulare County Travel Demand Model
AM and PM Peak Hour Traffic Volumes



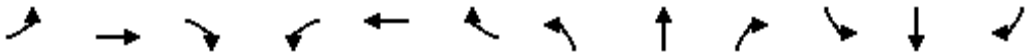
2040 Tulare County Travel Demand Model
AM and PM Peak Hour Traffic Volumes

APPENDIX C
INTERSECTION ANALYSIS SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	234	27	63	348	350	57	286	64	213	272	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	67	260	30	84	464	467	84	421	94	257	328	114
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.68	0.68	0.68	0.83	0.83	0.83
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	87	1115	458	108	1168	523	107	1196	535	197	1372	614
Arrive On Green	0.05	0.31	0.31	0.06	0.33	0.33	0.06	0.33	0.33	0.11	0.38	0.38
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	67	260	30	84	464	467	84	421	94	257	328	114
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	3.7	5.4	1.4	4.6	10.0	27.6	4.7	8.8	4.1	11.0	6.2	4.7
Cycle Q Clear(g_c), s	3.7	5.4	1.4	4.6	10.0	27.6	4.7	8.8	4.1	11.0	6.2	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	1115	458	108	1168	523	107	1196	535	197	1372	614
V/C Ratio(X)	0.77	0.23	0.07	0.78	0.40	0.89	0.79	0.35	0.18	1.31	0.24	0.19
Avail Cap(c_a), veh/h	144	1177	484	181	1261	564	175	1196	535	197	1372	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	25.1	23.8	46.0	25.8	31.8	45.9	24.9	23.3	44.1	20.7	20.3
Incr Delay (d2), s/veh	13.6	0.1	0.1	11.4	0.2	15.9	11.9	0.8	0.7	169.8	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.7	0.6	2.6	4.9	14.5	2.6	4.5	1.9	14.6	3.1	2.2
LnGrp Delay(d),s/veh	60.3	25.2	23.8	57.3	26.1	47.6	57.8	25.7	24.1	213.9	21.1	20.9
LnGrp LOS	E	C	C	E	C	D	E	C	C	F	C	C
Approach Vol, veh/h		357			1015			599			699	
Approach Delay, s/veh		31.7			38.6			30.0			92.0	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.0	36.2	10.1	43.0	8.8	37.3
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	10.0	33.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	10.8	6.6	7.4	6.7	8.2	5.7	29.6
Green Ext Time (p_c), s	0.0	5.3	0.0	6.7	0.0	5.5	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	49.7
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	260	30	84	464	467	84	421	94	257	328	114
v/c Ratio	0.44	0.36	0.08	0.47	0.59	0.71	0.49	0.30	0.14	1.13	0.21	0.15
Control Delay	50.2	31.3	0.4	48.7	33.8	12.7	49.4	21.0	4.6	139.3	18.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	31.3	0.4	48.7	33.8	12.7	49.4	21.0	4.6	139.3	18.8	4.9
Queue Length 50th (ft)	36	67	0	45	124	35	45	87	0	~175	64	0
Queue Length 95th (ft)	85	102	0	81	138	58	73	104	11	#323	101	29
Internal Link Dist (ft)		2555			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	166	1361	623	208	1458	884	202	1383	682	227	1586	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.19	0.05	0.40	0.32	0.53	0.42	0.30	0.14	1.13	0.21	0.15

Intersection Summary

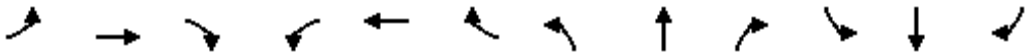
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	81	407	38	53	340	203	32	316	77	239	296	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	98	490	46	56	362	216	40	390	95	260	322	66
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	125	880	386	71	776	347	50	1365	610	227	1715	767
Arrive On Green	0.07	0.25	0.25	0.04	0.22	0.22	0.03	0.38	0.38	0.13	0.48	0.48
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	98	490	46	56	362	216	40	390	95	260	322	66
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	4.7	10.4	2.0	2.8	7.7	10.6	2.0	6.6	3.4	11.0	4.5	1.9
Cycle Q Clear(g_c), s	4.7	10.4	2.0	2.8	7.7	10.6	2.0	6.6	3.4	11.0	4.5	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	880	386	71	776	347	50	1365	610	227	1715	767
V/C Ratio(X)	0.78	0.56	0.12	0.79	0.47	0.62	0.80	0.29	0.16	1.15	0.19	0.09
Avail Cap(c_a), veh/h	165	1397	613	180	1439	644	162	1365	610	227	1715	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	28.6	25.5	41.3	29.6	30.8	42.0	18.7	17.7	38.0	12.9	12.3
Incr Delay (d2), s/veh	16.2	0.6	0.1	17.1	0.4	1.8	24.3	0.5	0.5	105.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.2	0.9	1.7	3.8	4.9	1.3	3.3	1.6	12.0	2.2	0.9
LnGrp Delay(d),s/veh	56.0	29.2	25.6	58.4	30.1	32.6	66.3	19.2	18.2	143.2	13.2	12.5
LnGrp LOS	E	C	C	E	C	C	E	B	B	F	B	B
Approach Vol, veh/h		634			634			525			648	
Approach Delay, s/veh		33.1			33.5			22.6			65.3	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	7.6	26.3	6.5	46.6	10.1	23.8
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	8.0	36.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	8.6	4.8	12.4	4.0	6.5	6.7	12.6
Green Ext Time (p_c), s	0.0	5.0	0.0	6.2	0.0	5.2	0.0	6.3

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	98	490	46	56	362	216	40	390	95	260	322	66
v/c Ratio	0.62	0.62	0.11	0.37	0.51	0.44	0.28	0.29	0.14	1.15	0.19	0.08
Control Delay	57.7	35.0	0.5	46.0	33.5	7.2	44.8	20.4	4.5	144.8	16.0	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	35.0	0.5	46.0	33.5	7.2	44.8	20.4	4.5	144.8	16.0	1.7
Queue Length 50th (ft)	53	133	0	29	94	0	21	76	0	~171	57	0
Queue Length 95th (ft)	#112	168	0	71	135	54	50	112	22	#351	100	11
Internal Link Dist (ft)		2555			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	164	1397	675	179	1438	772	161	1364	673	226	1703	816
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.35	0.07	0.31	0.25	0.28	0.25	0.29	0.14	1.15	0.19	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	278	465	19	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	302	505	21	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	526	0	-	0	823	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	307	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1041	-	-	-	343	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1041	-	-	-	342	559
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	745	-

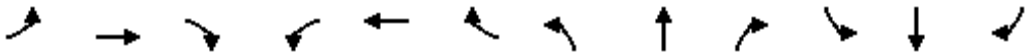
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1041	-	-	-	355
HCM Lane V/C Ratio	0.002	-	-	-	0.064
HCM Control Delay (s)	8.5	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	241	32	63	355	350	62	286	64	213	272	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	74	268	36	84	473	467	91	421	94	257	328	123
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.68	0.68	0.68	0.83	0.83	0.83
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	95	1130	465	108	1166	522	115	1188	531	195	1344	601
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.07	0.33	0.33	0.11	0.38	0.38
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	74	268	36	84	473	467	91	421	94	257	328	123
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	4.1	5.6	1.7	4.6	10.3	27.8	5.1	8.9	4.2	11.0	6.3	5.2
Cycle Q Clear(g_c), s	4.1	5.6	1.7	4.6	10.3	27.8	5.1	8.9	4.2	11.0	6.3	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1130	465	108	1166	522	115	1188	531	195	1344	601
V/C Ratio(X)	0.78	0.24	0.08	0.78	0.41	0.89	0.79	0.35	0.18	1.32	0.24	0.20
Avail Cap(c_a), veh/h	143	1169	481	179	1252	560	174	1188	531	195	1344	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	25.0	23.7	46.3	26.1	32.0	46.0	25.3	23.7	44.5	21.4	21.1
Incr Delay (d2), s/veh	13.9	0.1	0.1	11.4	0.2	16.2	13.0	0.8	0.7	173.6	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.7	0.7	2.6	5.1	14.6	2.9	4.5	2.0	14.8	3.2	2.4
LnGrp Delay(d),s/veh	60.6	25.2	23.8	57.7	26.4	48.2	59.0	26.1	24.4	218.1	21.8	21.8
LnGrp LOS	E	C	C	E	C	D	E	C	C	F	C	C
Approach Vol, veh/h		378			1024			606			708	
Approach Delay, s/veh		32.0			38.9			30.8			93.1	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.0	36.8	10.6	42.5	9.3	37.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	10.0	33.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	10.9	6.6	7.6	7.1	8.3	6.1	29.8
Green Ext Time (p_c), s	0.0	5.3	0.0	6.8	0.0	5.5	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	50.2
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	74	268	36	84	473	467	91	421	94	257	328	123
v/c Ratio	0.48	0.36	0.09	0.48	0.59	0.71	0.52	0.31	0.14	1.14	0.21	0.16
Control Delay	52.2	31.2	0.5	49.1	33.7	13.0	50.8	21.3	4.7	141.9	19.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	31.2	0.5	49.1	33.7	13.0	50.8	21.3	4.7	141.9	19.1	4.8
Queue Length 50th (ft)	40	69	0	45	127	38	49	87	0	~176	65	0
Queue Length 95th (ft)	91	105	0	81	141	61	78	104	11	#324	102	30
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	165	1353	620	207	1449	877	200	1375	678	225	1572	772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.20	0.06	0.41	0.33	0.53	0.46	0.31	0.14	1.14	0.21	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	500	399	22	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	543	434	24	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	996	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1103	-	-	-	271	612
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1103	-	-	-	270	612
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	576	-

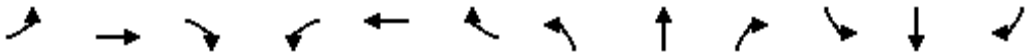
Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1103	-	-	-	289
HCM Lane V/C Ratio	0.003	-	-	-	0.094
HCM Control Delay (s)	8.3	0	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	415	44	53	348	203	38	316	77	239	296	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	107	500	53	56	370	216	47	390	95	260	322	75
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	136	903	396	71	779	348	59	1352	605	225	1679	751
Arrive On Green	0.08	0.25	0.25	0.04	0.22	0.22	0.03	0.38	0.38	0.13	0.47	0.47
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	107	500	53	56	370	216	47	390	95	260	322	75
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	5.2	10.7	2.3	2.8	7.9	10.7	2.3	6.7	3.4	11.0	4.6	2.3
Cycle Q Clear(g_c), s	5.2	10.7	2.3	2.8	7.9	10.7	2.3	6.7	3.4	11.0	4.6	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	903	396	71	779	348	59	1352	605	225	1679	751
V/C Ratio(X)	0.79	0.55	0.13	0.79	0.47	0.62	0.79	0.29	0.16	1.16	0.19	0.10
Avail Cap(c_a), veh/h	163	1385	607	178	1425	638	160	1352	605	225	1679	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	28.5	25.4	41.7	29.9	31.0	42.1	19.0	18.0	38.4	13.6	12.9
Incr Delay (d2), s/veh	19.0	0.5	0.2	17.0	0.5	1.8	20.4	0.5	0.6	109.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.3	1.0	1.7	4.0	4.9	1.5	3.4	1.6	12.2	2.3	1.1
LnGrp Delay(d),s/veh	58.9	29.0	25.5	58.7	30.4	32.8	62.5	19.6	18.6	147.7	13.8	13.2
LnGrp LOS	E	C	C	E	C	C	E	B	B	F	B	B
Approach Vol, veh/h		660			642			532			657	
Approach Delay, s/veh		33.6			33.7			23.2			66.7	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	7.6	27.1	7.0	46.1	10.6	24.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	8.0	36.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	8.7	4.8	12.7	4.3	6.6	7.2	12.7
Green Ext Time (p_c), s	0.0	5.0	0.0	6.3	0.0	5.2	0.0	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	500	53	56	370	216	47	390	95	260	322	75
v/c Ratio	0.66	0.61	0.12	0.37	0.51	0.44	0.33	0.29	0.14	1.16	0.19	0.09
Control Delay	61.3	34.7	1.3	46.4	33.4	7.1	46.2	20.7	4.5	148.0	16.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	34.7	1.3	46.4	33.4	7.1	46.2	20.7	4.5	148.0	16.3	2.3
Queue Length 50th (ft)	59	136	0	30	96	0	25	78	0	~175	60	0
Queue Length 95th (ft)	#128	172	1	71	138	54	56	113	22	#353	100	17
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	163	1387	671	178	1427	768	160	1354	670	224	1687	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.36	0.08	0.31	0.26	0.28	0.29	0.29	0.14	1.16	0.19	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	283	472	19	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	308	513	21	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	534	0	-	0	835	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1034	-	-	-	338	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1034	-	-	-	337	554
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	741	-

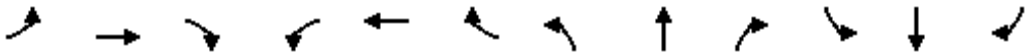
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1034	-	-	-	350
HCM Lane V/C Ratio	0.002	-	-	-	0.065
HCM Control Delay (s)	8.5	0	-	-	16
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	243	35	73	357	358	67	296	76	223	282	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	74	270	39	97	476	477	99	435	112	269	340	123
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.68	0.68	0.68	0.83	0.83	0.83
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	95	1112	457	123	1178	527	124	1181	528	194	1317	589
Arrive On Green	0.05	0.31	0.31	0.07	0.33	0.33	0.07	0.33	0.33	0.11	0.37	0.37
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	74	270	39	97	476	477	99	435	112	269	340	123
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	4.1	5.7	1.9	5.4	10.3	28.6	5.6	9.3	5.1	11.0	6.7	5.3
Cycle Q Clear(g_c), s	4.1	5.7	1.9	5.4	10.3	28.6	5.6	9.3	5.1	11.0	6.7	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1112	457	123	1178	527	124	1181	528	194	1317	589
V/C Ratio(X)	0.78	0.24	0.09	0.79	0.40	0.91	0.80	0.37	0.21	1.38	0.26	0.21
Avail Cap(c_a), veh/h	143	1163	478	178	1245	557	173	1181	528	194	1317	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	25.6	24.3	46.1	26.0	32.2	45.9	25.6	24.2	44.7	22.1	21.7
Incr Delay (d2), s/veh	14.1	0.1	0.1	13.5	0.2	17.8	15.8	0.9	0.9	201.7	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.8	0.8	3.1	5.1	15.2	3.2	4.7	2.4	16.2	3.4	2.5
LnGrp Delay(d),s/veh	61.1	25.7	24.4	59.6	26.3	50.0	61.7	26.5	25.1	246.5	22.6	22.5
LnGrp LOS	E	C	C	E	C	D	E	C	C	F	C	C
Approach Vol, veh/h		383			1050			646			732	
Approach Delay, s/veh		32.4			40.1			31.7			104.9	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.9	36.5	11.2	41.9	9.3	38.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	10.0	33.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	11.3	7.4	7.7	7.6	8.7	6.1	30.6
Green Ext Time (p_c), s	0.0	5.5	0.0	6.9	0.0	5.8	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	54.0
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	74	270	39	97	476	477	99	435	112	269	340	123
v/c Ratio	0.49	0.36	0.10	0.54	0.59	0.73	0.56	0.32	0.16	1.20	0.22	0.16
Control Delay	52.7	31.2	0.5	51.4	33.5	14.3	52.7	21.7	5.3	161.5	19.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	31.2	0.5	51.4	33.5	14.3	52.7	21.7	5.3	161.5	19.5	4.9
Queue Length 50th (ft)	41	70	0	52	128	47	54	91	0	~191	67	0
Queue Length 95th (ft)	#94	105	0	93	141	70	85	111	15	#350	108	31
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	165	1348	618	206	1444	871	200	1370	682	224	1564	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.20	0.06	0.47	0.33	0.55	0.49	0.32	0.16	1.20	0.22	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	505	404	22	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	549	439	24	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	463	0	-	0	1006	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1098	-	-	-	267	608
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1098	-	-	-	266	608
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	573	-

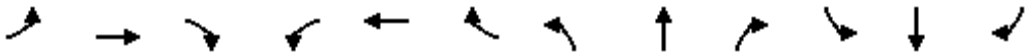
Approach	EB	WB	SB
HCM Control Delay, s	0	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1098	-	-	-	285
HCM Lane V/C Ratio	0.003	-	-	-	0.095
HCM Control Delay (s)	8.3	0	-	-	19
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	415	49	66	349	210	42	325	88	245	307	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	107	500	59	70	371	223	52	401	109	266	334	75
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	136	879	385	90	792	354	66	1345	602	223	1656	741
Arrive On Green	0.08	0.25	0.25	0.05	0.22	0.22	0.04	0.38	0.38	0.12	0.46	0.46
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	107	500	59	70	371	223	52	401	109	266	334	75
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	5.2	10.8	2.6	3.5	8.0	11.1	2.6	7.0	4.0	11.0	4.9	2.3
Cycle Q Clear(g_c), s	5.2	10.8	2.6	3.5	8.0	11.1	2.6	7.0	4.0	11.0	4.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	879	385	90	792	354	66	1345	602	223	1656	741
V/C Ratio(X)	0.79	0.57	0.15	0.78	0.47	0.63	0.79	0.30	0.18	1.19	0.20	0.10
Avail Cap(c_a), veh/h	162	1377	604	177	1418	634	159	1345	602	223	1656	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	29.2	26.1	41.4	29.8	31.1	42.1	19.3	18.4	38.6	14.0	13.3
Incr Delay (d2), s/veh	19.2	0.6	0.2	13.6	0.4	1.8	18.2	0.6	0.7	121.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.4	1.1	2.0	4.0	5.1	1.6	3.5	1.9	12.9	2.5	1.1
LnGrp Delay(d),s/veh	59.3	29.8	26.3	55.0	30.3	32.9	60.3	19.9	19.1	160.1	14.3	13.6
LnGrp LOS	E	C	C	D	C	C	E	B	B	F	B	B
Approach Vol, veh/h		666			664			562			675	
Approach Delay, s/veh		34.2			33.7			23.5			71.7	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	8.5	26.6	7.3	45.8	10.7	24.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	8.0	36.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	9.0	5.5	12.8	4.6	6.9	7.2	13.1
Green Ext Time (p_c), s	0.0	5.2	0.0	6.4	0.0	5.4	0.0	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	500	59	70	371	223	52	401	109	266	334	75
v/c Ratio	0.66	0.61	0.14	0.45	0.51	0.44	0.36	0.30	0.16	1.19	0.20	0.09
Control Delay	61.6	34.9	2.2	48.8	33.3	7.1	47.2	20.9	5.0	158.4	16.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	34.9	2.2	48.8	33.3	7.1	47.2	20.9	5.0	158.4	16.5	2.3
Queue Length 50th (ft)	60	137	0	38	96	0	28	82	0	~185	63	0
Queue Length 95th (ft)	#128	172	5	85	138	55	60	115	26	#361	104	17
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	162	1383	669	177	1423	771	159	1350	672	223	1680	806
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.36	0.09	0.40	0.26	0.29	0.33	0.30	0.16	1.19	0.20	0.09

Intersection Summary

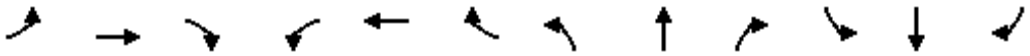
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	316	82	176	442	419	116	549	127	224	645	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	86	347	90	223	559	530	149	704	163	260	750	119
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.91	0.91	0.91	0.79	0.79	0.79	0.78	0.78	0.78	0.86	0.86	0.86
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	110	1107	455	156	1211	542	178	1183	529	172	1164	521
Arrive On Green	0.06	0.31	0.31	0.09	0.34	0.34	0.10	0.33	0.33	0.10	0.33	0.33
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	86	347	90	223	559	530	149	704	163	260	750	119
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	4.9	7.7	4.7	9.0	12.7	33.9	8.7	17.0	7.8	10.0	18.5	5.6
Cycle Q Clear(g_c), s	4.9	7.7	4.7	9.0	12.7	33.9	8.7	17.0	7.8	10.0	18.5	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1107	455	156	1211	542	178	1183	529	172	1164	521
V/C Ratio(X)	0.78	0.31	0.20	1.43	0.46	0.98	0.84	0.60	0.31	1.51	0.64	0.23
Avail Cap(c_a), veh/h	139	1165	479	156	1211	542	185	1183	529	172	1164	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	27.0	26.0	47.2	26.8	33.8	45.5	28.8	25.7	46.7	29.7	25.4
Incr Delay (d2), s/veh	20.0	0.2	0.2	225.9	0.3	33.1	26.7	2.2	1.5	259.0	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.8	1.9	14.2	6.3	19.9	5.5	8.7	3.7	17.2	9.5	2.6
LnGrp Delay(d),s/veh	67.9	27.2	26.2	273.0	27.1	66.9	72.2	31.0	27.3	305.7	32.5	26.4
LnGrp LOS	E	C	C	F	C	E	E	C	C	F	C	C
Approach Vol, veh/h		523			1312			1016			1129	
Approach Delay, s/veh		33.7			84.9			36.4			94.8	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.1	13.0	37.2	14.6	38.5	10.3	39.9
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	10.0	34.2	9.0	34.0	11.0	33.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	12.0	19.0	11.0	9.7	10.7	20.5	6.9	35.9
Green Ext Time (p_c), s	0.0	8.8	0.0	8.7	0.0	7.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.6
HCM 2010 LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	347	90	223	559	530	149	704	163	260	750	119
v/c Ratio	0.59	0.40	0.21	1.30	0.55	0.80	0.76	0.54	0.24	1.39	0.59	0.19
Control Delay	62.5	30.4	5.3	211.0	31.1	23.8	68.4	27.3	5.1	238.7	28.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	30.4	5.3	211.0	31.1	23.8	68.4	27.3	5.1	238.7	28.8	7.7
Queue Length 50th (ft)	51	91	0	~177	154	141	89	177	0	~214	195	6
Queue Length 95th (ft)	#126	130	28	#300	176	195	#164	224	28	#383	277	44
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	152	1279	591	171	1329	777	202	1299	685	187	1276	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.27	0.15	1.30	0.42	0.68	0.74	0.54	0.24	1.39	0.59	0.19

Intersection Summary

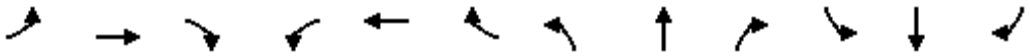
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	105	551	117	95	429	263	97	468	147	310	524	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	122	641	136	101	456	280	114	551	173	337	570	83
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	151	977	428	127	936	419	142	1251	560	208	1376	616
Arrive On Green	0.08	0.27	0.27	0.07	0.26	0.26	0.08	0.35	0.35	0.12	0.38	0.38
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	122	641	136	101	456	280	114	551	173	337	570	83
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	6.3	15.1	6.5	5.4	10.2	14.9	6.0	11.2	7.5	11.0	11.1	3.2
Cycle Q Clear(g_c), s	6.3	15.1	6.5	5.4	10.2	14.9	6.0	11.2	7.5	11.0	11.1	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	977	428	127	936	419	142	1251	560	208	1376	616
V/C Ratio(X)	0.81	0.66	0.32	0.79	0.49	0.67	0.80	0.44	0.31	1.62	0.41	0.13
Avail Cap(c_a), veh/h	151	1281	562	165	1319	590	185	1251	560	208	1376	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	30.5	27.4	43.3	29.6	31.3	42.8	23.7	22.5	41.9	21.3	18.9
Incr Delay (d2), s/veh	26.6	0.8	0.4	18.0	0.4	1.8	16.9	1.1	1.4	300.9	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	7.5	2.9	3.2	5.1	6.7	3.6	5.7	3.5	22.7	5.6	1.5
LnGrp Delay(d),s/veh	69.3	31.3	27.8	61.2	30.0	33.2	59.8	24.8	23.9	342.8	22.3	19.4
LnGrp LOS	E	C	C	E	C	C	E	C	C	F	C	B
Approach Vol, veh/h		899			837			838			990	
Approach Delay, s/veh		35.9			34.8			29.4			131.1	
Approach LOS		D			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.9	30.8	11.7	41.4	12.0	29.7
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	13.2	7.4	17.1	8.0	13.1	8.3	16.9
Green Ext Time (p_c), s	0.0	7.9	0.0	7.7	0.0	8.1	0.0	8.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.6
HCM 2010 LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	641	136	101	456	280	114	551	173	337	570	83
v/c Ratio	0.80	0.73	0.28	0.64	0.51	0.46	0.65	0.43	0.25	1.60	0.43	0.13
Control Delay	79.8	37.8	6.4	61.5	31.8	6.0	59.8	25.3	4.9	324.3	24.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	37.8	6.4	61.5	31.8	6.0	59.8	25.3	4.9	324.3	24.4	3.6
Queue Length 50th (ft)	73	185	0	59	122	0	66	131	0	~293	134	0
Queue Length 95th (ft)	#173	231	38	#139	168	58	#134	186	38	#500	204	23
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	152	1299	656	167	1337	773	187	1268	679	210	1328	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.21	0.60	0.34	0.36	0.61	0.43	0.25	1.60	0.43	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	413	614	19	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	449	667	21	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	688	0	-	0	1131	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	906	-	-	-	225	452
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	224	452
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	638	-

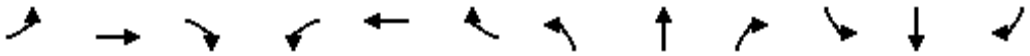
Approach	EB	WB	SB
HCM Control Delay, s	0	0	22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	906	-	-	-	235
HCM Lane V/C Ratio	0.002	-	-	-	0.097
HCM Control Delay (s)	9	0	-	-	22
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	323	87	176	449	419	121	549	127	224	645	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	93	355	96	223	568	530	155	704	163	260	750	127
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.91	0.91	0.91	0.79	0.79	0.79	0.78	0.78	0.78	0.86	0.86	0.86
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	118	1119	460	155	1205	539	184	1177	527	171	1145	512
Arrive On Green	0.07	0.32	0.32	0.09	0.34	0.34	0.11	0.33	0.33	0.10	0.32	0.32
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	93	355	96	223	568	530	155	704	163	260	750	127
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	5.3	7.9	5.0	9.0	13.0	34.1	9.1	17.1	7.9	10.0	18.7	6.1
Cycle Q Clear(g_c), s	5.3	7.9	5.0	9.0	13.0	34.1	9.1	17.1	7.9	10.0	18.7	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	1119	460	155	1205	539	184	1177	527	171	1145	512
V/C Ratio(X)	0.79	0.32	0.21	1.44	0.47	0.98	0.84	0.60	0.31	1.52	0.66	0.25
Avail Cap(c_a), veh/h	138	1159	476	155	1205	539	184	1177	527	171	1145	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	27.0	26.0	47.4	27.1	34.1	45.6	29.1	26.0	46.9	30.4	26.1
Incr Delay (d2), s/veh	22.7	0.2	0.2	228.8	0.3	34.3	28.4	2.2	1.5	262.2	2.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.9	2.0	14.3	6.4	20.1	5.8	8.8	3.7	17.3	9.7	2.9
LnGrp Delay(d),s/veh	70.5	27.1	26.2	276.3	27.4	68.5	74.0	31.3	27.5	309.1	33.3	27.2
LnGrp LOS	E	C	C	F	C	E	E	C	C	F	C	C
Approach Vol, veh/h		544			1321			1022			1137	
Approach Delay, s/veh		34.4			85.9			37.2			95.7	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.1	13.0	37.7	15.0	38.1	10.8	39.9
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	10.0	34.2	9.0	34.0	11.0	33.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	12.0	19.1	11.0	9.9	11.1	20.7	7.3	36.1
Green Ext Time (p_c), s	0.0	8.8	0.0	8.8	0.0	7.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	69.3
HCM 2010 LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	355	96	223	568	530	155	704	163	260	750	127
v/c Ratio	0.64	0.41	0.22	1.31	0.55	0.80	0.79	0.54	0.24	1.39	0.59	0.20
Control Delay	65.3	30.5	6.0	212.3	31.2	24.2	70.8	27.4	5.1	239.3	29.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	30.5	6.0	212.3	31.2	24.2	70.8	27.4	5.1	239.3	29.0	8.5
Queue Length 50th (ft)	56	93	0	~178	157	144	93	178	0	~214	196	10
Queue Length 95th (ft)	#139	132	32	#300	178	198	#174	224	28	#383	277	49
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	151	1276	590	170	1327	774	202	1296	684	187	1268	633
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.28	0.16	1.31	0.43	0.68	0.77	0.54	0.24	1.39	0.59	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	734	555	22	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	798	603	24	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	627	0	-	0	1419	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	955	-	-	-	151	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	955	-	-	-	150	491
Mov Cap-2 Maneuver	-	-	-	-	150	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	437	-

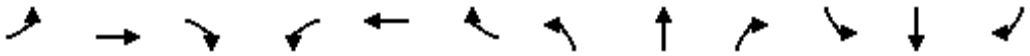
Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	955	-	-	-	164
HCM Lane V/C Ratio	0.003	-	-	-	0.166
HCM Control Delay (s)	8.8	0	-	-	31.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	113	559	123	95	437	263	103	468	147	310	524	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	131	650	143	101	465	280	121	551	173	337	570	91
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	151	980	430	127	940	421	150	1249	559	207	1358	607
Arrive On Green	0.08	0.27	0.27	0.07	0.26	0.26	0.09	0.35	0.35	0.12	0.38	0.38
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	131	650	143	101	465	280	121	551	173	337	570	91
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	6.9	15.3	6.9	5.4	10.5	14.9	6.4	11.3	7.5	11.0	11.2	3.6
Cycle Q Clear(g_c), s	6.9	15.3	6.9	5.4	10.5	14.9	6.4	11.3	7.5	11.0	11.2	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	980	430	127	940	421	150	1249	559	207	1358	607
V/C Ratio(X)	0.87	0.66	0.33	0.79	0.49	0.67	0.81	0.44	0.31	1.62	0.42	0.15
Avail Cap(c_a), veh/h	151	1279	561	165	1317	589	185	1249	559	207	1358	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	30.6	27.5	43.3	29.6	31.3	42.7	23.8	22.5	42.0	21.7	19.4
Incr Delay (d2), s/veh	38.0	0.8	0.4	18.0	0.4	1.8	18.8	1.1	1.4	301.9	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	7.7	3.0	3.2	5.2	6.7	3.9	5.7	3.5	22.8	5.7	1.7
LnGrp Delay(d),s/veh	81.0	31.4	28.0	61.4	30.1	33.1	61.4	24.9	24.0	343.9	22.7	19.9
LnGrp LOS	F	C	C	E	C	C	E	C	C	F	C	B
Approach Vol, veh/h		924			846			845			998	
Approach Delay, s/veh		37.9			34.8			29.9			130.9	
Approach LOS		D			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.9	31.0	12.1	41.0	12.0	29.9
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	13.3	7.4	17.3	8.4	13.2	8.9	16.9
Green Ext Time (p_c), s	0.0	7.9	0.0	7.8	0.0	8.1	0.0	8.1

Intersection Summary	
HCM 2010 Ctrl Delay	61.0
HCM 2010 LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	650	143	101	465	280	121	551	173	337	570	91
v/c Ratio	0.87	0.73	0.29	0.64	0.51	0.45	0.68	0.44	0.26	1.61	0.43	0.14
Control Delay	90.3	37.6	6.3	62.3	31.7	5.8	62.9	25.6	5.0	328.3	24.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.3	37.6	6.3	62.3	31.7	5.8	62.9	25.6	5.0	328.3	24.8	4.5
Queue Length 50th (ft)	79	188	0	59	125	0	71	132	0	~294	135	0
Queue Length 95th (ft)	#191	234	38	#142	171	57	#150	190	39	#508	207	29
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	151	1292	658	166	1331	771	186	1262	676	209	1319	655
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.50	0.22	0.61	0.35	0.36	0.65	0.44	0.26	1.61	0.43	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix E

Water Use Comparison

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Paul Ridenour
Derrel's Mini Storage
3265 West Ashlan Avenue
Fresno, California 93722

February 25, 2015

Subject: Derrel's Mini Storage, Caldwell Avenue and Roeben Road, Tulare County, Water Use Comparison of Existing vs. Proposed Condition

The subject project proposes to construct a Derrel's Mini Storage on Caldwell Avenue west of the Roeben Road alignment in Tulare County. The existing use of the property is agriculture. The crop currently being farmed is corn. The project proposes to construct a mini storage facility with an office and single family residence for use by the onsite employee(s). The objective of this exercise is to determine the difference in annual water use between the existing corn crop and the proposed project.

According to information contained in the University of California, Davis' presentation to the California Air Resources Board by Blaine Hanson, entitled, "Irrigation of Agricultural Crops in California", the evapotranspiration rate of corn crop is 27 inches/acre/year. Using the calculation provided by Mr. Hanson for the 20 acre project site, the annual water use would be 14,666,400 gallons.

Derrel's Mini Storage has provided the proposed fixture unit count for both the Commercial and Residential uses for the office/single-family residence. Based on these fixture unit counts, a maximum flow rate that would need to be provided to the property for indoor use would be 30 gallons per minute (gpm). According to California American Water Company, the maximum flow rate provided by a 1-inch meter would be 60 gpm. Therefore, it is appropriate to assume that the uses on the site would be similar to other single-family homes with a 1-inch water-metered service. Using 250 gallons/person/day, and assuming double occupancy of the residential home, the annual indoor use would be 182,500 gallons.

According to the site plan provided by Derrel's Mini Storage for their proposed project, the estimated landscaped area is approximately 0.9 acres. Bingru Huang, in his publication on grass water use rates for the United States Golf Association, identifies an evapotranspiration rate of 10 millimeters per day for Tall Fescue. Using the calculation from Mr. Hanson, and assuming the entire landscape area will be tall fescue, the outdoor annual water use would be 351,262 gallons.

In comparison, the current corn crop uses approximately 14,666,400 gallons annually, while the proposed office/single family residence and landscaping would use 533,762 gallons. Therefore, it can be determined that the proposed project will use less water than the existing agricultural operation.

PETERS ENGINEERING GROUP

William Washburn, PE

Derrel's Mini Storage Caldwell and Roeben

Water Use Comparison

Existing Use: Corn

Evapotranspiration of Corn
27 inches of water per year
1 acre-inch = 27,160 gallons

Seasonal ET of Corn = 27 inches of water x 27,160 gallons per Acre-in x 20 Acres = 14,666,400 gallons per year

Based on Fixture Units, Maximum Peak flow rate would be 30 gallons per minute. This equates to a 1" meter for the property for indoor use

Average daily use for 1" meter with typical residentail uses is 250 gallons per person per day. Assuming double occupancy of the office, this is 500 gallons per day

Yearly useage for indoor uses at property = 500 gallons per day x 365 days per year = 182,500 gallons per year

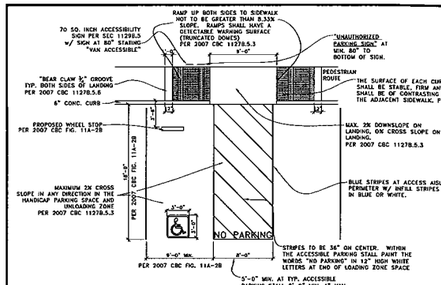
Landscape and Irrigation uses for the frontage would run from a 2" meter. The total area is for the frontage is approximately 0.9 acres.

Evapotranspiration of Grass
10 millimeters of water a day
1 acre-inch = 27,160 gallons

Yearly useage for outdoor uses at property = 0.9 acres x 27,160 gallons per Acre x 10 millimeters per day x 1cm per 100 mm x 1 inch per 2.54 cm *365 days per year= 351,262 gallons per year

Corn	Indoor/Outdoor
14,666,400	533,762

Therfore, Corn uses more water

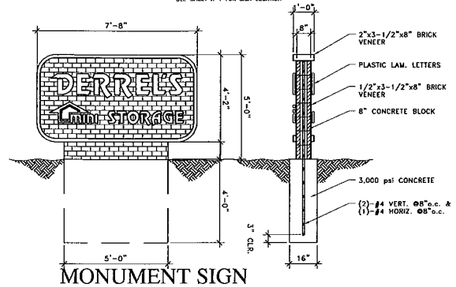


PROPOSED HANDICAPPED PARKING

SCALE: N.T.S. PER 2007 CBC FIG. 11A-28

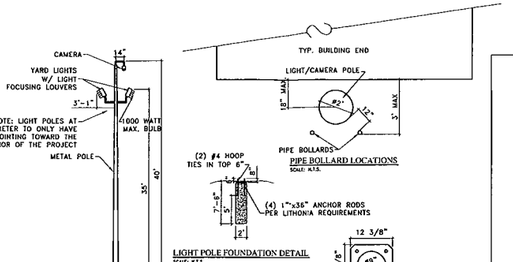
NOTE: THE SIGN SHALL NOT BE SMALLER THAN 70 SQUARE INCHES IN AREA AND, WHEN IN A PATH OF TRAVEL, SHALL BE POSTED AT A MINIMUM HEIGHT OF 80" FROM THE BOTTOM OF THE SIGN TO THE PARKING SPACE FINISHED GRADE. PER CBC 2007 11299.4

NOTE: THE SIGN SHALL BE A MINIMUM OF 17"x22" WITH LETTERING NOT LESS THAN 1" IN HEIGHT LOCATED AT THE ENTRANCE TO THE OFF-STREET PARKING FACILITIES. SIGN SHALL READ "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENCE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED BY CONTACTING THE CITY OF FRESNO POLICE DEPARTMENT PATROL SUPPORT DIVISION AT 621-2500" PER 2007 CBC 11208 SEE SHEET A-1 FOR SIGN LOCATION



MONUMENT SIGN

SCALE: N.T.S.



SCHEMATIC POLE/CAMERA/YARD LIGHT EXHIBIT

SCALE: N.T.S.

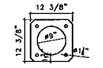
NOTES:
1. LIGHTS ARE TO BE INSTALLED WITH LIGHT FOCUSING LOUVERS. LIGHTS ARE NOT TO EXCEED 35' IN HEIGHT AND NOT TO EXCEED 1000 WATTS.
2. WHERE LIGHTING IS PROVIDED TO ILLUMINATE PARKING, BUILDING ENTRANCES, AISLES, STORAGE, CARETAKER RESIDENCE, OFFICE, AND/OR TRUCK/TRAILER RENTAL AREAS, IT SHALL BE DOWN-DIRECTED, HOODED/SHIELDED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO STREET TRAFFIC OR TO THE LIVING ENVIRONMENT.
3. THE AMOUNT OF LIGHT REQUIRED FOR PUBLIC PARKING AND TRUCK/TRAILER RENTAL AREAS SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPT. OF PUBLIC WORKS.
4. LIGHTING TO BE DIRECTED AWAY FROM RESIDENTIAL AREAS.

PIPE BOLLARD LOCATIONS

SCALE: N.T.S.

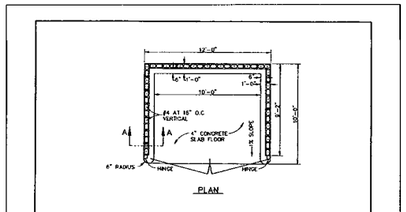
LIGHT POLE FOUNDATION DETAIL

SCALE: N.T.S.



SCHEMATIC POLE BASE

SCALE: N.T.S.



NOTES:
1 ALL MASONRY SHALL COMPLY WITH CURRENT EDITION OF THE CALIFORNIA BUILDING CODE.
2 SLAB FLOOR AND FOOTING SHALL BE CLASS 3 CONCRETE.
3 GROUT ALL HORIZONTAL AND VERTICAL REINFORCING STEEL SOLID
4 REFUSE CONTAINER ENCLOSURE SHALL BE LOCATED A MINIMUM OF 2'-0" FROM ANY BUILDING WALL LINE.
5 ALL HORIZONTAL AND VERTICAL JOINTS SHALL HAVE A CONCAVE FINISH JOINT.
6 GROUND SHALL BE SLOPED AWAY FROM ENCLOSURE WALLS.
7 REFUSE CONTAINER ENCLOSURE SHALL HAVE SOLID FACE GATES.
8 LOCATION OF REFUSE CONTAINER ENCLOSURE SHALL BE APPROVED BY THE CITY OF VISALIA SOLID WASTE DIVISION.
9 ALL REFUSE CONTAINER ENCLOSURES SHALL HAVE A CONCRETE APRON PER REFUSE CONTAINER ENCLOSURE CONCRETE APRON DETAILS.

CITY OF VISALIA
APPROVED BY: [signature] PUBLIC WORKS DIRECTOR 3/3/08 DATE
DESIGN & IMPROVEMENT STANDARDS
12' REFUSE CONTAINER ENCLOSURE
REVISIONS 4/10/08
R-1

LANDSCAPE LEGEND

KEY	COMMON NAME	BOTANICAL NAME	SIZE
	JAPANESE MAPLE	ACER PALMATUM	15 GAL.
	BRADFORD PEAR	PYRUS CALLERYANA	15 GAL.
	'APTOS BLUE' REDWOOD	SEQUOIA SEMPERVIRENS	15 GAL.
	PURPLE LEAF PLUM	PRUNUS CISTENIA 'PURPLE PONY'	15 GAL.
	RHAPHIOLEPSIS INDICA	INDIA HAWTHORN	1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA	1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA 'COMPACTA'	1 GAL.
	SOCIETY GARLIC	TULBAGHIA VIOLECEA 'SOCIETY GARLIC'	1 GAL.
	DWARF WHEELER	PITTOSPORUM	1 GAL.
	FESCUE		

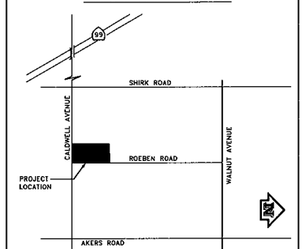
*ALL PLANTER AREAS TO HAVE 1" WALK-ON BARK.

LEGAL DESCRIPTION

THE EAST 660.00 FEET MEASURED, IN EQUAL LENGTH ALONG THE NORTHERLY AND SOUTHERLY LINE, OF THE SOUTH ONE-HALF OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF TULARE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THE SOUTH 40 FEET THEREOF, AS CONVEYED TO THE COUNTY OF TULARE, BY DEED RECORDED APRIL 21, 1962 IN BOOK 2334, PAGE 685 OF OFFICIAL RECORDS.

VICINITY MAP



OCCUPANCY DATA

ALLOWABLE SQUARE FOOTAGE
STORAGE: 8,000 S.F.
OFFICE: 8,000 S.F.
RESIDENCE: UNLIMITED S.F.

TYPE OF CONSTRUCTION
STORAGE: V-B
OFFICE: V-B
RESIDENCE: V-B

OCCUPANCY
STORAGE: S-1
OFFICE: B
RESIDENCE: R-3

SITE DATA

PROPERTY OWNER
EQUITYBAK L.P.
3265 W. ASHLAN AVE.
FRESNO, CA 93722
(559) 224-9900

ADDRESS (COMMERCIAL)
CALDWELL AVE/ROEBEN ROAD
VISALIA, CA

ADDRESS (RESIDENTIAL)
CALDWELL AVE/ROEBEN ROAD
VISALIA, CA

A.P.N.
119-230-007

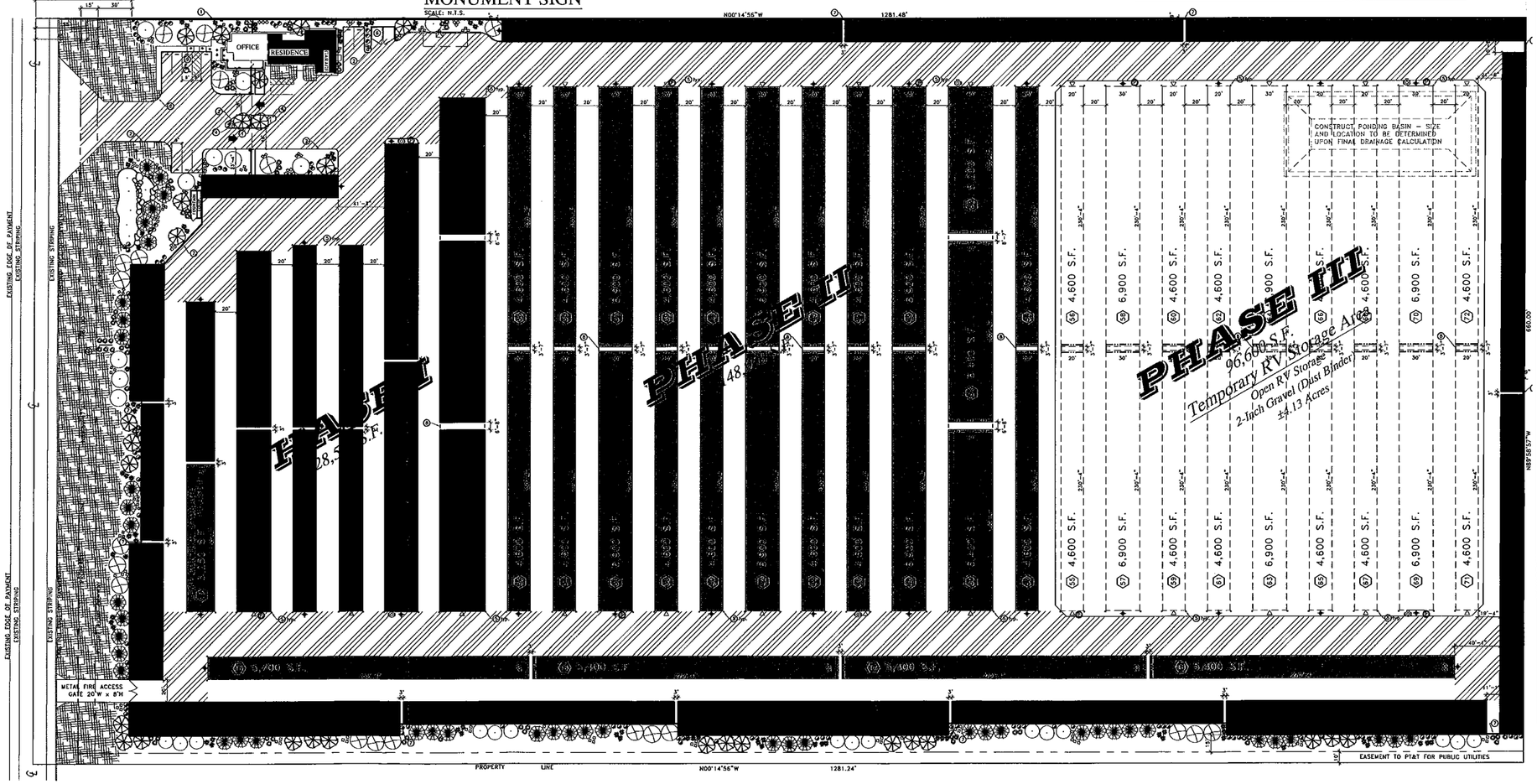
FACILITY #45
LAND ACREAGE
GROSS: ±19.33 AC.
NET STORAGE: ±19.18 AC.

BUILDING SQUARE FOOTAGE
CONSTRUCTION PHASES
I (PROPOSED): 128,550 S.F.
II (FUTURE): 148,950 S.F.
III (FUTURE): 96,600 S.F.
STORAGE TOTAL: 374,100 S.F.
OFFICE (PROPOSED): 804 S.F.
RESIDENCE (PROPOSED): 1,337 S.F.
GARAGE (PROPOSED): 391 S.F.
TOTAL: 376,622 S.F.

LEGEND

1. 6'-0" HIGH CONCRETE BLOCK FENCE
2. 6" HIGH CONCRETE CURB
3. MONUMENT SIGN
4. ENTRY/EXIT KEYPAD
5. 3" DIA. STEEL GUARD POST (TYP. AT BLDG CORNERS)
6. CITY OF VISALIA STANDARD REFUSE CONTAINER ENCLOSURE PER STD. R-1
7. BUILDING HEIGHT (±8'-4") WALL BETWEEN BUILDINGS ALONG PERIMETER (TYPICAL)
8. 36"W. CONCRETE WHEEL STOPS (TYP. BTWN. BLDGS.)
9. HANDICAP PARKING W/ SIGNAGE

- APPROVED FIRE HYDRANT
- H.C. PARKING SPACE w/SIGN
- BUILDING NUMBER
- 150 WATT HIGH PRESSURE SODIUM LIGHT AT 7'-6"
- STANDARD DECORATIVE LIGHT FIXTURE
- 2A 10BC FIRE EXSTINGUISHER IN CABINET AS REQUIRED
- CAMERA/LIGHT POLE LOC.
- PROPOSED TWO-HOUR FIRE WALL
- PROPOSED ONE-HOUR FIRE WALL
- 5" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
- 4" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
- FIRST PHASE BUILDING CONSTRUCTION
- SECOND PHASE BUILDING CONSTRUCTION
- THIRD PHASE BUILDING CONSTRUCTION



SITE PLAN

REVISIONS:
April 20, 2012

DERREL'S MINI STORAGE

3265 W ASHLAN, AVE FRESNO CA 93722 (559) 224-9900

APPROVALS

C:\My Documents\CADFiles\Projects\45_Caldwell\A1.dwg
Date: Sept. 7, 2011
Scale: 1" = 50'-0"
Drawn By: Dean E. Bouma
Project: Site Plan Visalia Caldwell/Roeben
Sheet: A-1

	Residential			Commercial		
FIXTURE	**UNIT VALUE**	**FIXTURES**	**TOTAL**	**UNIT VALUE**	**FIXTURES**	**TOTAL**
BATHTUB w/SHOWER	4	1	**4**	4	0	**0**
SHOWER	2	1	**2**	2	0	**0**
CLOTHES WASHER	4	1	**4**	4	0	**0**
HOSE BIBB (FIRST)	2.5	1	**2.5**	2.5	1	**2.5**
HOSE BIBB (ADDITIONAL)	1	2	**2**	1	2	**2**
LAVATORY	1	3	**3**	1	2	**2**
SINK	1.5	1	**1.5**	1.5	0	**0**
DISHWASHER	1.5	1	**1.5**	1.5	0	**0**
WATER CLOSET	2.5	2	**5**	2.5	1	**2.5**
TOTAL			***25.5***			***9***
Water Fixture Units per 2013 CPC Table 610.3						

per fixture count table = 20 gpm

per fixture count table = 30 gpm

use 30 gpm

∴ assume 1" meter for indoor use

FIXTURE COUNT TABLES A & B

NOTE:
FOR SYSTEMS USING "HOT ONLY", COUNT ONLY THOSE FIXTURES USING HOT WATER/USE 75% OF THE TOTAL FIXTURE COUNT AS THE VALUE FOR SELECTING THE PROPER FLOW RATE (GPM).

TABLE A
for use with FLUSHOMETER VALVE water closets

FIXTURE COUNT	PEAK FLOW RATE (GPM)
--	5
--	10
--	15
--	20
8	25
13	30
20	35
28	40
37	45
47	50
60	55
75	60
90	65
110	70
125	75
150	80
170	85
195	90
220	95
250	100
300	110
350	120
425	130
475	140
550	150
625	160
700	170
775	180
850	190
925	200
1075	220
1250	240
1400	260
1575	280
1750	300
1925	320
2100	340
2275	360
2475	380
2675	400
2850	420
3000	440
4000	530
5000	600

TABLE B
for use with TANK TYPE water closets

FIXTURE COUNT	PEAK FLOW RATE (GPM)
7	5
12	10
20	15
30	20
40	25
55	30
70	35
85	40
100	45
125	50
150	55
175	60
200	65
225	70
250	75
275	80
300	85
325	90
350	95
375	100
425	110
475	120
525	130
575	140
625	150
700	160
750	170
800	180
875	190
950	200
1075	220
1250	240
1400	260
1575	280
1750	300
1925	320
2100	340
2275	360
2475	380
2675	400
2850	420
3000	440
4000	530
5000	600

Based on Western Plumbing Officials UNIFORM PLUMBING CODE and the NATIONAL PLUMBING CODE.

FLOW RATE ESTIMATING CHART

For Water Treatment Equipment

The following information has been prepared as a guide for estimating maximum flow rates for private and public buildings. The numbers assigned the various fixtures are based on a combination of flow rate and probability of use.

TYPE OF FIXTURE	UNITS -PRIVATE-	UNITS -PUBLIC-
Bar Sink	1	2
Bathtub	2	4
Bedpan Washer	--	10
Bidet	2	4
Combination Sink & Tray	3	--
Dental Unit or Cuspidor	--	1
Dental Lavatory	1	2
Drinking Fountain	1	2
House Bibb or Sill Cock (Std. type)	3	5
House Trailer (each)	6	6
Laundry Tub or Washer	2	4
Lavatory	1	2
Lawn Sprinkler	1	1
Shower	2	4
Sink; Service (Janitor's)	2	4
Sink or Dishwasher	2	4
Sink (flushing rim, clinic)	--	10
Sink (Wash-up, each set of fixtures)	--	2
Sink (Circular Spray)	--	4
Urinal (Wall or Stall)	--	5
Urinal (Flush Tank)	--	3
Water Closet:		
Flushometer Valve	6	10*
Tank Type	3	5*

*Double this amount for schools

INSTRUCTIONS FOR USE

1. Count and total the number of each type of fixture to be serviced by the water conditioner.

2. Multiply the number of each type of fixture by the UNIT COUNT given in the "Fixture Unit Table."

PRIVATE --	PUBLIC --
motels	office buildings
apartment building	hospitals
trailer parks	country clubs
group of homes	schools

3. Find the total FIXTURE COUNT by adding up the values found in step 2.

4. Using the correct table on page 3, find the FIXTURE COUNT closest to the calculated value. The figure given in the right-hand column is the approximate maximum gpm required.

EXAMPLE:

TYPE OF FIXTURE	QTY.		UNIT COUNT		TOTAL	
Water Closet (F.V.)	8	x	10	=	80	
Shower	10	x	4	=	40	
Lavatory	15	x	2	=	30	
	Total FIXTURE UNIT COUNT			=	150	= 80 GPM

Water supply outlets for items not listed above shall be computed at their max demand, but in no case less than the following:

3/4 - inch pipe	1	2
1/2 - inch pipe	2	4
3/4 - inch pipe	3	6
1 - inch pipe	6	10

Water Use Characteristics of Cool-Season and Warm-Season Turfgrass Species

Turfgrasses are classified into two groups based on their climatic adaptation: cool-season and warm-season. Cool-season grasses mainly grow in temperate and subarctic climates, whereas warm-season grasses are adapted to tropical and subtropical areas (see U.S. climatic regions in Section 5). These two groups of turfgrass species have different water requirements (Table 11.1) and vary in water-use characteristics. Most cool-season grasses generally are higher water users than warm-season grasses. Typical ET rates range from 3 to 8 millimeters (mm) per day for cool-season grasses and from 2 to 5 mm per day for warm-season grasses (Beard 1994). Declining soil moisture levels will progressively lower the water-use rate by up to 80% (Figure 11.1). In addition, the comparative water-use rankings for different species and cultivars may change across different climatic conditions and cultural regimes, and also depends on individual species and cultivar adaptation.

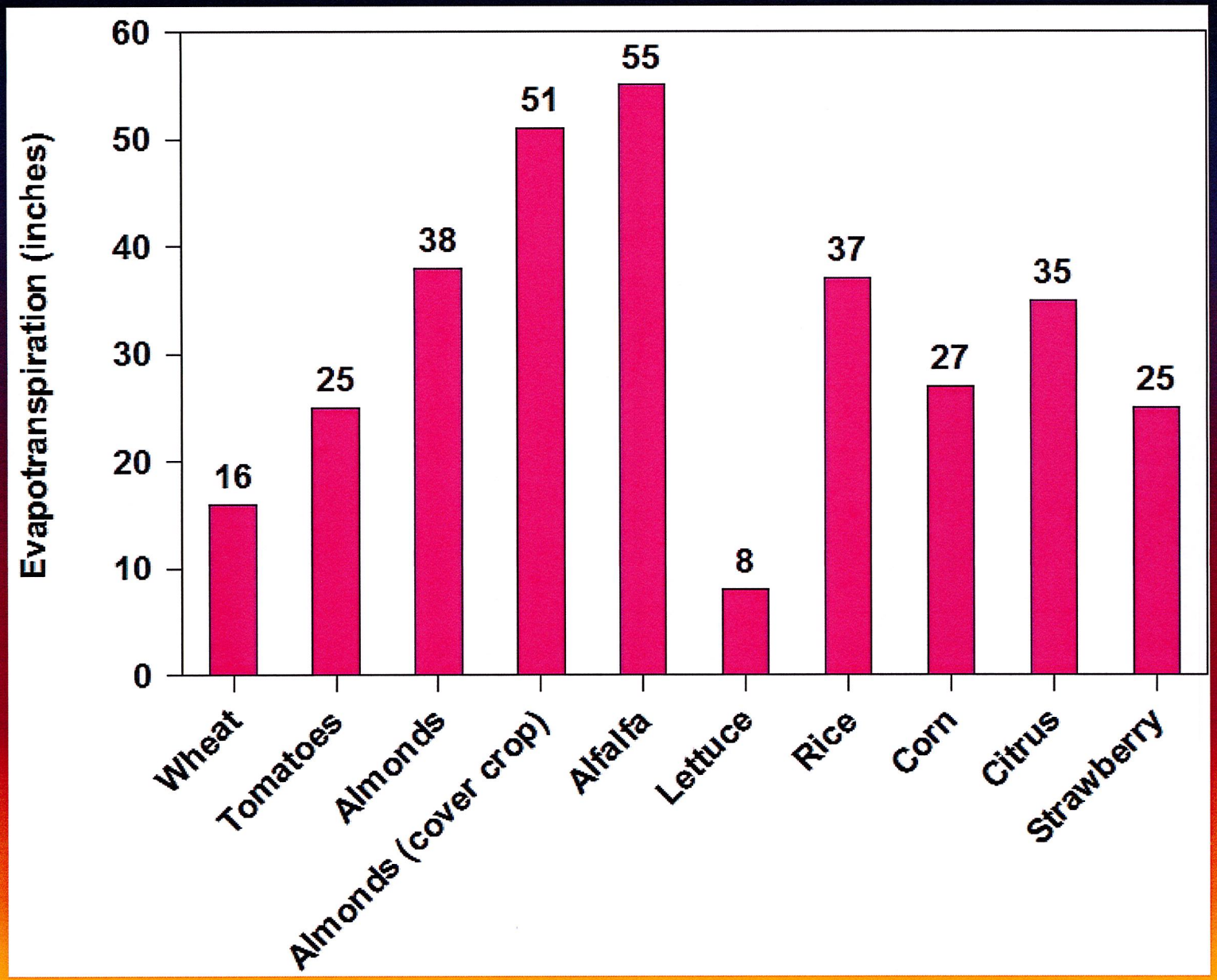
Table 11.1. The relative maximum evapotranspiration rates of 24 turfgrass species (Modified from Beard and Beard 2004)

Relative ranking	ET rate (mm d-1)[a]	Turfgrass species[b]
Very low	<6	*American buffalograss
Low	6 – 7	*Hybrid bermudagrass Centipedegrass *Dactylon bermudagrass *Zoysiagrass
Moderate	7 – 8.5	Hard fescue Chewing fescue Creeping red fescue Bahiagrass Seashore paspalum St. Augustinegrass
High	8.5 – 10	Perennial ryegrass Kikuyugrass
Very high	>10	Tall fescue Creeping bentgrass Annual bluegrass *Kentucky bluegrass Rough bluegrass Annual ryegrass

[a] The ranges of ET are based on the most widely used cultivars of each species when grown in their respective climatic regions of adaptation and preferred culture regimes.

[b] Asterisk (*) indicates cultivars within these species may vary significantly.

Evapotranspiration of selected crops



Units of evapotranspiration (ET)

- Volume of water
  - One acre-inch = 27,160 gallons
  - One acre-foot = 325,900 gallons
- Depth of water (inches, feet, cm, mm)
  - Standardized water use (independent of field size)
  - One inch of water = 1 acre-inch per acre = 27,160 gallons per acre

Alfalfa

- Products: ice cream, milk, cheese, yogurt, butter
- Seasonal ET of alfalfa = 55 inches of water = 55 acre-inches per acre = 1,500,000 gallons per acre
- 160 acres: ET = 160 acres x 1,500,000 gallons per acre = **240,000,000** gallons of water per year (does not included irrigation system inefficiencies)

Are we wasting water growing alfalfa?

Appendix F

Will Serve Letter

CALIFORNIA WATER SERVICE COMPANY
216 NORTH VALLEY OAKS DRIVE • VISALIA, CA 93292-6717
(559) 624-1600 • FAX (559) 734-9512

VISALIA DISTRICT

February 24, 2015

Tulare County
Resource Management
Agency
MAR 02 2015

Susan Simon
County of Tulare
Resource Management Agency
5961 S Mooney Blvd
Visalia, CA 93277

Will Serve Letter
Tract or Parcel Map No: ***Roeben St. and Caldwell Ave., APN 119-230-007***
Developer: ***Derrel's Mini Storage***

Dear *County of Tulare Resource Management Agency*:

California Water Service Company Visalia District ("Cal Water") has determined that water is available to serve the above-referenced project based on the information provided. Cal Water agrees to operate the water system and provide service in accordance with the rules and regulations of the California Public Utilities Commission (CPUC) and the company's approved tariffs on file with the CPUC. This determination of water availability shall remain valid for **two years** from the date of this letter. If construction of the project has not commenced within this **two year** time frame, Cal Water will be under no further obligation to serve the project unless the developer receives an updated letter from Cal Water reconfirming water availability. Additionally, Cal Water reserves the right to rescind this letter at any time in the event its water supply is severely reduced by legislative, regulatory or environmental actions.

Cal Water will provide such potable[1] water at such pressure as may be available from time to time as a result of its normal operations per the company's tariffs on file with the CPUC. Installation of facilities through developer funding shall be made in accordance with the current rules and regulations of the CPUC including, among others, Tariff Rules 15 and 16 and General Order 103-A. In order for us to provide adequate water for domestic use as well as fire service protection, it may be necessary for the developer to fund the cost of special facilities, such as, but not limited to, booster pumps, storage tanks and/or water wells,[2] in addition to the cost of mains and services. Cal Water will provide more specific information regarding special facilities and fees after you provide us with your improvement plans, fire department requirements, and engineering fees for this project.

This letter shall at all times be subject to such changes or modifications by the CPUC as said Commission may, from time to time, require in the exercise of its jurisdiction.

If you have any questions regarding the above, please call me at *(559)624-1600*.

Sincerely,

Scott Bailey
District Manager

cc: Ting He – Cal Water Engineering Dept
File

[1] This portion of the letter to be modified accordingly in the event the development for which this letter is being generated is to be served with potable and non potable water.

[2] For the districts that collect facility fees on a per lot basis, delete the reference to wells as a special facility here and add in the following sentence, "Developer will also be required to contribute towards Cal Water's water supply by paying facilities fees on a per lot basis as described in Rule 15"

Appendix G

BOS Agenda, Approval of

General Plan Initiation

RESOURCE MANAGEMENT AGENCY
COUNTY OF TULARE
AGENDA ITEM

AGENDA DATE: June 17, 2014

Public Hearing Required	Yes ☐	N/A ☒
Scheduled Public Hearing w/Clerk	Yes ☐	N/A ☒
Published Notice Required	Yes ☐	N/A ☒
Advertised Published Notice	Yes ☐	N/A ☒
Meet & Confer Required	Yes ☐	N/A ☒
Electronic file(s) has been sent	Yes ☒	N/A ☐
Budget Transfer (Aud 308) attached	Yes ☐	N/A ☒
Personnel Resolution attached	Yes ☐	N/A ☒
Agreements are attached and signature line for Chairman is marked with tab(s)/flag(s)	Yes ☒	N/A ☐

CONTACT PERSON: Celeste Perez PHONE: 559-624-7010

SUBJECT:

General Plan Initiation #GPI 12-002 Derrel's Mini Storage

REQUEST(S):

That the Board of Supervisors:

(1) Approve General Plan Initiation #12-002 to proceed as a General Plan Amendment application for a Derrel's Mini Storage proposed by the Applicant, Equity Bak L.P.

(2) Require that project processing include, but not be limited to, an Environmental Impact Report, General Plan Amendment, Change of Zoning, Phasing Plan, Public Facilities Financing Plan, and Development Agreement.

SUMMARY:

Introduction

This matter embraces the proposed general planning and development of a 19.33 acres site for Service Commercial with a phasing plan based on economic, marketing, timing, and other criteria.

The request is to change the land use designation of approximately 19.33 acres on Assessor Parcel Number (APN) 119-230-007 from Agriculture to Commercial or Light Industrial. The request also proposes to rezone the subject parcel from Exclusive Agricultural – 20 acre minimum (AE-20) zone to Service Commercial (C-3) zone. The project site is currently in agricultural row crops.

The future proposal for the site will be the phased construction of 19.33 acre mini-storage facility. The applicant proposes to use approximately one-half of the lot immediately as a mini storage, while the remainder will continue long-term agricultural operations. The applicant approximates a ten year full buildout of the project site. The project site is located on the north side of Avenue 280 (Caldwell Avenue) ½ mile west of Road 100 (Akers Road). The northeast corner is near Visalia city limits. For reference, see Attachment "A" (Maps Depicting Key Features of Proposed General Plan Initiation).

The applicant is Paul Ridenour representing Derrel's Mini Storage and Equitybak L.P. The agent is Darlene Mata representing DR Mata Consulting.

The applicant withdrew its General Plan application from the city on December 15, 2010 stemming from concerns that the site was not suitable for annexation into the city. Furthermore, the city considered the project premature as the General Plan Update was still in the beginning stages.

Though near the city limits at the northeast corner, the proposed project site is not considered contiguous to the municipal boundary and cannot be annexed into the city without including surrounding property owners. As such, the applicant filed an application with the County.

As will be explained below, the Planning staff of the Tulare County Resource Management Agency (RMA) recommends approval of this proposed Application for a General Plan Initiation (GPI) for a General Plan Amendment for the Derrel's Mini Storage.

However, approval of this GPI **in no way guarantees that the ultimate project will be approved**. Instead, approval of this GPI gives the applicant a fair and reasonable opportunity to "make the case" regarding the potential merits of any resulting planning, development and building project.

If approved for processing, the project will require, among other things, an Environmental Impact Report, General Plan Amendment, Change of Zoning, Phasing Plan, Public Facilities Financing Plan, and Development Agreement. These required documents will help to insure a comprehensive, thorough and fair analysis of the issues associated with this project.

RMA Planning staff's Analysis of Proposed General Plan Initiation
According to Tulare County Policy and Procedure Number 391, the Board of Supervisors shall consider a request for a GPI giving consideration to, among other things, (A) the public need or necessity of the proposed amendment, and (B) whether the proposed amendment would further the goals, objectives and policies of the General Plan and not obstruct their attainment. These considerations are discussed now.

A. Public Need in Service of the Public Interest

As part of RMA Planning staff's evaluation of the proposed GPI, there appears to be a demonstrated public need for this project that is capable of serving the public interest. Specifically, the public need for the project is based on the following considerations:

(1) This proposal can facilitate development by applying **sound land use and environmental planning policies** -- enunciated in the Tulare County General Plan 2030 Update -- through a precisely crafted General Plan Amendment.

(3) This proposal can help **to stimulate much needed economic development through commercial development** that will likely foster private sector jobs, increased income and enhanced property value.

(2) This proposal can present an opportunity to explore implementation of the General Plan 2030 Update **by considering the protection and preservation of prime agricultural land** through a menu of reasonably feasible and reasonably-related mitigation measures evaluated through an Environmental Impact Report.

(4) This proposal can be an example of showing how **sustainable public facilities and services** can be provided based on a Phasing Plan and Public Facilities Financing Plan.

(5) This proposal can demonstrate that **all relevant environmental impacts can be identified, analyzed and mitigated to the extent feasible** in a thoroughly prepared Environmental Impact Report.

(6) This proposal can serve as a **model of intergovernmental coordination and cooperation (including public outreach)** as this planning and development project is processed to reasonably efficient conclusion.

B. Consistency with General Plan Policies

The proposed GPI will further and not thwart numerous policies of the Tulare County General Plan 2030 Update. In doing so, the proposed GPI would be consistent with the policies of the General Plan as set forth in Attachment "B" (RMA Planning staff Analysis of Proposed General Plan Initiation).

Summarizing this analysis, the proposed GPI would further and not thwart numerous General Plan policies primarily relating to Airport Land Use Planning, Coordination and Cooperation with Cities, Impact Mitigation (including Agricultural Land Mitigation), Standards of Approval, Commercial Development, and Sustainable Development.

In the final analysis, this project could serve **as a planning model providing reasonable and effective balance** to various general planning interests such as Agricultural Land Protection, Environmental Resource Management, Fiscal Impact, Public Facilities Financing and Construction, Economic Development,

and Intergovernmental Cooperation.

Intergovernmental Coordination and Cooperation
As part of the preparatory process, the County has reached out to the City of Visalia to discuss the project and listen to their concerns. This is part of a cooperative process to try to approach this proposal in such a way that it can be mutually beneficial and in the public interest.

For example, on June 21, 2013, RMA staff sent to city staff a letter requesting a consultation to discuss the pending GPI proposal. See Intergovernmental Correspondence in Attachment "D" (Intergovernmental Correspondence). RMA staff sent a draft copy of this agenda item to the City of Visalia.

Moreover, city staff expressed concern regarding the applicants' proposal. At this time the city considers the development of the proposed project premature pending the adoption of the Draft General Plan Update which is ongoing at this time.

The County has received two letters from the City of Visalia regarding the proposed project. The first letter was received by the County on September 15, 2011 as a result of a Project Review Committee Consultation process. The second letter was received by the County on July 24, 2013 as a result of the GPI consultation process. The above comment letters and responses are found in Attachment "D" (Intergovernmental Correspondence).

The four major concerns of the city as described in the July 24, 2013 letter (as directed by the City Council) are as follows:

1. High Preliminary Rural Valley Lands Plan Score

A preliminary score of 22 was obtained for the Project Review Committee; however, this is a preliminary score based on preliminary *analytical data regarding the project site*. Upon further examination regarding the subject site, the preliminary score for the updated RVLP could range from 14 to 21. If approved for processing, the applicant will be required to prepare an Environmental Impact Report (EIR) for the project, and as such, will be required to provide a detailed technical evaluation of the RVLP to verify the checklist score. Thus, the applicant would proceed at his risk with respect to the RVLP analysis.

In addition, the Memorandum of Understanding between the City of Visalia and the County stipulates that there may be no General Plan or Zoning Amendments unless appropriate under the RVLP. For projects within the County UAB, the RVLP is one of many factors to be considered, but not the only factor, when considering General Plan Amendments. Please see Attachment "B" (RMA Planning staff Analysis of Proposed General Plan Initiation) and Attachment "C" (RVLP Preliminary Evaluation).

2. Inconsistency with the County's and City's Land Use Designations

County GPU Policy 4.12 (General Plan Designations with City UDB's) recognizes that development proposals within the County's UDB remain compatible with the city's land use designation. The proposed project site is a General Plan Amendment that is outside the County's UDB and all three draft City General Plan boundaries. Development may occur within the UAB of the County if the project complies with a GPU Policy 4.19, which generally relates to the RVLP analysis within a County Adopted City UAB. Please see Attachment "B" (RMA Planning staff Analysis of Proposed General Plan Initiation) for the project's apparent consistency with Tulare County's General Plan.

In regard to the project's consistency with the City of Visalia's Draft General Plan (VDGP), the County provides the following discussion for consideration:

The city's draft General Plan proposes a three tier boundary approach**. The subject site is currently outside of all three boundaries**. The city's General Plan maps the site as a "reserve" land use designation, with a brief paragraph description as follows:

> *"The reserve land use designation applies to lands that are outside of the Urban Growth Boundary for which future planned development may be appropriate under the criteria as stated in LU-P-33. Use of lands in "reserve" designation is anticipated to remain in agriculture." (VDGP pg. 2-22)*

The text on page VDPG 2-58 indicates that the General Plan designates approximately 675 acres of Airport Industrial south of the Visalia Airport. The following VDGP text below also supports airport compatible industrial development south of the airport. However, no Airport Industrial designation is mapped by the Draft General Plan Land Use Map (VDGP pg. 2-18). Instead this area is mapped as reserve. (See Attachment "A" Maps Depicting Key Features of Proposed General Plan Initiation)

Further insight regarding development of the subject area is provided by the City's Draft General Plan as follows:

> "*Land around the Airport may be developed with site appropriate industrial uses during the planning period, providing it conforms with the land use compatibility required for the Visalia Municipal environs established by the City.*" (VDGP pg. 2-32)

The proposed draft General Plan text also states as follows:

> "*The General Plan proposes to shift focus on industrial development to areas south of State Route 198, particularly around the airport*" (VDGP pg. 2-57).

Accordingly, there appears to be a reasonable question regarding the interpretation of the Reserve designation outside of the UGB on the same land that could potentially be developed as Airport Industrial.

The following proposed Draft General Plan Policy provides further insight as to how the subject area could potentially be developed:

> *"Designate land areas for future urban development to be considered (if at all) under separate criteria from City wide growth under Policy LU-P-19 (Urban Boundaries). These areas shall be designated for "reserve", and remain in agricultural zoning until they are designated and pre-zoned for an appropriate urban land use though the city's General Plan Amendment and Zone process. These areas may be re-designated and pre- zoned for an appropriate urban use upon the following findings as reviewed by the Planning Commission and decided on by the City Council.*
>
> 1. *The proposed uses and intensity of development are consistent with all applicable policies and constraints as contained in the Visalia Airport Master Plan.*
>
> 2. *Property is adequately served or will be adequately served by public facilities including streets, sewerage, police and fire protection, water supply, and other required facilities' to be fully funded by the proposed development*
>
> 3. *Properties located within the previous development boundary or under the land use designation being proposed within the area are already developed or do not provide the likelihood of being developed in a timeframe appropriate to meet the needs of the community.*
>
> 4. *Properties are determined to provide a significant social and economic benefit to the community.*
>
> 5. *There is determined to be a Community level need for the proposed us, including lack of sufficient acreage already designated for the proposed scale and intensity of the proposed use."*

Please see Visalia Master Plan Consistency, Infrastructure Availability and Alternative Sites in Attachment "D" (Intergovernmental Correspondence) for consistency with the above policy.

In conclusion, the project site, whether designated reserve or airport industrial, may be eligible for urban development. As such, the project site may be considered for development in the County with a General Plan Amendment.

3. Infrastructure Availability

If feasible, the applicant will construct infrastructure to urban development standards, compatible with future water and wastewater systems and city streets/utility setbacks as described in the County's General Plan and MOU with the city. This includes the construction of appropriate road improvements to Caldwell Avenue and Roeben Road to the extent that an appropriate nexus to the project is found. The EIR prepared for the project will analyze the adequacy of infrastructure services for the project including road and wastewater services.

4. Alternative Sites

The applicant met with the city on October 28, 2013 and considered four alternative sites, including sites on the east side of Mooney Blvd. The applicant concluded that none of these alternative sites suited the business needs in serving southwest Visalia. For example, one site was too close to an existing Derrel's Mini Storage, one site was too small, one was not for sale, and the last site had the same infrastructure concerns as the proposed site. The EIR prepared for the project, if approved for processing, will discuss in detail alternative sites, including the sites that were considered with the city.

In addition, RMA staff reached out to city staff on May 7, 2014, requesting a meeting and providing a draft of this agenda item with the attachments. An update of further interaction with the city will be provided when this matter is considered by the Board of Supervisors.

Recommendation
Accordingly, based on thorough analysis of this matter, and recognizing that there is no guarantee that this proposal would result in an approved project, it is respectfully recommended that the Board of Supervisors approve the Application for a General Plan Initiation for a General Plan Amendment for Derrel's Mini Storage by the Applicant Equitybak L.P.

Additionally, if approved for processing, it is recommended further that the project be required to process, among other things, an Environmental Impact Report, General Plan Amendment, Change of Zoning, Phasing Plan, Public Facilities Financing Plan, and Development Agreement.

Alternatives
If the Board of Supervisors is not inclined to approve the proposed General Plan Initiation, then there are other alternatives that the Board may consider:

(1) Approve, as modified, the Application for a General Plan Initiation for a General Plan Amendment for the Derrel's Mini Storage proposed by the Applicant, Equitybak L.P.;

(2) Refer the matter to RMA Planning staff for further analysis and return to the Board of Supervisors as directed;

(3) Refer the matter to the Planning Commission for further analysis and return to the Board of Supervisors as directed; or

(4) Disapprove the General Plan Initiation Application for a General Plan Amendment, with the effect that the proposal ceases to be processed.

FISCAL IMPACT/FINANCING:

The costs associated with this proposed project would be borne by the applicants and not result in any Net County Cost to the General Fund.

LINKAGE TO THE COUNTY OF TULARE STRATEGIC BUSINESS PLAN:

Tulare County's five-year Strategic Business Plan includes the Quality of Life and Economic Well-Being Goals. Applied here, these goals would be furthered by processing this General Plan Initiation on the grounds that the proposal will implement sound land use and environmental policies of the General Plan; will protect agriculture through a reasonably feasible mitigation approach; will promote economic development through commercial development and agricultural tourism opportunities; and will present the opportunity to engage in a model of intergovernmental coordination and cooperation, including public outreach.

ADMINISTRATIVE SIGN-OFF:

Michael C. Spata
Associate Director

cc: Auditor-Controller
County Counsel
County Administrative Office (2)

Attachment(s)
Attachment "A" –- Maps Depicting Key Features of Proposed General Plan Initiation
Attachment "B" – RMA Planning Staff Analysis of Proposed General Plan Initiation
Attachment "C" – Preliminary RVLP Evaluation
Attachment "D" – Intergovernmental Correspondence
Attachment "E" – Comments Letters

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF THE GENERAL PLAN INITIATION #GPI 12-002 DERREL'S MINI STORAGE))) **Resolution No. _____**

UPON MOTION OF SUPERVISOR _____, SECONDED BY SUPERVISOR _____, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD JUNE 17, 2014, BY THE FOLLOWING VOTE:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: JEAN M. ROUSSEAU
COUNTY ADMINISTRATIVE OFFICER/
CLERK, BOARD OF SUPERVISORS

BY: _____
Deputy Clerk

* * * * * * * * * * * * * * * * * * *

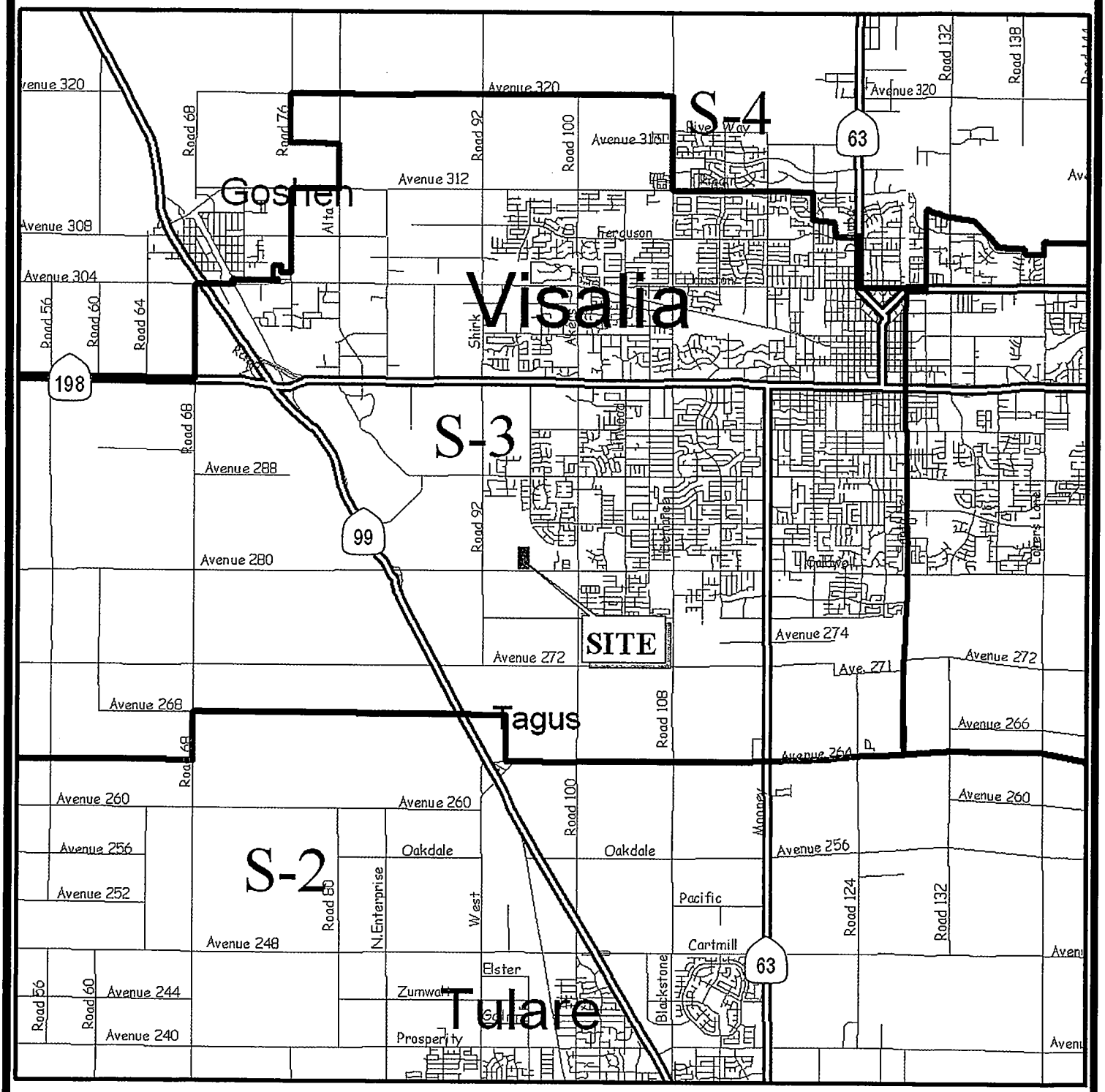
(1) Approved General Plan Initiation #12-002 to proceed as a General Plan Amendment application for a Derrel's Mini Storage proposed by the Applicant, Equity Bak L.P.

(2) Required that project processing include, but not be limited to, an Environmental Impact Report, General Plan Amendment, Change of Zoning, Phasing Plan, Public Facilities Financing Plan, and Development Agreement.

Attachment A
Maps Depicting Key Features of Proposed General Plan Initiation

TCiCT
Grow with us.

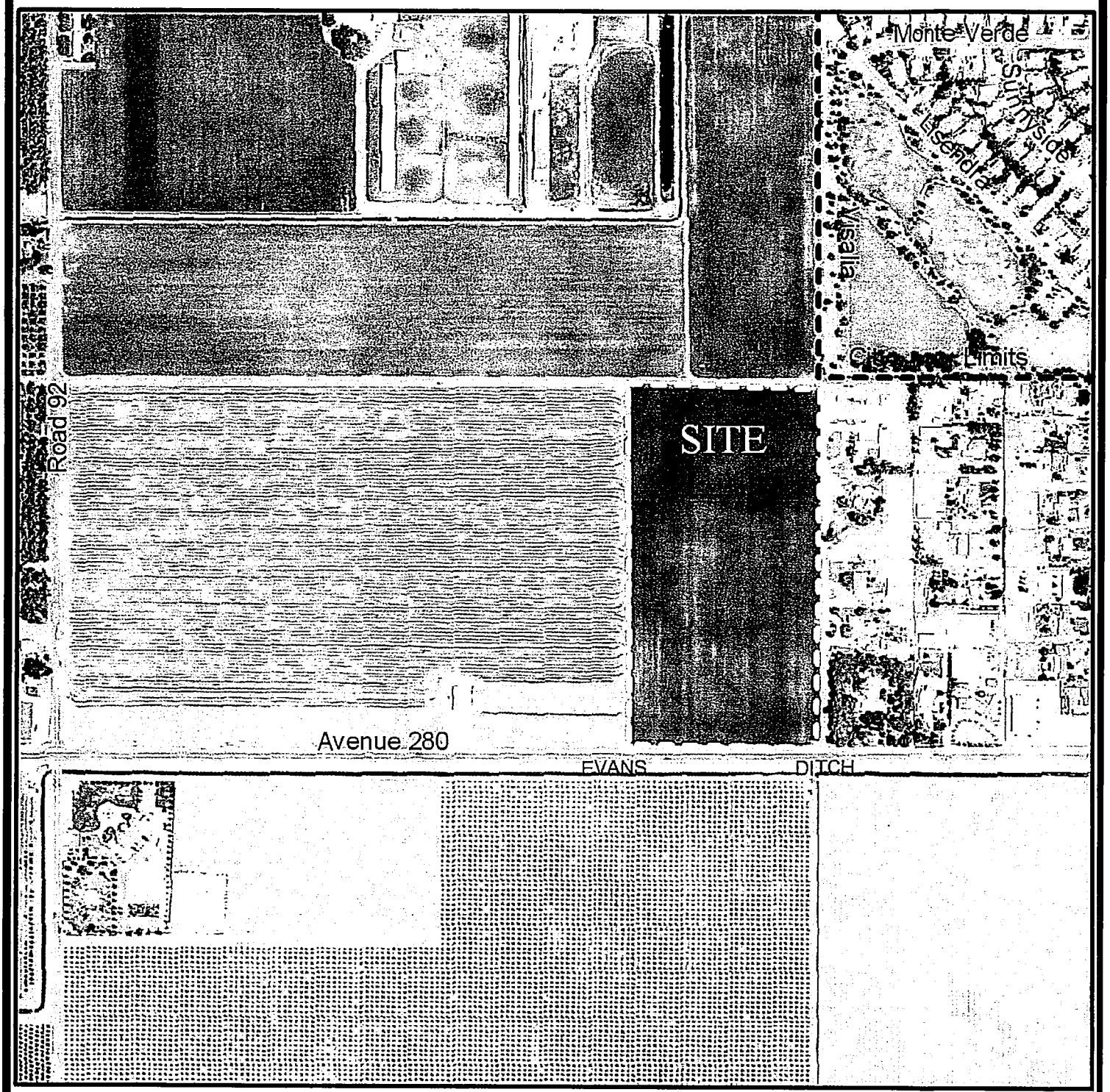
Vicinity Map for GPI 12-002



A-1

TCiCT
Grow with us.

Aerial Photograph for GPI 12-002



Owner:	EQUITYBAK L P
Address:	3265 W ASHLAN
City, State ZIP:	FRESNO CA 93722
Applicant:	EQUITYBAK L.P.
Agent:	MATA
Supervisorial District #2	
Assessors Parcel #	119230007

250 0 250 500 750 1000 Feet

N

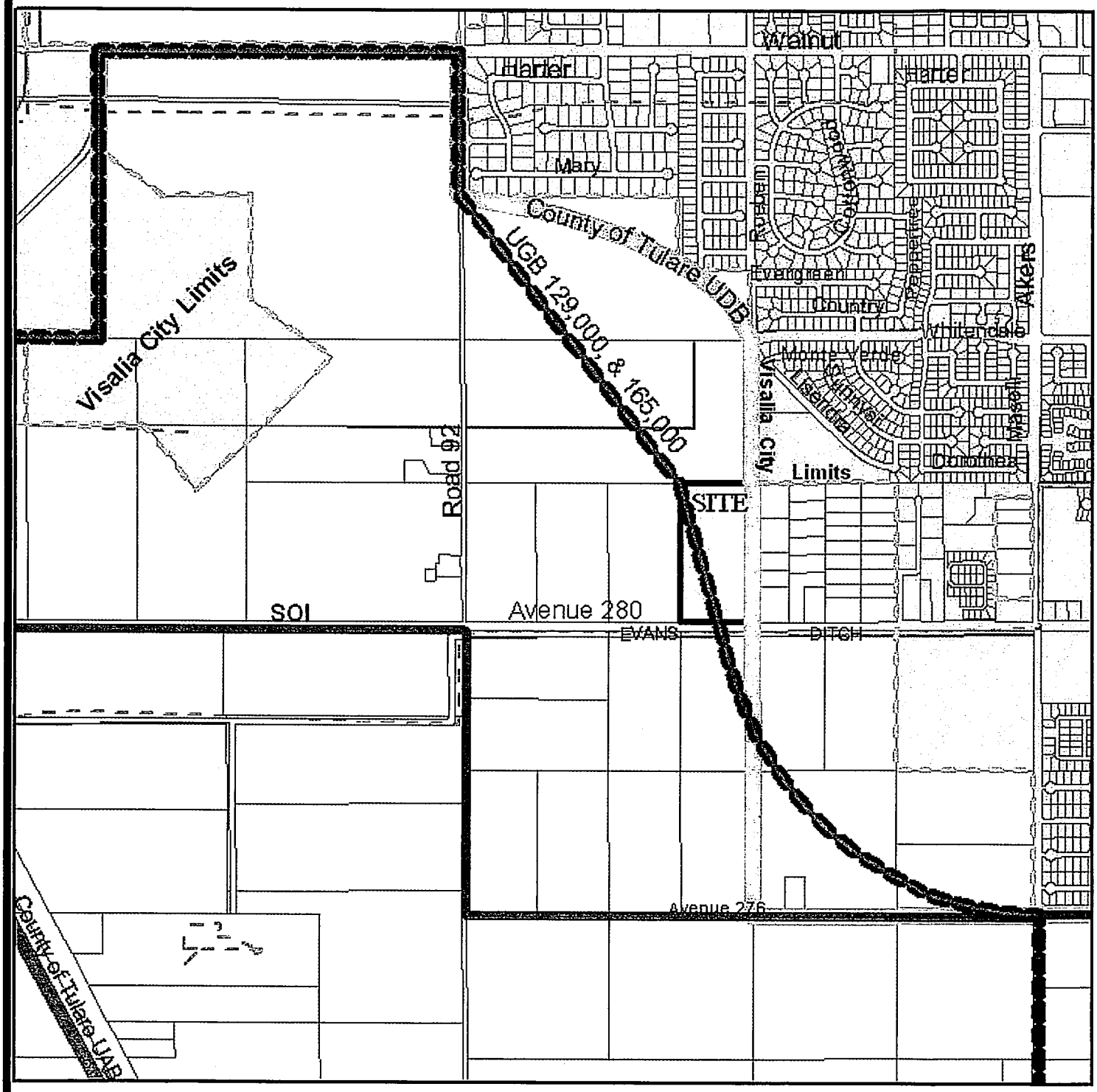
A-2

County of Tulare Geographic Information Systems

SITE Project Site for GPI 12-002

TCiCT
Grow with us.

County-City Boundaries Map for GPI 12-002



- Site
- City of Visalia Urban Growth Boundary (UGB)-Population 129,000 (1996)
- City of Visalia Urban Growth Boundary (UGB)-Population 165,000 (1996)
- County of Tulare Urban Development Boundary (1992)
- County of Tulare Urban Area Boundary (1992)
- Spheres of Influence (SOI)
- City Limits

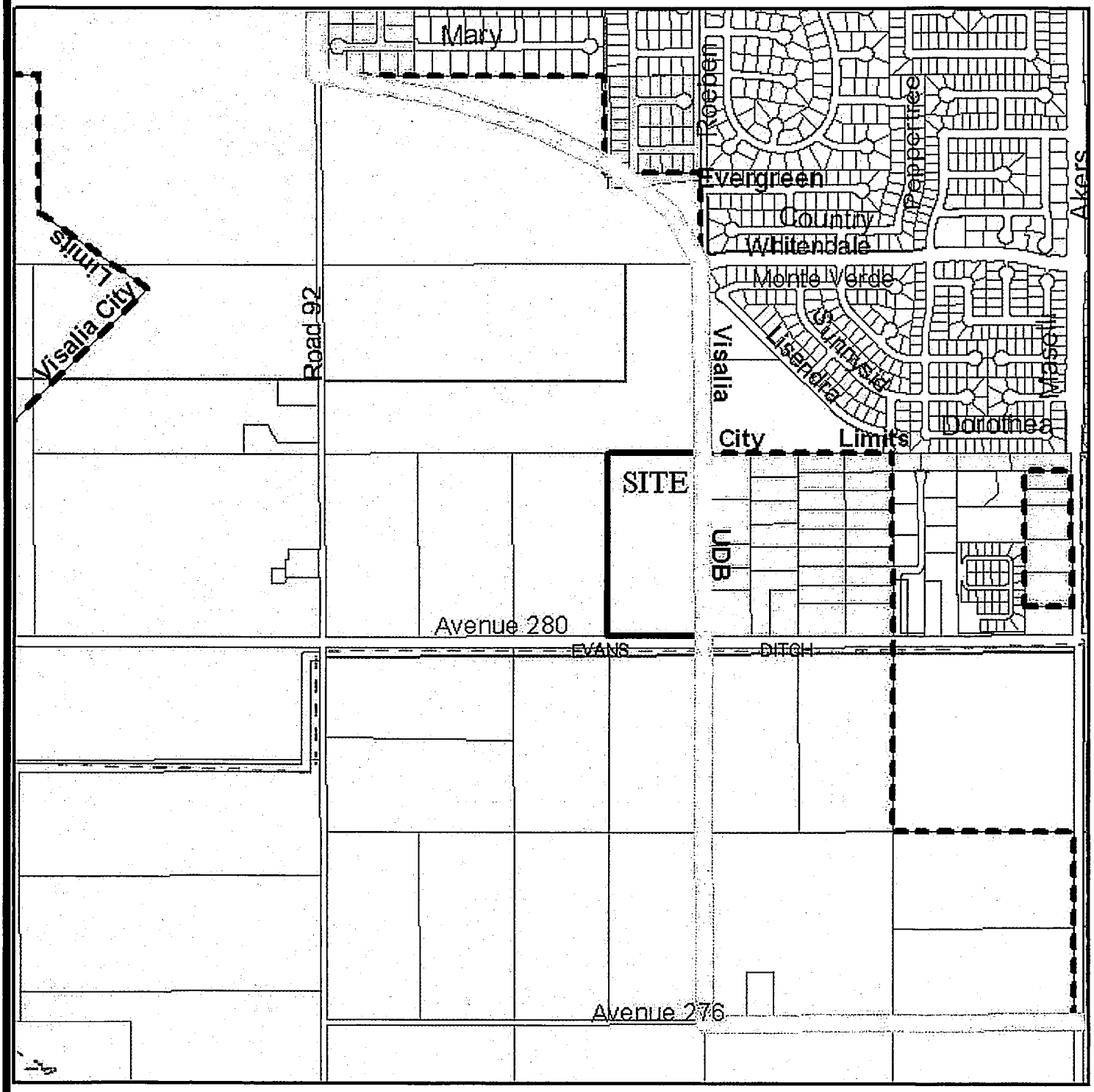
A-3

County of Tulare
Geographic Information Systems

N

0.125 0 0.125 0.25 0.375 0.5 Miles

County of Tulare
General Plan Map
for
GPI 12-002

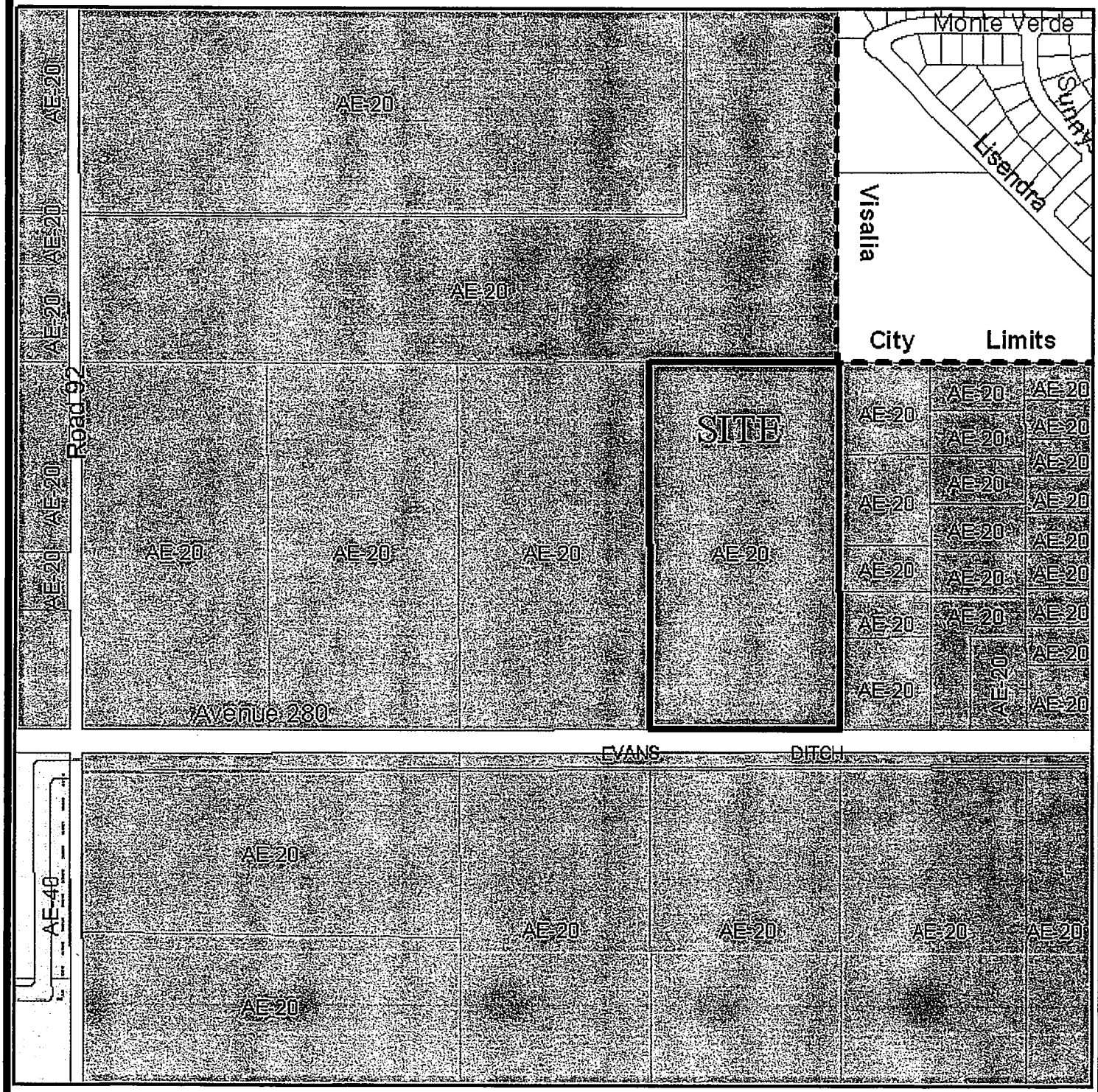


General Plan (County)
- Agriculture
- City Limits
- Rural Residential
- Urban Development Boundary

A-4

SITE Project Site for GPI 12-002

Tulare County
Existing Zoning Map
for
GPI 12-002



Owner: EQUITYBAK L P
Address: 3265 W ASHLAN
City, State ZIP: FRESNO CA 93722

Applicant: EQUITYBAK L.P.
Agent: MATA

Supervisorial District #2

Assessors Parcel # 119230007

250 0 250 500 750 1000 Feet

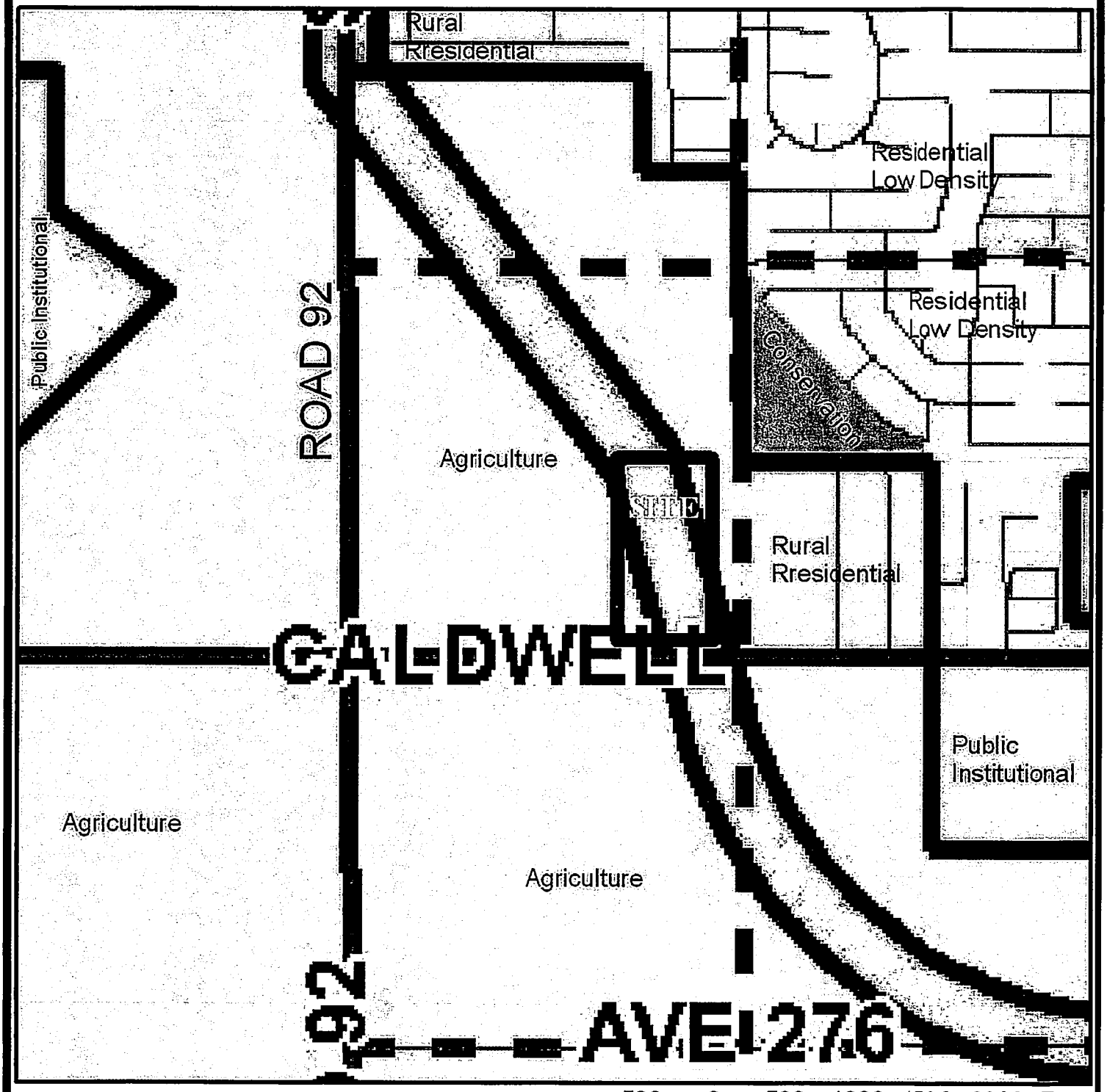
N

A-5

SITE **Project Site for GPI 12-002**

Visalia General Plan
Current Land Use Map
for
GPI 12-002

TCiCT
Grow with us.



500 0 500 1000 1500 2000 Feet

N

General Plan (Visalia)
- Agriculture
- Conservation
- Public Institutional
- Rural Residential
- Residential Low Density
- Residential Medium Density
- City Limits

Population 129,000

Population 169,000

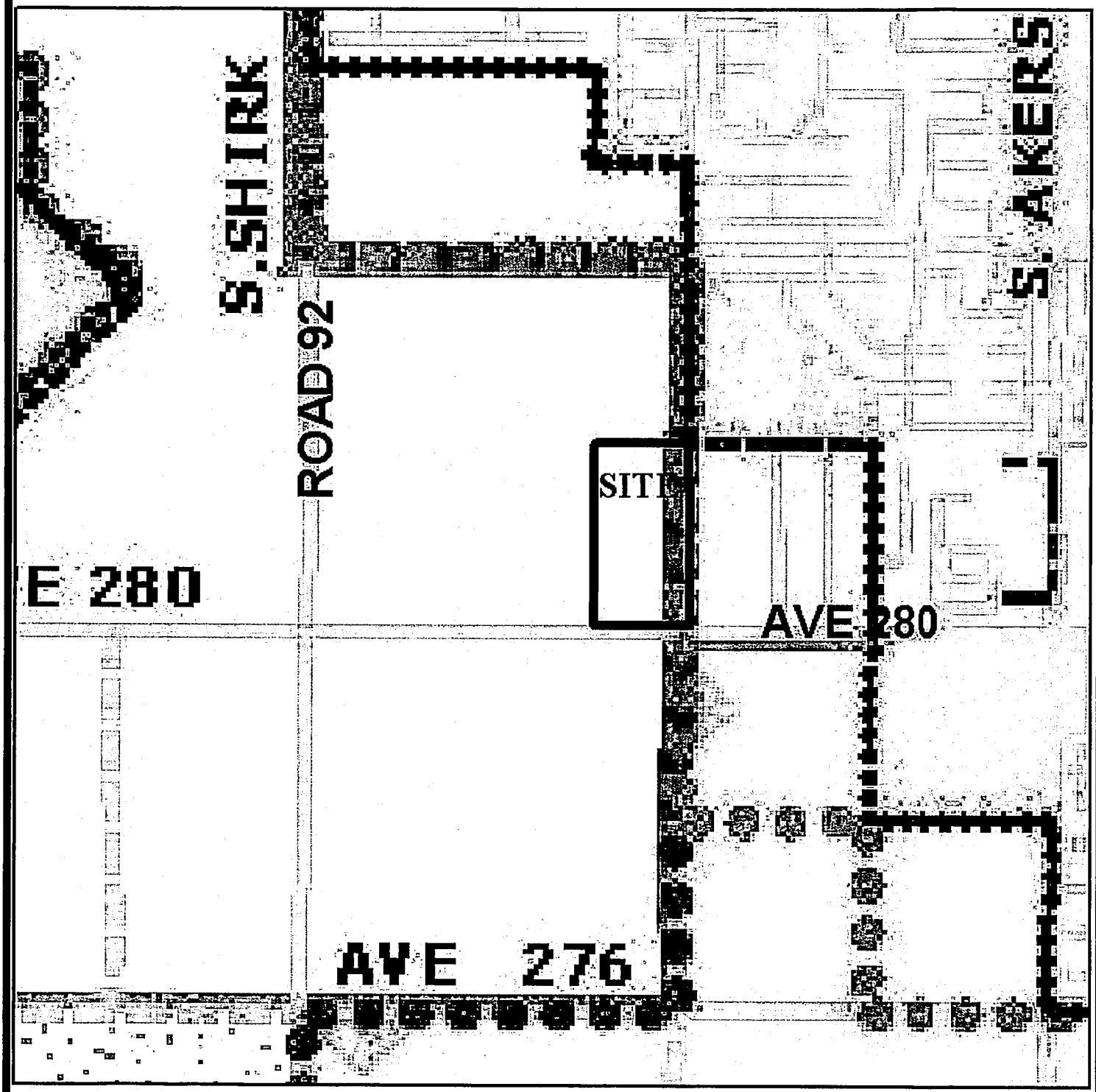
(July 1, 201-16-

SITE Project Site for GPI 12-002

A-6

County of Tulare
Geographic Information Systems

Visalia General Plan Update
Draft Land Use Map
for
GPI 12-002



General Plan (Visalia)
- Agriculture
- Public Institutional
- Very Low Density Residential
- Residential Low Density
- Reserve
- City Limits

Urban Growth Boundary

Urban Development Boundary

500 0 500 1000 1500 2000 Feet

N

A-7

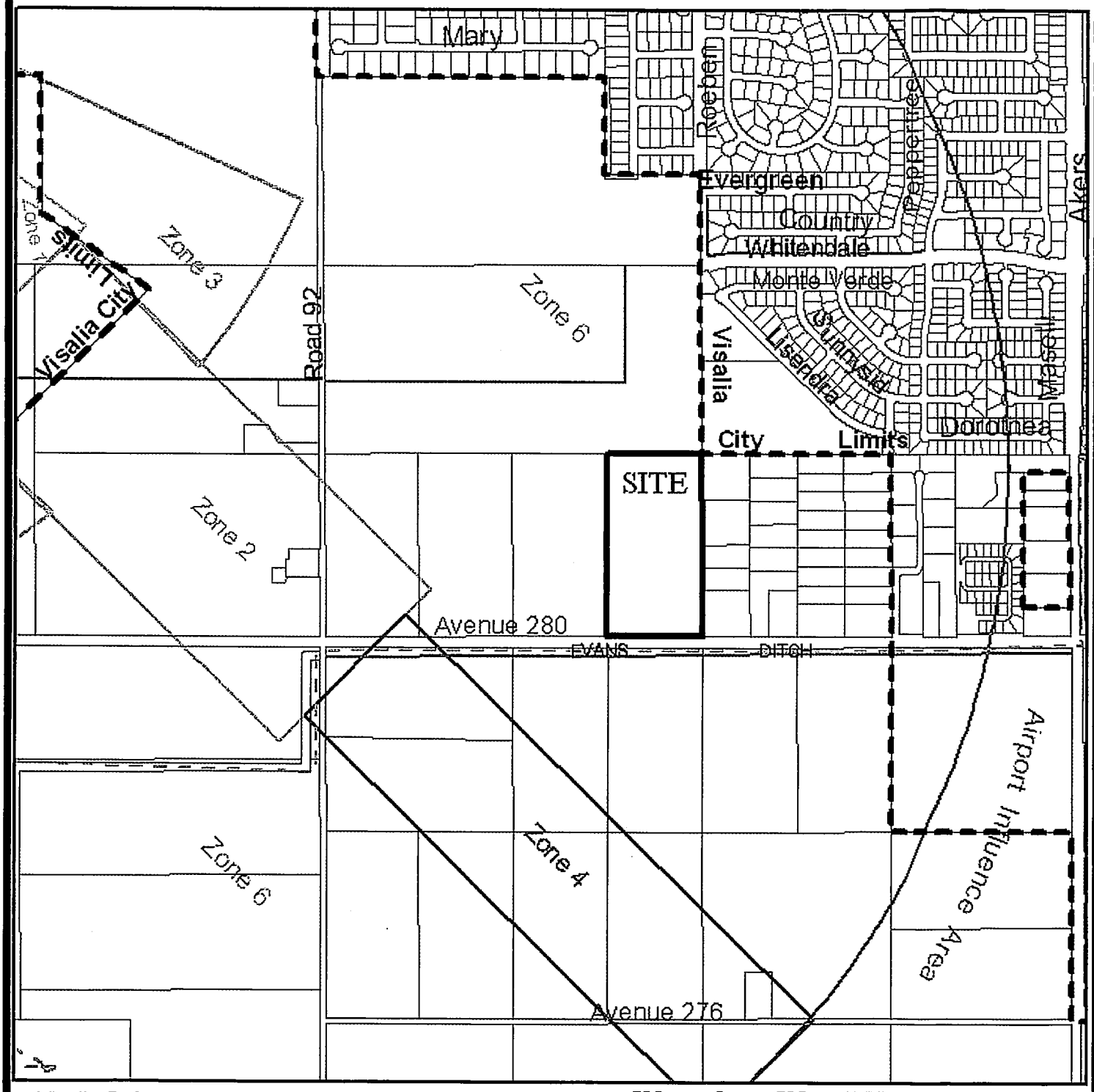
(March, 201-17-

SITE Project Site for GPI 12-002

County of Tulare Geographic Information Systems

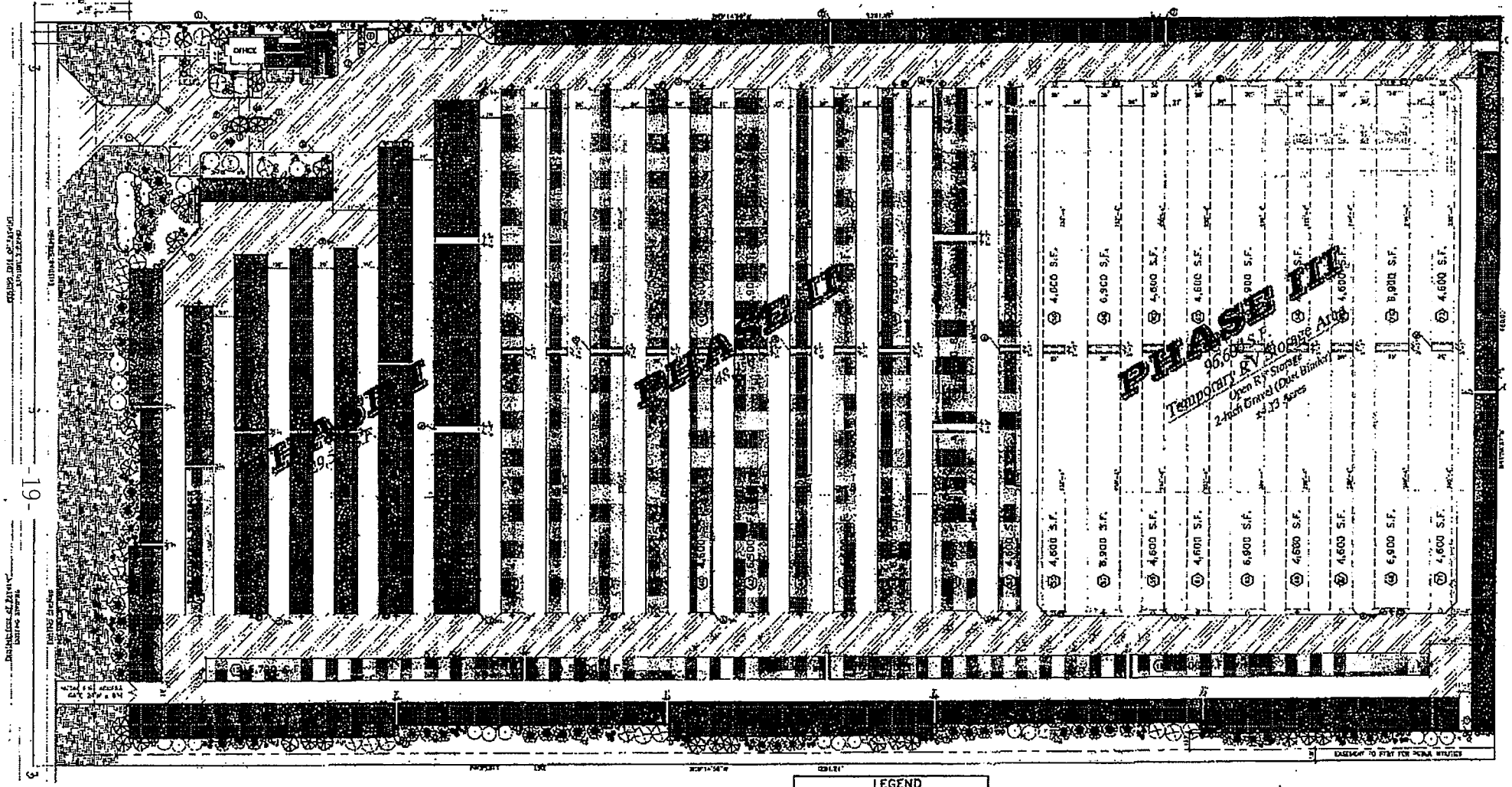
TCiCT
Grow with us.

Airport Zone Map for GPI 12-002



A-8

County of Tulare
Geographic Information Systems



LANDSCAPE LEGEND

KEY	COMMON NAME	BOTANICAL NAME	SIZE
	JAPANESE MAPLE	ACER PALMATUM	15 GAL.
	BRADFORD PEAR	PYRUS CALLERYANA	15 GAL.
	"APTOS BLUE" REDWOOD	SEQUOIA SEMPERVIRENS	15 GAL.
	PURPLE LEAF PLUM	PRUNUS CISTENA "PURPLE POINT"	15 GAL.
			1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA	1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA 'COMPACTA'	1 GAL.
	SOCIETY GARLIC	TULBAGHIA VIOLACEA 'SOCIETY GARLIC'	1 GAL.
	DWARF WHEELER	PITTOSPORUM	1 GAL.
	FESCUE		

"ALL PLANTER AREAS TO HAVE 1" WALK-ON BARK.

LEGEND

N

No Scale

A-9

Site Plan for GPI 12-002 B.O.S. Exhibit "A"

Attachment B
RMA Planning Staff Analysis of Proposed GPI

Attachment B
County of Tulare
General Plan Initiation #GPI 12-002 Derrel's Mini Storage Equity Bak L.P /Visalia
Planning Staff Analysis of the Proposed GPI
General Plan Consistency

According to Tulare County's General Plan, the subject property is currently designated "Agriculture", within the County's Urban Area Boundary and outside of the County's Urban Development Boundary. In addition, the zoning of the subject property is AE-20. The property is not within an Agricultural Preserve and is not subject to a Williamson Act Contract.

PF-1.2 Location of Urban Development
The County shall ensure that urban development only takes place in the following areas:

1. Within incorporated cities and CACUDBs;
2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.

Analysis: The proposed project is located between the County Adopted Urban Area Boundary (UAB) and the County Adopted Urban Development Boundary. An exception to the above policy, as stated in the General Plan Update in Part I, Planning Framework, Policy PF 4.19, is that a project may be suitable for General Plan Amendment if the appropriate under the requirements of the Rural Valley Lands Plan or similar checklist, unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use or zoning classification.

In addition, as the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Thus, consideration of this project may be appropriate when considering various factors in connection with a decision on the project. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Additionally, this proposal can present an opportunity to explore implementation of the General Plan 2030 Update by considering the protection and preservation of prime agricultural land through a menu reasonably feasible and reasonably related mitigation evaluated through an Environmental Impact Report.

Finally, the project received a preliminary RVLP evaluation of 14 points, or within the gray area. If a project falls within the gray area, the Board of Supervisors may consider other factors that are not included within the RVLP system.

PF-4.1 CACUABs for Cities
The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns may be given consideration as part of the land use review process. The

lands within the UAB are considered to be the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

Although it is the policy of the County that this area will at some time become appropriate for urban development, generally no public purpose is served by permitting intensive development therein. As communities grow and expand, it is logical to assume the UDBs may be correspondingly expanded or established until they coincide with the ultimate UAB. The land lying between the Urban Development Boundary and the Urban Area Boundary will generally have an agricultural land use designation or rural residential land use designation in conformity with Land Use Policy LU 3.8: Rural Residential Interface.

Analysis: The proposed project is located between the County's County Adopted Urban Area Boundary (UAB) and the County Adopted Urban Development Boundary (UDB). An exception to the above policy, as stated in the General Plan Update in Part I, Planning Framework, Policy PF 4.19, is that a project may be suitable for General Plan Amendment if the appropriate under the requirements of the Rural Valley Lands Plan or similar checklist, unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use or zoning classification.

In addition, as the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Thus, consideration of this project may be appropriate when considering various factors in connection with a decision on the project. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Additionally, this proposal can present an opportunity to explore implementation of the General Plan 2030 Update by considering the protection and preservation of prime agricultural land through a menu reasonably feasible and reasonably related mitigation evaluated through an Environmental Impact Report.

Finally, the project received a preliminary RVLP evaluation of 14 points, or within the gray area. If a project falls within the gray area, the Board of Supervisors may consider other factors that are not included within the RVLP system.

PF-4.12 General Plan Designations Within City UDBs

On land that is within a CACUDB, but outside a city's incorporated limits, the County may maintain General Plan land use designations that are compatible with the city's adopted General Plan.

Analysis: This Policy does not apply. The project is not within a CACUDB.

PF-4.13 City Design Standards

Where the Board of Supervisors finds that it is consistent with General Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

Analysis: This Policy does not apply. The project is not within a CACUDB. However, please see the discussion under PF 4.19 regarding large development proposals required to construct to city development standards within the UAB. Furthermore, the project will comply with Policies LU. 1.9 and WR 3.3 in regard to sufficient water supply. Although, water service is considered to be problematic at this time, this issue will be discussed thoroughly in the EIR.

PF-4.14 Compatible Project Design
The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

Analysis: The project proponent and the County, through consultation with the City of Visalia, will ensure that future infrastructure systems and circulation networks are compatible with the City's plans. The project applicant will prepare a financing and infrastructure plan to address infrastructure funding mechanisms consistent with this policy.

PF-4.15 Coordination with Cities on Development Proposals
The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

Analysis: This Policy does not apply. The project is not within a CACUDB. The applicant presented the project to the City. However, the applicant's request, though considered by the City, recommended that the project was premature and rejected the project until the City of Visalia General Plan was adopted. Furthermore, at this time, the project is unable to annex into the City because of the distance from existing city limits and intervening rural residential land uses.

PF-4.16 Revenue Sharing
As an incentive for directing urban growth into cities when applications are proposed within the CACUDBs, the County shall promote revenue sharing as an element of negotiation whenever:

1. A city updates its General Plan and requests the County to update its CAC General Plan.
2. When establishment or amendment to Spheres of Influence are proposed.
3. Annexations are proposed by cities, or joint development or redevelopment projects are proposed by any city and the County.

As an additional incentive for directing urban growth into cities, any city proposing changes to a CAC General Plan or other County land use regulations shall pay to the County its cost in considering and implementing such proposal.

Analysis: This Policy does not apply. The project is not within a CACUDB.

PF-4.17 Cooperation with Individual Cities
The County may use the policies set forth under this goal (PF-4A: Cities: Continued) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all of the residents in the County and cities is enhanced. The County and Cities will establish a working committee to facilitate the policies identified in this section 4A.

Analysis: At this time, no working committee has been established by the City's or the County to facilitate the policies. The County continues to work with individual cities on development projects within the County Adopted City Boundaries. The County will consult as appropriate with the City of Visalia regarding this project.

PF-4.18 Future Land Use Entitlements in a CACUDB

The County may work with an individual city to limit any General Plan amendments to change the land use designations of any parcel or any amendments to the County zoning ordinance to add uses to a current zoning classification or change the zoning district designation of any parcel within a CACUDB except as follows:

1. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), including where the boundary line may increase an outward expansion of the overlap area with a CACUDB area that is not coterminous to the city's Urban Development Boundary/Sphere of Influence (UDB or SOI), or to any General Plan amendment adopting a new County unincorporated UDB, an HDB, or Planned Community. County Corridor development nodes will not be located inside a city's UDB or SOI unless mutually agreed by the City and County.
2. This policy will not apply where the General Plan land use designation or the zoning district classification of a particular parcel is inconsistent with an existing special use permit, or legal non-conforming use.
3. As determined by the RVLP checklist, the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non-agricultural uses), and for which the city cannot or will not annex as per PF-4.24.
4. This policy will not apply where the effect of the amendments to the General Plan land use designation or of the rezoning is to designate or zone the parcel to an agricultural designation or zone except where the effect of the amendment creates a less intensive agricultural designation or zone.
5. This policy will not apply where amendments to the General Plan land use designations or the zoning classifications apply only to that portion of a CACUDB that is overlapped (where exterior UDB's are coterminous) by a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area.
6. This policy will not apply where amendment to the General Plan land use designation or the zoning classification is required to bring the County regulations into compliance with more restrictive State or Federal statutes or regulations.
7. This policy will not apply where amendments to the Zoning Ordinance are part of a comprehensive modernization or restructuring of the processes or procedures set out in the Zoning Ordinance or part of a comprehensive update to the text of the zoning classifications to bring the Zoning Ordinance procedures and text into consistency with the General Plan update. [This comprehensive modernization, restructuring or update would not include any rezonings outside that allowed in this policy. However, revision of processes and procedures and simplification of existing ordinances may occur.]
8. This policy would not apply to a comprehensive update of a CAC General Plan, including rezoning there under, in cooperation with the affected city.
9. This policy would not apply where the County has worked with the city to identify and structure a mutually acceptable alternative General Plan land use designation or zoning classification.

Analysis: This policy only applies to the project through the Memorandum of Understanding (MOU) signed by the City and County on November 9, 2012 as a list of exceptions that the County may

process a General Plan Amendment or Zoning Amendment. However, as stated in Policy PF 4.19, General Plan Amendments may be considered if appropriate under the requirements of the Rural Valley Lands Plan.

The proposed project is located between the County's County Adopted Urban Area Boundary (UAB) and the County Adopted Urban Development Boundary. An exception to the above policy, as stated in the General Plan Update in Part I, Planning Framework, Policy PF 4.19, is that a project may be suitable for General Plan Amendment if the appropriate under the requirements of the Rural Valley Lands Plan or similar checklist, unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use or zoning classification.

In addition, as the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Thus, consideration of this project may be appropriate when considering various factors in connection with a decision on the project. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Additionally, this proposal can present an opportunity to explore implementation of the General Plan 2030 Update by considering the protection and preservation of prime agricultural land through a menu reasonably feasible and reasonably related mitigation evaluated through an Environmental Impact Report.

Finally, the project received a preliminary RVLP evaluation of 14 points, or within the gray area. If a project falls within the gray area, the Board of Supervisors may consider other factors that are not included within the RVLP system.

PF-4.19 Future Land Use Entitlements in a CACUAB

As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city's UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city's UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small "stand alone," non urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and

the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.

Analysis: As stated above, General Plan Amendments may be considered if appropriate under the requirements of the Rural Valley Lands Plan. The project will be required to comply with City plan lines, setbacks, development standards, financing mechanisms, and consent to annex.

The proposed project is located between the County's County Adopted Urban Area Boundary (UAB) and the County Adopted Urban Development Boundary. An exception to the above policy, as stated in the General Plan Update in Part I, Planning Framework, Policy PF 4.19, is that a project may be suitable for General Plan Amendment if the appropriate under the requirements of the Rural Valley Lands Plan or similar checklist, unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use or zoning classification.

In addition, as the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Thus, consideration of this project may be appropriate when considering various factors in connection with a decision on the project. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Additionally, this proposal can present an opportunity to explore implementation of the General Plan 2030 Update by considering the protection and preservation of prime agricultural land through a menu reasonably feasible and reasonably related mitigation evaluated through an Environmental Impact Report.

Finally, the project received a preliminary RVLP evaluation of 14 points, or within the gray area. If a project falls within the gray area, the Board of Supervisors may consider other factors that are not included within the RVLP system.

PF-4.20 Application of the RVLP Checklist to Control Development in a CACUDB
As an exception to the County policies that the Rural Valley Lands Plan does not apply within CACUDBs, the County may work with an individual city to provide that the requirements of the RVLP or similar checklist will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUDB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors as well as compliance with any County adopted urban or city development standards and with the city's General Plan policies as reflected in the CAC General Plan.

Analysis: This Policy does not apply. The project is not within a CACUDB.

PF-4.21 Application of the RVLP Checklist to Control Development in a CACUAB
As an exception to the County policies that the Rural Valley Lands Plan is only advisory within CACUABs, the County may work with an individual city to provide that the requirements of the RVLP will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUAB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be

reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors.

Analysis: The project is the preparation of a General Plan Amendment. As such, this policy would apply to any use permits, variances or parcels maps if the General Plan Amendment is approved.

PF-4.22 Reuse of Abandoned Improvements in a CACUDB

In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative land uses within a CACUDB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors. For agricultural related uses, reoccupation and/or expansion is limited not to exceed 20% of the site and/or building square footage subject to special use permit with city consultation. Conversion to non-agricultural uses requiring a zone change is limited not to exceed 20% of the site and/or building square footage or as mutually agreed upon by the city and County. Any expansions are subject to a special use permit.

Analysis: This Policy does not apply. The project is not within a CACUDB.

PF-4.23 Reuse of Abandoned Improvements in a CACUAB

In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative uses within a CACUAB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors expansion or re-occupation will require irrevocable consents to annex, and accommodation for setbacks and other standards for future streets and utilities. The RVLP will be used to determine if non-agricultural use is appropriate.

Analysis: This Policy does not apply. The project is not within a CACUDB.

PF-4.24 Annexations to a City within the CACUDB

In addition to the County's current policies on development within a CACUDB, the County may work with a city to provide that urban development projects within a city's Sphere of Influence (SOI) as set by the Tulare County Local Agency Formation Commission will be referred to the affected city for consideration of annexation in accordance with, but not limited to, the following concepts:

1. Urban development projects, to which the referral policy applies, would be those projects for which a discretionary permit is required. Any urban development project not subject to special use permit requirements would still comply with County adopted city development standards, CAC General Plans and zoning and any County adopted city long-range infrastructure plan.
2. The referral would, at least, be subject to the requirement that the city inform the County within three (3) months that it is or is not able and willing to commence annexation proceedings to accommodate the project; or the city is willing and able to commence annexation proceedings, the County would not take action to approve the project unless the applicant has submitted a completed application for annexation and city fails to take action on such application within six months;

3. If the affected city is not willing or able to commence annexation proceedings, approval by the County of the project would be conditioned on conformance with County adopted city development standards, County Adopted City General Plans and zoning and any County adopted city long-range infrastructure plan adopted.
4. The County may, as part of this policy, require consent to future annexation be recorded concurrent with approval of the project special use permit for development within the County.

Analysis: This Policy does not apply. The project is not within a CACUDB. However, the project applicant requested the city consider the project development and submitted an application for annexation, prior to filing an application with the County. The applicant was informed that development of the subject site was premature and could not be annexed into the City. Hence, the project applicant withdrew the project from the City.

In either case, the proponent will comply with the consent to future annexation and construct the project with city development standards as described in Policy PF 4.19 Future Land Use Entitlements in a CACUAB above.

PF-4.25 Sphere of Influence Criteria

In addition to the County current policies on annexations and city growth lines, the County may work with one or more cities to propose criteria to the Tulare County Local Agency Formation Commission (LAFCo) for use in the adoption of city Sphere of Influence (SOI) lines consistent with the concept that the SOI is a twenty year city growth boundary including the city's "communities of interest" as defined by LAFCo, and that an affected city should seek approval of amendment by LAFCo of its current SOI lines to reflect such criteria. Communities of interest not included within the SOI may be considered and included in a fifty year growth boundary. If such a criteria is adopted, the County, as a city SOI is brought into compliance with such criteria, may consider amendment of it general plan to make the CACUDB identified in the County general plan, to the extent appropriate, consistent or conterminous with the LAFCo adopted SOI.

Analysis: This Policy does not apply to the project.

PF-4.26 City 50 Year Growth Boundaries

In addition to the County current policies on city boundary lines, the County may work with one or more of the cities to propose that LAFCo consider the adoption of a fifty year growth boundary for each city and to propose criteria to LAFCo for adoption of that boundary. If LAFCo adopts fifty year growth boundaries consistent with such criteria, the County may consider amendments to its general plan to make the CACUAB, to the extent appropriate, consistent or conterminous with the city's LAFCo adopted fifty year growth boundary.

Analysis: This Policy does not apply to the project.

PF-4.27 Impacts of Development within the County on City Facilities and County Facilities

The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city facilities. Reciprocally and under the same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impact of development within the city on County facilities.

Analysis: This Policy does not apply to the project. The project is not within a CACUDB.

ED-1.5 Regional Cooperation
The County will work cooperatively with regional economic development activities to expand and improve the economic base of the County.

Analysis: The development of up to approximately 20 acres of commercial, including location along Avenue 280, will greatly expand the economic base within the County.

ED-3.1 Diverse Economic Base
The County shall actively promote the development of a diversified economic base by continuing to promote agriculture, recreation services, and commerce, and by expanding its efforts to encourage industrial development including the development of energy resources.

Analysis: The development of up to approximately 20 acres of commercial, including location along Avenue 280 will expand the economic base within the County.

HS-3.1 Airport Land Use Compatibility Plan
The County shall require that development around airports is consistent with the safety policies and land use compatibility guidelines contained in the adopted Tulare County Comprehensive Airport Land Use Plan (CALUP).

Analysis: The proposed project is located within the traffic patterns of the Visalia Airport. The site is located within Zone 6 (see a description of Safety Zone 6 below). According to Table 3-1 of the CALUP, retail commercial is a compatible use within Zone 6, subject to the following indoor noise requirements: " In areas where aircraft noise is expected to exceed 60dB CNEL, inhabited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less. Non-residential structures such as offices, restaurants and retail stores must meet an interior noise level of 50 dB CNEL or less."

- ***Safety Zone 6, Traffic Pattern Zone*** *– The Traffic Pattern Zone is an oval shaped area centered on the extended runway centerline. This zone encompasses all other portions of the regular traffic patterns and pattern entry routes. This area generally has a low likelihood of accident occurrence at most airports, except where high concentrations of people present the potential for severe consequences. Caltrans research indicates that 18 to 29 percent of near runway accidents occur in this zone, but that these numbers are misleading due to the large size of this zone.*

The applicant will comply with all required standards to the extent applicable.

HS-8.13 Noise Analysis
The County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element).

Analysis: The project proponent will include a noise analysis and provide for reasonably feasible mitigation measures for any significant noise impact that may occur.

WR-3.3 Adequate Water Availability
The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement

Analysis: California Water Service Co provided a will-serve letter (dated 8/17/11) stating that the provider could extend water mains after a deposit is paid and an agreement signed. The proposed project's CEQA document (EIR) will examine water availability in detail.

PFS-1.2 Maintain Existing Levels of Services
The County shall ensure new growth and developments do not create significant adverse impacts on existing County-owned and operated facilities.

Analysis: The proposed project CEQA document will analyze the level of service in detail and mitigate impacts in accordance with this policy. The project applicant will prepare a financing and infrastructure plan to address funding mechanisms of this policy.

PFS-1.3 Impact Mitigation
The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

Analysis: The proposed project CEQA document (EIR) will analyze infrastructure services in detail and any significant impacts will be mitigated.

PFS-1.4 Standards of Approval
The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

Analysis: The project applicant will prepare a financing and infrastructure plan to address funding mechanisms of this policy.

Rural Valley Lands Plan Part II, Chapter 1

RVLP Policy Statement: County Adopted City General Plans land use plans shall be adopted for incorporated cities within Urban Area Boundaries. The point exception system shall be used in an advisory capacity to evaluate the relative agricultural or non-agricultural suitability of lands located between the Urban Development Boundaries or Urban Area Boundaries for which a general plan amendment is proposed to expand or establish an Urban Development Boundary. **The point total shall be considered along with other**

relevant information when approving or denying a proposed general plan amendment.

Analysis: Usually, a Rural Valley Lands Plan (RVLP) analysis must be completed when a property is located in an area outside of a UAB to determine the site's suitability under the General Plan for non-agricultural use and zoning. Furthermore, through the Memorandum of Understanding (approved by the County in November of 2013), an RVLP analysis is required when a General Plan or Zoning Amendment is proposed within an UAB of a city and would be only be allowed to proceed if appropriate under the requirements of the RVLP.

However, the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Thus, consideration of this project may be appropriate when considering various factors in connection with a decision on the project. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Additionally, this proposal can present an opportunity to explore implementation of the General Plan 2030 Update by considering the protecting and preserving prime agricultural land through a menu reasonably feasible and reasonably related mitigation evaluated through an Environmental Impact Report.

In regard to the RVLP analysis, it is intended that the RVLP was adopted to establish minimum parcel sizes for areas zoned for agriculture outside of urban boundaries to develop a policy that is fair, logical, legally supportable, and consistent in the utilization of resource information in determining the suitability of rural lands for nonagricultural uses.

A point evaluation system, which places a point value on 15 factors, is used to determine a site's suitability for nonagricultural zoning. After all relevant factors have been applied, the number of points are totaled.

If the number of points accumulated is 17 or more in an area outside of a UAB, the parcel shall remain agriculturally zoned. If the number of points accumulated is 11 or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors may make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by the system. ***Under the RVLP evaluation system, the subject site may receive 14 points*** *(see attached Parcel Evaluation Checklist), suggesting that the site is within the gray area and other factors should be considered.*

RVLP-1.4 Determination of Agriculture Land

The County shall not allow re-zoning of parcels that accumulate 17 or more points according to the RVLP Development Criteria (contained in Section 1.3 of this chapter). If the number of points accumulated is 11 or less, the parcel may be considered for non-agricultural zoning. A parcel receiving 12 to 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system.

Analysis: Usually, a Rural Valley Lands Plan (RVLP) analysis must be completed when a property is located in an area outside of a UAB to determine the site's suitability under the General Plan for non-agricultural use and zoning. Furthermore, through the Memorandum of Understanding (approved by

the County in November of 2013), an RVLP analysis is required when a General Plan or Zoning Amendment is proposed within an UAB of a city and would be only be allowed to proceed if appropriate under the requirements of the RVLP.

However, the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Thus, consideration of this project may be appropriate when considering various factors in connection with a decision on the project. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Additionally, this proposal can present an opportunity to explore implementation of the General Plan 2030 Update by considering the protecting and preserving prime agricultural land through a menu reasonably feasible and reasonably related mitigation evaluated through an Environmental Impact Report.

In regard to the RVLP analysis, it is intended that the RVLP was adopted to establish minimum parcel sizes for areas zoned for agriculture outside of urban boundaries to develop a policy that is fair, logical, legally supportable, and consistent in the utilization of resource information in determining the suitability of rural lands for nonagricultural uses.

A point evaluation system, which places a point value on 15 factors, is used to determine a site's suitability for nonagricultural zoning. After all relevant factors have been applied, the number of points are totaled.

If the number of points accumulated is 17 or more in an area outside of a UAB, the parcel shall remain agriculturally zoned. If the number of points accumulated is 11 or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors may make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by the system. ***Under the RVLP evaluation system, the subject site may receive 14 points*** *(see attached Parcel Evaluation Checklist), suggesting that the site is within the gray area and other factors should be considered.*

The following policies pertain to the design and construction of the proposed project. If the General Plan Initiation is approved, the proposed project would be required to comply with the following policies:

PF 1.6 Appropriate Land Uses By Location
AG 1.6 Conservation Easements
LU 1.1 Smart Growth and Healthy Communities
LU 1.2 Innovative Development
LU 1.10 Roadway Access
LU 2.1 Agricultural Lands
LU 2.3 Open Space Character
LU 4.5 Commercial Building Design
LU 7.3 Friendly Streets
LU 7.4 Streetscape Continuity
LU 7.7 Parking Location
LU 7.10 Gateway/Entry Points
LU 7.17 Shared Parking Facilities
LU 7.19 Minimize Glare
ED 2.4 Job Quality Diversity
SL 1.1 Natural Landscapes
SL 1.2 Working Landscapes
SL 3.3 Highway Commercial
ERM 4.1 Energy Conservation and Efficiency Measures
ERM 4.2 Streetscape and parking Area Improvements for Energy Conservation
ERM 4.8 Energy Efficiency Standards
AQ 1.3 Cumulative Air Quality Impacts
AQ 1.5 California Environmental Quality Act Compliance
AQ 2.2 Indirect Source Review
AQ 2.4 Transportation Management Associations
AQ 3.3 Street Design
AQ 3.4 Landscape
AQ 3.5 Alternative Energy Design
AQ 4.1 Air Pollution Control Technology
AQ 4.2 Dust Suppression Measures
AQ 4.3 Paving or Treatment of Roadways for Reduced Air Emissions
HS 8.14 Sound Attenuation
WR 2.1 Protect Water Quality
WR 2.4 Construction Site Sediment Control
WR 3.5 Use of native and Drought Tolerant Landscaping
TC 1.13 Land Dedication for Roadways and other Travel Modes
TC 1.14 Roadway Facilities
TC 1.15 Traffic Impact Study
TC 1.16 County Level of Service Standards
TC 4.4 Nodal Land use Patterns that Support Public Transit
TC 4.7 Transit Ready Development
TC 5.2 Consider Non-Motorized Modes in Planning and Development
TC 5.3 Provision for Bicycle Use
TC 5.4 Design Standards for Bicycle Routes
TC 5.5 Facilities
PFS 1.2 Maintain Existing Levels of Service
PFS 1.3 Impact Mitigation
PFS 1.4 Standards of Approval
PFS 2.2 Adequate Systems
PFS 2.4 Water Connections
PFS 3.2 Adequate Capacity
PFS 3.3 New Development Requirements
PFS 4.2 Site Improvements
PFS 4.3 Development Requirements
PFS 4.4 Stormwater Retention Facilities
PFS 4.5 Detention/Retention Facilities
PFS 5.6 Ensure Capacity
PFS 7.2 Fire Protection Standards
PFS 7.7 Cost Sharing

City of Visalia

The subject site is next to the City of Visalia's municipal boundary at the northeast corner. The subject property currently is partially within the City's Urban Growth Boundary or Urban Development Boundary and entirely within the Sphere of Influence. According to the City's current General Plan (1992), the property is designated "Agriculture."

However, the city is currently updating its general plan with a proposed adoption date in late 2014. In regard to the project's consistency with the City of Visalia's Draft General Plan (VDGP), the County provides the following discussion:

County GPU Policy 4.12 (General Plan Designations with City UDB's) recognizes that development proposals within the County's UDB remain compatible with the city's land use designation. The proposed project site is a General Plan Amendment that is outside of the County's UDB and all three draft City General Plan boundaries. Development may occur within the UAB of the County if the project complies with a GPU Policy 4.19, which generally relates to the RVLP analysis within a County Adopted City UAB. Please see Attachment "B" (RMA Planning Staff Analysis of Proposed General Plan Initiation) for the project's apparent consistency with Tulare County's General Plan.

In regard to the project's consistency with the City of Visalia's Draft General Plan (VDGP), the County provides the following discussion for consideration:

The city's draft General Plan proposes a three tier boundary approach. **The subject site is currently outside all three boundaries**. The city's General Plan maps the site as a "reserve" land use designation, with a brief paragraph description as follows:

> *"The reserve land use designation applies to lands that are outside of the Urban Growth Boundary for which future planned development may be appropriate under the criteria as stated in LU-P-33. Use of lands in "reserve" designation is anticipated to remain in agriculture." (VDGP pg. 2-22)*

The text on page VDPG 2-58 indicates that the General Plan designates approximately 675 acres of Airport Industrial south of the Visalia Airport. The following VDGP text below also supports airport compatible industrial development south of the airport. However, no Airport Industrial designation is mapped by the Draft General Plan Land Use Map (VDGP pg. 2-18). Instead this area is mapped as reserve. (See Attachment "A" Maps Depicting Key Features of Proposed General Plan Initiation)

Further insight regarding development of the subject area is provided by the City's Draft General Plan as follows:

> "*Land around the Airport may be developed with site appropriate industrial uses during the planning period, providing it conforms with the land use compatibility required for the Visalia Municipal environs established by the City.*" (VDGP pg. 2-32)

The proposed draft General Plan text also states as follows:

> "*The General Plan proposes to shift focus on industrial development to areas south of State Route 198, particularly around the airport*" (VDGP pg. 2-57)

Accordingly, there appears to be a reasonable question regarding the interpretation of the Reserve designation outside of the UGB on the same land that could potentially be developed as Airport Industrial. The following proposed Draft General Plan Policy provides further insight as to how the subject area could potentially be developed:

> *"Designate land areas for future urban development to be considered (if at all) under separate criteria from City wide growth under Policy LU-P-19 (Urban Boundaries). These areas shall be designated for*

"reserve", and remain in agricultural zoning until they are designated and pre-zoned for an appropriate urban land use though the city's General Plan Amendment and Zone process. These areas may be re-designated and pre- zoned for an appropriate urban use upon the following findings as reviewed by the Planning Commission and decided on by the City Council.

1. *The proposed uses and intensity of development are consistent with all applicable policies and constraints as contained in the Visalia Airport Master Plan.*

2. *Property is adequately served or will be adequately served by public facilities including streets, sewerage, police and fire protection, water supply, and other required facilities' to be fully funded by the proposed development.*

3. *Properties located within the previous development boundary or under the land use designation being proposed within the area are already developed or do not provide the likelihood of being developed in a timeframe appropriate to meet the needs of the community.*

4. *Properties are determined to provide a significant social and economic benefit to the community.*

5. *There is determined to be a Community level need for the proposed us, including lack of sufficient acreage already designated for the proposed scale and intensity of the proposed use."*

Please see Visalia Master Plan Consistency, Infrastructure Availability and Alternative Sites in Attachment "D" (Intergovernmental Correspondence) for consistency with the above policy.

Attachment C
Preliminary Rural Valley Lands Plan Evaluation

ANALYSIS STATEMENT FOR
RURAL VALLEY LANDS PLAN (RVLP)
EVALUATION CHECKLIST
FOR
GPI 12-002 – Equity Bak L.P. (Derrel's Mini Storage) / DR Mata Consulting
12/31/13

SITE EVALUATED: The subject site is on 19.44-acre APN 119-230-007, on the north side of Avenue 280 (Caldwell Avenue), approximately 0.50 miles west of Road 100 (Akers Road) and @0.40 miles east of Road 92 (Shirk Avenue).

The subject site is within the County's Urban Area Boundary (UAB) but outside and adjacent to the County's Urban Development Boundary (UDB). The County of Tulare's applicable General Plan element is the Visalia Area Land Use Plan (GPA 92-007B/C), which designates the subject site for Agriculture and the Tulare County General Plan 2030 Update. County Zoning on the site is AE-20 (Exclusive Agriculture - 20-acre minimum). The site currently contains no structures. The surrounding area includes AE-20 zoned agriculture and residential uses to the north; the UDB, Roeben Road alignment and a residential uses to the east; Caldwell Avenue and AE-20 zoned agriculture (row crops) to the south; and, AE-20 & AE-40 zoned agriculture (row crops & orchard) to the west.

Applicant proposes changing the land use designation to Commercial and the zoning to C-3 (Service Commercial) Zone. The proposed project is to develop a 19± acre parcel into a mini-storage facility. The facility will be constructed in phases.

The City of Visalia provided a comment letter regarding the proposed project. The City noted that Visalia's working draft General Plan tentatively designates the site as Industrial Reserve. The City expressed several issues of concern that are responded to in appropriate sections below.

RVLP ANALYSIS: Per the County of Tulare General Plan Policy RVLP Policy Statement, a Rural Valley Lands Plan (RVLP) analysis shall be used in an advisory capacity to evaluate the relative agricultural or non-agricultural suitability of lands located between the Urban Development Boundaries or Urban Area Boundaries, for which a general plan amendment is proposed to expand or establish an Urban Development Boundary. The point total shall be considered along with other relevant information when approving or denying a proposed general plan amendment. Furthermore, Policy PF 4.19 may allow General Plan Amendments as appropriate by the RVLP.

A. RESTRICTED TO AGRICULTURAL VALUES

1. Agricultural Preserve Status:

Analysis: The subject 19± acre parcel is not under contract as an Agricultural Preserve. Zero (0) points are allocated.

2. Limitation for Individual Waste Disposal Facilities:

Analysis: Engineer designed septic tank-leach line system will be required at the development stage for the mini-storage facility (manager residence and public restroom). The proposed mini-storage project will not require City-provided sewer services. The City does not presently have sewer mains to serve the site, nor are any envisioned in the foreseeable future, per City's 9/15/11 letter. Zero (0) points are allocated.

B. VARIABLE POINT VALUE

1. Land Capability:

Analysis: The Soil Conservation Service has rated the agricultural capability of the on-site soil types (Akers-Akers and Tagus Loam) as Class I if irrigated and Class IVc if not irrigated. The historical use of the land and adjacent parcels to the west are for agricultural row crops, per aerial photographs. However, the subject site does not have any rights to surface water and does not have a well. Ms. Mata affirms that the site to the north is fallow and has not been irrigated or used for some time. Another neighboring property owner is growing a single crop, silage corn, and irrigating it with water from his parcel. The current site would require the construction of a new well or obtaining water rights to continue agricultural operations, which may be cost prohibitive. The project applicant intends to obtain water from CAL Water, which serves the city of Visalia. Thus, considering water availability of the site a Class IV soil non-irrigated was used and two (2) points may allocated. This factor may be awarded two (2) points, if it is proven that obtaining water onsite, through a well or surface water is infeasible. The project applicant must identify sources of water not limited to well, irrigation canal, water transfer and conduct water availability analysis demonstrating either (1) the insufficiency of adequate water supplies for continued crop production, or (2) the infeasibility of continued agricultural activities on the subject property. This analysis must include input from the water district, or other water authority.

C. FOUR POINT VALUE CATEGORY

1. Existing Parcel Size:

Analysis: The subject 19± acre site under evaluation is larger than the five acre minimum set by the evaluation criteria. This factor receives four (4) points.

2. Existing Land Use/Suitability for Cultivation:

Analysis: The subject site was historically used for agriculture (planted in row crops), is suitable for cultivation, and is adjacent to properties being successfully farmed. However, as noted above, the subject site does not have any water rights to surface water and does not have a well. This factor may be awarded two (2) points if it is proven that obtaining water onsite, through a well or surface water is infeasible.

D. THREE POINT VALUE CATEGORY:

1. Surrounding Parcel Size:

In the ¼ mile buffer area around the subject site, approximately 15.6% of the parcels are less than five acres in size, as calculated by parcel sizes on County Assessor Maps. This is less than the weighting criteria of 35% and adjacent to urban use on one side, which is intended to discourage nonagricultural land uses. This factor is allocated three (3) points.

2. Surrounding Land Uses:

Analysis: The purpose of this evaluation is to prevent the close association of agricultural uses and non-agricultural uses which may have the potential to adversely affect one another. The site is adjacent on one side with non-agricultural uses, with agriculture uses adjacent on three sides. Only 14.06% of the surroundings are residential and commercial, which does not meet the weighting criteria of at least 25% of the area being devoted to nonagricultural uses within one-quarter mile of the perimeter of the site. This factor receives three (3) points.

3. Proximity to Inharmonious Uses:

Analysis: The northern edge of the subject property is approximately 680 feet away from the animal pens of an existing dairy. The dairy could be considered inharmonious to nonagricultural uses. Commercial or industrial uses are not as sensitive as residential uses pertaining to an inharmonious use; therefore, the proposed project as a commercial mini storage within ¼ mile of the grandfathered dairy may receive only one (1) point. It should be noted that the existing dairy is a grandfathered use and is within the City of Visalia's Sphere of Influence (SOI) in an area that is intended for urban development and not agricultural uses. As a parcel within the SOI of the city, it is intended and expected that the grandfathered dairy will eventually close and the lot will be developed for urban uses. Futhermore, the dairy is not an appropriate or permitted use within the cities SOI and/or within one mile of existing urban development boundary according to the County's adopted General Plan. Considering the grandfathered use, the dairy and project within the City's SOI and the continuing encroachment of residences being permitted within 1,000 feet of the grandfathered site, zero (0) points are awarded for an inharmonious use.

The proposed project is located within the traffic patterns of the Visalia Airport. The site is located within Zone 6 (please see a description of Safety Zone 6 below). According to table 3-1 of the CALUP, mini storage commercial facilities are a compatible use within Zone 6 subject to the following indoor noise requirements: "In areas where aircraft noise is expected to exceed 60dB CNEL; inhabited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less. Non-residential structures such as offices, restaurants and retail stores must meet an interior noise level of 50 dB CNEL or less."

□ ***Safety Zone 6, Traffic Pattern Zone*** – *The Traffic Pattern Zone is an oval shaped area centered on the extended runway centerline. This zone encompasses all other portions of the regular traffic patterns and pattern entry routes. This area generally has a low likelihood of accident occurrence at most airports, except where high concentrations of people present the potential for severe consequences. Caltrans research indicates that 18 to 29 percent of near runway accidents occur in this zone, but that these numbers are misleading due to the large size of this zone.*

4. Proximity to Lands within Agricultural Preserves:

Analysis: Properties across Caldwell Ave from the subject site are within Agricultural Preserves, However, the 38 acres within the ¼ mile buffer area represent 16% of the total area, this is less than the 35% threshold, therefore, zero (0) points are allocated.

E. TWO POINT VALUE CATEGORY:

1. Level of Groundwater and Soil Permeability:

Analysis: The soil types on the site are Akers-Akers and Tagus loam, which have moderate permeability ratings. The groundwater level is estimated to be at 100-110 feet per a Bureau of Reclamation "Ground to Water Surface Contours" 1995 map, deeper than the desirable 20 feet. Zero (0) points are allocated.

F. ONE POINT VALUE CATEGORY:

1. Proximity to Fire Protection Facilities:

Analysis: The subject site is within five miles of a fire station, so could be suitable for nonagricultural use. This factor receives zero (0) points.

2. Access to Paved Roads:

Analysis: The project is located immediately adjacent to Caldwell Avenue / Avenue 280 and has ready access to the County's road system; therefore, zero (0) points are allocated. No road improvements would be required as a result of the zone change, although future development may require right-of-way dedications and road improvements.

3. Historical, Archaeological, Wildlife Habitat, and Unique Natural features:

Analysis: The subject site has no known historic or archaeological importance and has been actively cultivated for agriculture. No endangered species are on or near the site, per the California Natural Diversity Database; therefore, zero (0) points are allocated. If allowed to proceed a biological report will be prepared for the site.

4. Flood Prone Areas:

Analysis: The subject site is in the "F" flood zone which has a 0.2% annual chance of flood. Non-agricultural uses are appropriate in areas not subject to 100-year frequency floods. Zero (0) points were assigned for this category.

5. Availability of Community Domestic Water:

Analysis: California Water Service Co provided a will-serve letter (dated 8/17/11), stating they could extend water mains after a deposit is paid and an agreement signed. Fire flow can be provided. Therefore, the site receives an allocation of zero (0) points.

6. Surface Irrigation Water:

Analysis: The site is currently planted in row crops and an irrigation ditch is located across Caldwell Avenue. However, applicant's agent noted in her 9/4/12 e-mail that the subject site has no water rights to obtain water from the ditch. Therefore, zero (0) points are allocated.

7. Groundwater Recharge Potential:

Analysis: Soils on the site have a moderate rate of water transmission and lack a restrictive layer, which allows groundwater recharge from irrigation water that percolates below the crop root zone and into the unconfined aquifer. However, recharge potential is not evaluated for sites with no surface irrigation water. Zero (0) points are awarded.

Total Points = 14 points.

Usually, a Rural Valley Lands Plan (RVLP) analysis must be completed when a property is located in an area outside of a UAB to determine the site's suitability under the General Plan for non-agricultural use and zoning. Furthermore, through the Memorandum of Understanding (approved by the County in November of 2013), an RVLP analysis is required when a General Plan or Zoning Amendment is proposed within an UAB of a city and would be only be allowed to proceed if appropriate under the requirements of the RVLP.

However, the subject site is located between the UDB and UAB, and according to the RVLP Policy Statement, the RVLP analysis is one of many factors to be considered, but not the only factor when approving or denying General Plan Amendments. Thus, consideration of this project may be appropriate when considering various factors in connection with a decision on the project. These factors may include, but are not limited to, voluntary agricultural protection and economic benefits.

Additionally, this proposal can present an opportunity to explore implementation of the General Plan 2030 Update by considering the protecting and preserving prime agricultural land through a menu reasonably feasible and reasonably related mitigation evaluated through an Environmental Impact Report.

In regard to the RVLP analysis, it is intended that the RVLP was adopted to establish minimum parcel sizes for areas zoned for agriculture outside of urban boundaries to develop a policy that is fair,

logical, legally supportable, and consistent in the utilization of resource information in determining the suitability of rural lands for nonagricultural uses.

A point evaluation system, which places a point value on 15 factors, is used to determine a site's suitability for nonagricultural zoning. After all relevant factors have been applied, the number of points are totaled.

If the number of points accumulated is 17 or more in an area outside of a UAB, the parcel shall remain agriculturally zoned. If the number of points accumulated is 11 or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors may make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by the system. **Under the RVLP evaluation system, the subject site may receive 14 points** (see attached Parcel Evaluation Checklist), suggesting that the site is within the gray area and other factors should be considered.

Attachment D
Intergovernmental Correspondence

Attachment D Intergovernmental Correspondence
CITY OF VISALIA COMMENT LETTERS AND RESPONSES
(City Comments in Italics)

September 15, 2011

Land Use Consistency: *"The project site is outside of the current city Urban Development Boundary. It is currently zoned County Agriculture AE-20, and has a city Agriculture Land Use Designation. The city's working draft General Plan tentatively designates the entire site as Industrial Reserve. As implied by the designation, development on the site for other than agriculture is not anticipated to occur in the early years of plan implementation. The mini storage component may be compatible with the tentative General Plan land use designation of Industrial Reserve. However, the residential component would conflict with the designation."*

The original proposal of the project consisted of 5 acres of residential units. The applicant revised the project, and eliminated the proposed residential acreage. The entire site is now proposed to be developed as a mini storage. Though zoned agriculture the site is within the County's Urban Area Boundary, a 2/3 majority area within the UDB and UGB of the city and entirely within the Sphere of Influence.

County GPU Policy 4.12 (General Plan Designations with City UDB's) recognizes that development proposals within the County's UDB remain compatible with the city's land use designation. The proposed project site is a General Plan Amendment that is outside of the County's UDB and all three draft City General Plan boundaries. Development may occur within the UAB of the County if the project complies with GPU Policy 4.18 Please see Attachment "B" (RMA Planning Staff Analysis of Proposed General Plan Initiation) for the projects consistency with the County's General Plan.

In regards to the projects consistency with the Visalia's Draft General Plan (VDGP), the County provides the following discussion:

The city's draft General Plan proposes a three tier boundary approach. The subject site is currently outside of all three boundaries. The city's General Plan maps the site as a "reserve" land use designation, with a brief paragraph description as follows:

> *"The reserve land use designation applies to lands that are outside of the Urban Growth Boundary for which future planned development may be appropriate under the criteria as stated in LU-P-33. Use of lands in "reserve" designation is anticipated to remain in agriculture." (VDGP pg. 2-22)*

The text on page VDPG 2-58 indicates that the General Plan designates approximately 675 acres of Airport Industrial south of the Visalia Airport. The following VDGP text below also supports airport compatible industrial development south of the airport. However, no Airport Industrial designation is mapped by the Draft General Plan Land Use Map (VDGP pg. 2-18). Instead this area is mapped as reserve. (See Attachment "A" Maps Depicting Key Features of Proposed General Plan Initiation)

Further insight regarding development of the subject area is provided by the City's Draft General Plan as follows:

> *"Land around the Airport may be developed with site appropriate industrial uses during the planning period, providing it conforms with the land use compatibility required for the Visalia Municipal environs established by the City."* (VDGP pg. 2-32)

The proposed draft General Plan text also states as follows:

> *"The General Plan proposes to shift focus on industrial development to areas south of State Route 198, particularly around the airport."* (VDGP pg. 2-57)

Accordingly, there appears to be a reasonable question regarding the interpretation of the Reserve designation outside of the UGB on the same land that could potentially be developed as Airport Industrial. The following proposed Draft General Plan Policy provides further insight as to how the subject area could potentially be developed:

> *"Designate land areas for future urban development to be considered (if at all) under separate criteria from City wide growth under Policy LU-P-19 (Urban Boundaries). These areas shall be designated for "reserve", and remain in agricultural zoning until they are designated and pre-zoned for an appropriate urban land use though the city's General Plan Amendment and Zone process. These areas may be re-designated and pre- zoned for an appropriate urban use upon the following findings as reviewed by the Planning Commission and decided on by the City Council.*
>
> 1. *The proposed uses and intensity of development are consistent with all applicable policies and constraints as contained in the Visalia Airport Master Plan.*
>
> 2. *Property is adequately served or will be adequately served by public facilities including streets, sewerage, police and fire protection, water supply, and other required facilities' to be fully funded by the proposed development*
>
> 3. *Properties located within the previous development boundary or under the land use designation being proposed within the area are already developed or do not provide the likelihood of being developed in a timeframe appropriate to meet the needs of the community.*
>
> 4. *Properties are determined to provide a significant social and economic benefit to the community.*
>
> 5. *There is determined to be a Community level need for the proposed us, including lack of sufficient acreage already designated for the proposed scale and intensity of the proposed use."*

Please see Visalia Master Plan Consistency, Infrastructure Availability and Alternative Sites in Attachment "D" (Intergovernmental Correspondence) for consistency with the above policy.

In conclusion, the project site, whether designated reserve or airport industrial, may be eligible for urban development. As such, the project site may be considered for development in the County with a General Plan Amendment.

Visalia Airport Master Plan: *The entire site is within VAMP Compatibility Zones B-1 and B-2. As indicated both Zones is 0.2 du/ac, where as the project (including credit for clustering approaches 1.1 du/ac.*

The proposed project no longer contains any residential development. The mini storage is considered a compatible use with the County of Tulare's Comprehensive Airport Land Use Plan, which was approved by CALTRANS. Whereas, the City of Visalia Airport Master Plan is not compatible with the regulations as applied by CALTRANS. The CALUP recommended that the city update the airport plan to be compatible with the new regulations and thus consistent with the County's CALUP.

Provision of Services and Utilities: *The proposal includes a "will serve" by the California Water Company, who provides domestic water service to the general area. However, no mention is made of sewerage for the industrial and residential components. The city is the only sanitary sewer service provider in the area. The city does not presently have sewer mains to serve the site, nor are any envisioned in the foreseeable future. Allowing individual septic systems for these homes would be a significant health and environment concern to the city.*

There are no longer residential units as a part of the project; hence, there will not be a significant number of septic systems. If feasible, the applicant will construct infrastructure to urban development standards, compatible with future water and wastewater systems and city streets/utility setbacks as described in the County's General Plan and MOU with the city. This includes the construction of appropriate road improvements to Caldwell Avenue and Roeben Road to the extent that an appropriate nexus to the project is found. The EIR prepared for the project will analyze the adequacy of infrastructure services for the project including road and wastewater services.

Impacts to City Services: *It appears the project would overwhelmingly rely on city maintained roads and city provided services to sustain its development. If the County ultimately entitles the request, it should be done so with the condition that all city development impact fees (including transportation, public safety, park, drainage, and waterway trails) are to be applied to any building permits issued for this project.*

The County General Plan contains a policy to work with the cities on the collection of Impact fees. The County and cities are still discussing the resolution of this issue. The project will however, be required to construct to city infrastructure standards including roads, drainage etc.

July 24, 2013 Letter:

County Land Use Consistency per the RVLP: *The site's score of 22 is seven points above the maximum score for candidate parcels to be favorably considered for rezoning to a non agricultural use.*

A preliminary score of 22 was obtained for the Project Review Committee; however, this is a preliminary score based on preliminary *analytical data regarding the project site.* Upon further examination regarding the subject site, the preliminary score for the updated RVLP could range from 14 to 21. If approved for processing, the applicant will be required to prepare an Environmental Impact Report (EIR) for the project, and as such, will be required to provide a detailed technical evaluation of the RVLP to verify the checklist score. Thus, the applicant would proceed at his risk with respect to the RVLP analysis.

In addition the Memorandum of Understanding between the City of Visalia and the County stipulates that there may be no General Plan or Zoning Amendments unless appropriate under the RVLP. For projects within the County UAB, the RVLP is one of many factors to be considered, but not the only factor when considering General Plan Amendments. Please see Attachment "B" (RMA Planning Staff Analysis of Proposed General Plan Initiation) and Attachment "C" (RVLP Preliminary Evaluation).

Inconsistency with the City and County Land Use Designations: *The city's current General Plan designation of Agriculture and partial placement in the 165,000 urban growth ring affirms and supports the County's current AE-20 Zoning on the site. The County zoning designation coupled with the city's Land Use designation confirms the site's appropriate agricultural zoning and use, as well as marginal potential for near term conservation to an urbanized use.*

The subject site is near the city of Visalia's municipal boundary at the northeast corner. The subject property currently is partially within the city's Urban Growth Boundary or Urban Development Boundary, and entirely within the Sphere of Influence. According to the city's current General Plan (1992), the property is designated "Agriculture."

County GPU Policy 4.12 (General Plan Designations with City UDB's) recognizes that development proposals within the County's UDB remain compatible with the city's land use designation. The proposed project site is a General Plan Amendment that is outside of the County's UDB and all three draft City General Plan boundaries. Development may occur within the UAB of the County if the project complies with GPU Policy 4.18, see Attachment "B" (RMA Planning Staff Analysis of Proposed General Plan Initiation) for the projects consistency with the County's General Plan.

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1. *The proposed uses and intensity of development are consistent with all applicable policies and constraints as contained in the Visalia Airport Master Plan.*

2. *Property is adequately served or will be adequately served by public facilities including streets, sewerage, police and fire protection, water supply, and other required facilities' to be fully funded by the proposed development.*

3. *Properties located within the previous development boundary or under the land use designation being proposed within the area are already developed or do not provide the likelihood of being developed in a timeframe appropriate to meet the needs of the community.*

4. *Properties are determined to provide a significant social and economic benefit to the community.*

5. *There is determined to be a Community level need for the proposed us, including lack of sufficient acreage already designated for the proposed scale and intensity of the proposed use."*

Please see Visalia Master Plan Consistency, Infrastructure Availability and Alternative Sites in Attachment "D" (Intergovernmental Correspondence) for consistency with the above policy.

In conclusion, the project site, whether designated reserve or airport industrial, may be eligible for urban development. As such, the project site may be considered for development in the County with a General Plan Amendment.

Infrastructure Availability: *The site presently lacks adequate utility and road infrastructure for an urban use. Specifically, the site does not have sanitary sewer, which is strongly recommended for urbanized uses. With regard to road improvements the city recommends that any future urban development on the site include construction of Caldwell Avenue (Avenue 280) and Roeben Road (Road 96) to city General Plan Circulation Element classifications.*

If feasible, the applicant will construct infrastructure to urban development standards, compatible with future water and wastewater systems and city streets/utility setbacks as described in the County's General Plan and MOU with the city. This includes the construction of appropriate road improvements to Caldwell Avenue and Roeben Road to the extent that an appropriate nexus to the project is found. The EIR prepared for the project will analyze the adequacy of infrastructure services for the project including road and wastewater services.

Alternative Sites: *the city is available to assist the project proponent in finding a suitable alternative site that achieves their business requirements while maintaining consistency with both the County and city land use standards.*

The applicant met with the city on October 28, 2013 and considered four alternative sites, including sites on the east side of Mooney Blvd. The applicant concluded that none of these alternative sites suited the business needs in serving southwest Visalia. For example, one site was too close to an existing Derrel's Mini Storage, one site was too small, one was not for sale, and the last site had the same infrastructure concerns as the proposed site. The EIR prepared for the project, if approved for processing, will discuss in detail alternative sites, including the sites that were considered with the city.

From: Michael Spata
To: josh.mcdonnell@ci.visalia.ca.us
CC: Bock, Aaron; Przybylski, Charles
Date: 05/07/2014 4:24 PM
Subject: Derrel's Mini Storage
Attachments: GPI 12002 Mini Storage DRAFT Agenda 5-7-14.pdf

Hi Josh,

As part of the cooperative land use process between the city and the county, we would like to meet with you and your colleagues to discuss the proposed General Plan Initiation (GPI) by the applicant, Derrel's Mini Storage.

Essentially, the proposal attempts to initiate the planning process to allow a 19-acre commercial, mini storage development

The project is proposed to be located near Caldwell Avenue and Akers Road adjacent to Visalia. The site is not located within the City's current Sphere of Influence nor in the County's Urban Development Boundary.

Attached for your review is a draft of the Agenda Item which will likely be scheduled before the Board of Supervisors in the latter part of June.

Please let me know when you and your colleagues would like to meet at your offices with our team.

As always, thank your for your courtesy and consideration.

All the best, Mike

Michael C. Spata
Associate Director
Tulare County
Resource Management Agency
5961 South Mooney Blvd.
Visalia, California 93277
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Visit the new Economic Development Website at:
www.tularecountyeconomicdevelopment.org

RESOURCE MANAGEMENT AGENCY

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Michael C. Spata — Planning
Britt L. Fussel — Public Works
Roger Hunt — Administration/Community Development

JAKE RAPER JR., AICP, DIRECTOR

June 21, 2013

Mr. Chris Young, P.E.
Community Development Director / City Engineer
City of Visalia
315 E. Acquit Avenue
Visalia, CA 93291

Re: General Plan Initiation Case No. GPI 12-002 – EquityBak L.P. (Derrel's Mini Storage)

Dear Mr. Young:

Please be advised that the County of Tulare has received an application for a discretionary project within the Sphere of Influence (SOI) and the County Adopted Urban Area Boundary (CACUAB) of the City, namely, General Plan Initiation Case No. GPI 12-002 – EquityBak L.P. (Derrel's Mini Storage). Enclosed is a copy of the standard Project Review – Consultation Letter relating to this matter.

Accordingly, please accept this letter as an informal request to consult with the City of Visalia. However, if the city would like to make a formal request for consultation pursuant to the Memorandum of Understanding, please let us know. In any case, we would like to maintain good communication with respect to planning matters of mutual interest.

If you have any comments or questions regarding this application, please contact Chuck Przybylski, Project Planner, at (559) 624-7000. As always, thank you for your courtesy and consideration.

Sincerely,

Michael C. Spata
Assistant Director, Planning

Enclosure

cc: Jake Raper, Jr., AICP, Director, Resource Management Agency
Chuck Przybylski, Project Planner, Resource Management Agency
Mike Olmos, Assistant City Manager, City of Visalia
Josh McDonald, City Planner, City of Visalia
Paul Ridenour, Derrel's Mini Storage
Darlene R. Mata, DR Mata Consulting

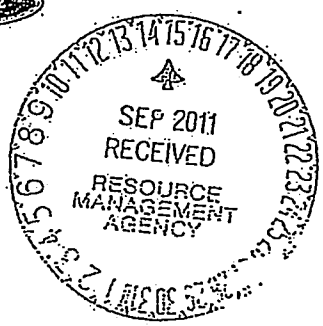
C:\Users\Mspata.TC\Desktop\Derrel's Storage Ltr.doc

City of Visalia

Community Development

315 East Acequia Ave., Visalia, CA 93291

Tel: (559) 713-4392 Fax: (559) 713-4814



September 15, 2011

Tulare County
Resource Management Agency
Attn: Jake Raper, AICP, Director
5961 S. Mooney Blvd.
Visalia, CA 93277

Re: Project Review Committee Item PRC 11-021 Equitybank, L.P. (Derrel's Mini Storage)

Dear Mr. Raper:

This letter is being submitted to you to establish, for the record, several concerns the City has with regard to the above referenced project. It appears that the urban development of this site, as contemplated by the proposed project, is not consistent with either existing land use designations or the general policies of the County's or the City's General Plans. More specifically, the project has been agendized for potential County development entitlements without the benefit of prior referral to the City pursuant to Tulare County Urban Boundaries Element I-4.(1), and therefore should not be recommended for further processing. The City is unaware how the County's new Plan Review Committee process fits into this long-established referral process. Our expectation is that your Project Review Committee process will require submittal of the project to the City pursuant to the policy. Your assistance in clearing up any misunderstanding on our part will be greatly appreciated.

The City's prior knowledge and preliminary review of this proposal is limited to a request by the proponent for consideration of the mix of land uses required by the project proposal you are considering. The City's General Plan Update Review Committee (GPURC) responded to the proponent that the request was pre-mature at the time (early 2011). The applicant has been made aware that this request will be considered in the City's General Plan Update process.

Without limiting the City's general comments as stated above, there are specific issues of concern to the City as follows:

1) Land Use Consistency: The project site is outside of the current City Urban Development Boundary (UDB). It is currently zoned County Agriculture AE20, and has a City Agriculture Land Use Designation. The City's working draft General Plan tentatively designates the entire site as Industrial Reserve. As implied by the designation, development on the site for other than agriculture is not anticipated to occur in the early years of plan implementation. The mini storage component may be compatible with the tentative new General Plan land use designation of Industrial Reserve. However, the residential component would conflict with the designation.

2) Visalia Airport Master Plan (VAMP): The entire site is within VAMP Compatibility Zones B-1 and B-2 (map and supporting information attached). As indicated, the dwelling unit density in both Zones is .2 du/ac, whereas the project (including credit for clustering) approaches 1.1 du/ac.

3) Provision of Services and Utilities: The proposal includes a "will serve" by California Water Company, who provides domestic water service to the general area. However, no mention is made of sewerage for the industrial and residential components. The City is the only sanitary sewer service provider in the area. The City does not presently have sewer mains to serve the site, nor are any envisioned in the foreseeable future. Allowing individual septic systems for these homes would be a significant health and environmental concern to the City.

4) Impacts to City Services: It appears the project would overwhelmingly rely on City maintained roads and City provided services to sustain its development. If the County ultimately entitles the request, it should be done so with the condition that all City development impact fees (including transportation, public safety, park, drainage, and waterway trails) are to be applied to any building permits issued for this project.

5) The project borders on Caldwell Avenue (an arterial street) and the Roeben Street alignment (future collector street). Both streets would require right-of-way dedications and street improvements including, but not limited to, streetlights, curb and gutter, storm drainage, etc., per the City's Circulation Element and Traffic Impact Fee Program.

Thank you in advance for your assistance in resolving these issues. A City representative will be present during the proceedings to assist in the PRC review, as appropriate. In the meantime, please do not hesitate to contact me at (559) 713-4392, for any assistance we can provide to you.

Sincerely,

Chris Young, P.E.
Community Development Director/City Engineer

Attachments: Map Showing Site and Surrounding Area
VAMP Table 5-D

CC: Mayor and City Council
Tulare County Supervisor, Phil Cox
Steve Salomon, City Manager
Michael Olmos, Assistant City Manager
Alex Peltzer, City Attorney

Zone	Location	Maximum Densities			Additional Criteria	
		Residential (du/ac)[1]	Other Uses (people/ac)[2]	Req'd Open Land[3]	Prohibited Uses	Other Development Conditions[4]
A	Runway Protection Zone or within Bldg. Restriction Line	0	10	All Remaining	▸ All structures except ones with location set by aeronautical function ▸ Assemblages of people ▸ Objects exceeding FAR Part 77 height limits ▸ Aboveground bulk storage of hazardous materials ▸ Hazards to flight[5]	▸ Avigation easement dedication
B1	Approach/Departure Zone and Adjacent to Runway	0.2 (5-acre parcel)	25	30%	▸ Children's schools, day care centers, libraries ▸ Hospitals, nursing homes ▸ Highly noise-sensitive uses (e.g. outdoor theaters) ▸ Aboveground bulk storage of hazardous materials[6] ▸ Hazards to flight[5]	▸ Locate structures maximum distance from extended runway centerline ▸ Minimum NLR of 25 dB in residential and office buildings[7] ▸ Airspace review required for all objects[8] ▸ Avigation easement dedication
B2	Extended Approach/Departure Zone	0.2 (5-acre parcel)	50	30%	▸ Same as in *Zone B1*	▸ Locate structures maximum distance from extended runway centerline ▸ Minimum NLR of 20 dB in residences (including mobile homes) and office buildings[7] ▸ Airspace review required for objects >100 feet tall ▸ Deed notice required
C	Common Traffic Pattern	0.2 (5-acre parcel)	125	15%	▸ Children's schools, day care centers, libraries ▸ Hospitals, nursing homes ▸ Hazards to flight[5]	▸ Deed notice required ▸ Airspace review required for objects >150 feet tall
D	Outer Traffic Pattern	8.0	125	15%	▸ Hazards to flight[5]	▸ Deed notice required ▸ Airspace review required for objects >150 feet tall ▸ Minimum NLR of 20 dB for children's schools, day care centers, libraries[7]

Table 5D

Sample Compatibility Policies

Visalia Municipal Airport

NOTES:

1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged.

2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all people who may be on the property (e.g., employees, customers/visitors, etc.) both indoors and outside. These criteria are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.

3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan. See supporting compatibility policies on safety for definition of open land.

4 Airport proximity and the existence of aircraft overflights should be disclosed as part of all real estate transactions involving property within any of the airport influence area zones. Easement dedication and deed notice requirements apply only to new development.

5 Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. See the supporting compatibility policies on airspace protection for details.

6 Storage of aviation fuel, other aviation-related flammable materials, and up to 2,000 gallons of nonaviation flammable materials are exempted from this criterion in Zones B1 and B2.

7 NLR = Noise Level Reduction; the outside-to-inside sound level attenuation which the structure provides.

8 Objects up to 35 feet in height are permitted; however, the Federal Aviation Administration may require marking and lighting of certain objects.

Source: Shutt Moen Associates (October 2000)

Table 5D, Continued

City of Visalia
Planning Division
315 East Acequia Ave., Visalia, CA 93291
Tel: (559) 713-4359 Fax: (559) 713-4814

July 24, 2013

Tulare County
Resource Management Agency
Michael Spata, Assistant Director, Planning
5961 South Mooney Boulevard
Visalia, CA 93277

RE: Referral – GPI 12-002 – EquityBak L.P. (Derrel's Mini Storage)

Dear Mr. Spata:

Thank you for the opportunity to respond to the above-referenced General Plan Initiation Case. The City of Visalia respectfully recommends that the County of Tulare deny the project, based on the concerns noted below:

1. County Land Use Consistency per the Rural Valley Lands Plan (RVLP): The site's score of 22 is seven points above the maximum score for candidate parcels to be favorably considered for re-zoning to a non-agriculture use.

2. Inconsistency with City and County Land Use Designations: The City's current General Plan designation of Agriculture, and partial placement in the 165,000 urban growth ring affirms and supports the County's current AE-20 Zoning on the site. The County Zoning designation coupled with the City's Land Use designation confirms the site's appropriate Agriculture zoning and use as well as its marginal potential for near term conversion to an urbanized use.

3. Infrastructure Availability: The site presently lacks adequate utility and road infrastructure for an urban use. Specifically, the site does not have access to sanitary sewer, which is strongly recommended for urbanized uses. With regard to road improvements, the City recommends that any future urban development on the site include construction of Caldwell Avenue (Avenue 280) and Roeben (Road 96) to City General Plan Circulation Element classifications.

On July 15, 2013, the City Council further reviewed the proposal. The Council took unanimous action to direct staff to affirm the City's concerns about the proposed change in land use and the associated development project, as noted above. While the City is on record in opposition to the proposal, we are available to assist the project proponent in finding a suitable alternative site that achieves their business requirements while maintaining consistency with both County and City land use standards.

Thank you for your consideration of these concerns in regard to the proposed project. Please feel free to contact Paul Scheibel, Planning Services Manager at (559) 713-4369, or me for any follow up coordination in this matter.

Sincerely,

Josh McDonnell AICP
Assistant Community Development Director / City Planner

Cc: Michael Olmos, Assistant City Manager
Chris Young, Community Development Director
Paul Scheibel, Planning Services Manager

P.O. Box 7354
Visalia, California 93290
(559) 739-1870 OFFICE
(559) 799-2942 CELL
Darlene@drmataconsulting.com

DR Mata Consulting

Memo

To: Tulare County

From: Darlene Mata

CC:

Date: 8/15/2011

Re: City Comments Regarding Annexation

As part of a general plan initiation application, the County requests that a letter be submitted if the City is NOT considering annexation. The proposed property was part of an application to the City of Visalia for a general plan amendment and annexation that was never processed by the City.

Earlier this year, the City of Visalia requested that we submit a withdrawal of the application for annexation. The letter was submitted following a meeting upon which the City clarified that the subject property could not be annexed due to the rules of LafCo requiring properties to be contiguous and do not create a substantially surrounded county island.

I am submitting our withdrawal request as part of our County application. If you would like additional information, please do not hesitate to call me at (559) 799-2942.

Thank you.

1

DR Mata Consulting

PO Box 7354 • Visalia, California 93290
(559) 739-1870 Office • (559) 735-9053 Fax • Darlene @DRMataConsulting.com

December 15, 2010

City of Visalia
Brandon Smith
315 E. Acequia Ave.
Visalia, California 93291

RE: Withdrawal of General Plan Amendment Application

Dear Mr. Smith,

On behalf of Paul Ridenour, we would like to withdraw the application for General Plan Amendment No. 99-14. Thank you for allowing us the time to investigate the issue with Tulare County. Based on the sites location, if we are to proceed with the project, we will do so as a County project, given the parcel would not likely meet the criteria for annexation to the City of Visalia.

We also request a refund of any fees paid for the application(s) that were submitted. I understand only a portion of the fee may be eligible for refund.

Please call me at (559) 799-2942 if you would like to discuss our request further.

Sincerely,

Darlene R. Mata
DR Mata Consulting

Cc: Paul Ridenour

Attachment E
Comment Letters

RESOURCE MANAGEMENT AGENCY

5961 South Mooney Blvd
Visalia, CA. 93277
Phone (559)624-7000
Fax (559)730-2653

Michael C. Spata — Planning
Britt L. Fussel — Public Works
Roger Hunt — Administration

Jake Raper Jr., AICP, Director

DATE: June 21, 2013

PROJECT REVIEW - CONSULTATION NOTICE

To: Interested Agencies (see next page)

From: Chuck Przybylski, Project Planner

Subject: General Plan Initiation Case No. GPI 12-002 – EquityBak L.P. (Derrel's Mini Storage).

The Tulare County Resource Management Agency has received a request from EquityBak L.P., to initiate a General Plan Amendment affecting a portion of the Visalia Land Use Plan, a component of the Land Use Element of the Tulare County General Plan. The request is to expand the Urban Development Boundary to include the project site, change the land use designation of approximately 19.33 acres on Assessor Parcel Number 119-230-007 from Agriculture to Commercial or Light Industrial. The request also proposes to rezone the subject parcel from Agricultural Exclusive – 20 acre minimum (AE-40) zone to Service Commercial (C-3) zone. The project site is currently in agricultural row crops. The future proposal for the site, if the general plan amendment and change of zone are approved, will be a 14.25 acre mini- storage facility constructed in three phases. The project site is located at the northside of Avenue 280 (Caldwell Avenue) ½ mile west of Road 100 (Akers Road). The northeast corner is tangent to the Visalia city limits.

Please review this proposal and provide any comments and/or recommendations that you feel are appropriate including any scientific or factual information that would be useful in our evaluation.

This stage of the proposal is a request to authorize the applicant to submit an application for a General Plan Amendment. The General Plan Initiation (GPI) is not an approval of the proposed project or General Plan Amendment. The GPI allows the applicant to apply for the General Plan Amendment (GPA) only, with no guarantee that the amendment will be adopted. A detailed analysis of the project and its impacts will be studied upon the Board of Supervisors approving this GPI and GPA/Zone Change/Parcel Map applications are received by the County. If so authorized, a formal environmental review consultation will be sent to all interested agencies.

Please forward your comments and/or recommendations to our office by July 22, 2013 so that they may be considered during the review process. **If you do not have recommendations and/or comments, please respond with "no comment."**

Special Notice to Agencies: Notice of a public hearing for this project will be mailed at least ten (10) days prior to the hearing. If your agency will be significantly affected by this project with respect to your ability to provide essential facilities and/or services, and you wish to receive notice of the public hearing, please state this in your response.

Our office appreciates your time and assistance with this project review. Please direct all correspondence to the Project Planner and Case Number referenced above for this project.

Sincerely,

Chuck Przybylski, Project Planner
Countywide Planning Division

CASE NO.: GPI 12-002 – Equitybak L.P.

CONSULTING AGENCY LIST

TULARE COUNTY AGENCIES

___ R.M.A. - Building Division
___ R.M.A. - Code Compliance Division
___ R.M.A. - Countywide Division
___ R.M.A. – Economic Development Division
X R.M.A. - Engineer/Flood/Traffic Division
___ R.M.A. - Parks and Recreation Division
___ R.M.A. - Building Services Division
___ R.M.A. - General Services Division
X R.M.A. - Transportation/Utilities Division
X R.M.A. - Solid Waste Division
X H.H.S.A. - Environmental Health Services Division
___ H.H.S.A. - HazMat Division
X Fire Warden (Tulare County Fire Department)
X Sheriff's Department: Visalia Headquarters
___ Traver Substation
___ Orosi Substation
___ Pixley Substation **
___ Porterville Substation
___ Agricultural Commissioner
___ Education Department
X Airport Land Use Commission
X Supervisor District 3
___ Assessor
X Environmental Review Division

LOCAL AGENCIES

___ Levee Dist. No 1
___ Levee Dist. No 2
___ _____ Irrigation Dist
___ _____ Pub Utility Dist
___ _____ Comm. Service Dist
___ _____ Town Council
___ _____ Elem. School Dist
___ _____ School Dist
X City of Visalia
___ County of _____
___ Deer Creek Storm Water District
___ _____ Advisory Council
___ _____ Fire District
___ _____ Mosquito Abatement
___ Kaweah Delta Water Cons. District
X SJV Air Pollution Control Dist (Attn: Senior Air Quality Planner San Joaquin Valley APCD, 1990 E. Gettysburg Avenue Fresno, CA 93726)

FEDERAL AGENCIES

___ Army Corps of Engineers
___ Fish & Wildlife
___ Bureau of Land Management
X Natural Resources Conservation Dist.
___ Forest Service
___ National Park Service
___ _____

STATE AGENCIES

X *Dept. of Fish & Game Dist 4 *(see address below)*
___ _____, DFG Area Biologist
___ Alcoholic Beverage Control
___ Housing & Community Development
___ Reclamation Board
___ Regional Water Quality Control Board - Dist. 5
X Caltrans Dist. 6
___ Dept. of Water Resources
___ Water Resources Control Board
___ Public Utilities Commission
X Dept. of Conservation
___ State Clearinghouse (15 copies)
___ Office of Historic Preservation
___ Dept. of Food & Agriculture
___ State Department of Health
___ State Lands Commission
___ State Treasury Dept. - Office of Permits Assist.
___

OTHER AGENCIES

___ U.C. Cooperative Extension
___ Audubon Society - Condor Research
X Native American Heritage Commission
___ District Archaeologist (Bakersfield)
___ TCAG (Tulare Co. Assoc. of Govts)
X LAFCo (Local Agency Formation Comm.)
___ Pacific Bell
___ GTE (General Telephone)
___ P.G. & E.
___ Edison International
___ The Gas Company
X Tulare County Farm Bureau
___ Archaeological Conservancy (Sacto)
___ Dept. of Social Services, Community Care Division
___ SBC @ P.O. Box 1419, Alhambra, CA 91802
___ California Water Service

* Department of Fish & Game
1130 E. Shaw Avenue, Suite 206
Fresno, CA 93710

RESOURCE MANAGEMENT AGENCY

Project Review Committee Memorandum

Date: October 6, 2011

Project #: PRC –11-021

Applicant: Equitybak L.P. (Derrel's Mini Storage)
3265 W Ashland
Fresno CA 93722
559-269-0844
pridenour@derrels.com

Agent: D.R Mata Consulting
PO Box 7354
Visalia CA 93290
55-739-1870 or cell 799-2942
Darlene@drmataconsulting.com

Planner: April Hill, Planner II
Co Resource Management Agency
5961 S Mooney Blvd.
Visalia CA 93277
559-624-7108
ahill@co.tulare.ca.us

Re: Project Review Committee Comments on applicant's request to submit a General Plan Initiation request to develop a 19.33 acre parcel into a 14.25-acre mini-storage facility and 18 residential parcels on APN 119-230-007, on the north side of Caldwell / Avenue 280, @ ½ mile west of Akers St / Road 100.

Summary:

1. At the Project Review Committee meeting on September 15, 2011, applicant Paul Ridenaur and agent Darlene Mata informed the committee that the scope has been reduced to remove the residential component. They have met with neighborhood residents, who expressed concerns about the project, do not want to be annexed and prefer access off Caldwell, not Roeben.
2. At the September 15 meeting, City of Visalia Community Development /Planning staff Andy Chamberlain and Chris Young submitted a letter expressing concerns about land use consistency, the site's location near the Visalia Airport, provision of services and utilities (sewer), impacts to city services (impact fees), and necessary right-of-way dedications and street improvements. The letter referred to applicant's request being

reviewed by the City's General Plan Update Review Committee and being determined to be premature.

3. Chief Planner Ben Kimball explained that the project is in early discussion stage and that preliminary review does not include consultation requests of other agencies such as the City. He also cautioned the applicant that several recent zone changes have been denied by the Board of Supervisors because of concerns about water availability, sewer hookups and loss of viable agricultural land.

4. At the September 15 meeting, Planner April Hill described potential project issues, including the site's location in the "Horizontal" airport hazard zone of the Visalia Airport. Airport Land Use Commission staff would need to research, consult with City's Airport Manager and prepare a staff report.

5. At the September 15 meeting, Fire Department representative, Al Miller recommended any project on the site meet Visalia's development standards.

6. At the September 15 meeting, Public Works representative, Craig Anderson provided written comments and recommended the applicant be authorized to initiate a General Plan Amendment. No impacts to roads are anticipated, but he reserved comment and recommendations for improvements or dedications until specific development proposals are presented. Before the September 15 meeting, Traffic Division's Bruce Webber spoke with planning staff and concurred with Mr. Anderson.

7. At the September 15 meeting, Environmental Health Services Division (EHSD) representative recommended that the single residential unit for a mini-storage manager could utilize a septic system, although the preferred option would be to hook up to City sewer. She provided written comments.

8. At the September 15 meeting, agent asked that staff prepare an analysis of the proposed land use based on the Rural Valley Lands Plan (RVLP), although the site is located in the Visalia Area Land Use Plan, which designates the subject site as agricultural. The site is adjacent to but outside Visalia's Urban Development Boundary and inside Visalia's Urban Area Boundary (UAB). A Rural Valley Lands Plan (RVLP) analysis must be completed when property is located in an area outside of an UAB to determine the site's suitability under the General Plan for non-agricultural use and zoning and is often used to advise decision-making bodies in questionable projects. The RVLP was adopted in order to establish minimum parcel sizes for areas zoned for agriculture and to develop a policy that is fair, logical, legally supportable, and consistent in the utilization of resource information in determining the suitability of rural lands for nonagricultural uses. A point evaluation system, which places a point value on 15 factors, is used to determine a site's suitability for nonagricultural zoning. After all the factors have been applied, the number of points the parcel has accumulated are totaled. If the number of points accumulated is 17 or more, then the parcel shall remain agriculturally zoned. If the number of points accumulated is 11 or less,

the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors may make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by the system. **Under the RVLP evaluation system, the subject site received 22 points** (see attached Parcel Evaluation Checklist), clearly indicating the site should be retained for agricultural zoning.

9. Additional information will be required for subsequent applications and may be requested by the planner, in order to determine whether the project might have an impact on the environment. If the project impacts Biological resources, the State Fish and Game Department may require a fee of $2,044 (2011 fee may increase in January 2012).

10. Applicant may choose to apply for the General Plan Initiation, General Plan Amendment / Zone Change and Special Use Permit. If the project is not approved, a refund may be requested for Fish and Game fee, recording fee, and compliance monitoring deposit. County staff time would still be due.

Application	Fee
General Plan Initiation	$5,311 deposit (plus $100/hour) plus $1,500 for ALUC action item
General Plan Amendment / Zone Change	$13,493 deposit plus $100/hour (fee includes initial study / staff report, ordinance publication, State Fish & Game Fee, County Clerk filing fee for Notice of Determination, recording fees – all subject to change
Special Use Permit	$3,005 deposit plus $100/hour

Attachments were provided to the applicant and agent at the September 15 meeting for the following:

1. Comments and conditions from other departments
2. Blank application forms for all needed processes
3. Indemnification and Cost Recovery Agreement

Disclaimer: This information is provided as a convenience to the project applicant(s) and is in no way intended to be a final recommendation or a guarantee of project completeness. This information does not constitute final approval of the proposed project. All processing of projects required in the Tulare County Ordinance Code and Zoning Ordinance are required to be carried out in the manner prescribed by law. Modifications to suggested conditions and additional conditions of approval can be incorporated into the project at any time up until final approval. These comments shall expire if the required applications are not submitted within 180 calendar days of the date of the Project Review Committee meeting if the required applications for further processing are not submitted to the Tulare County Resource Management Agency.

CALIFORNIA WATER SERVICE COMPANY
216 NORTH VALLEY OAKS DRIVE • VISALIA, CA 93292-6717
(559) 734-6734 • FAX (559) 734-9512

VISALIA DISTRICT

August 17, 2011

County of Tulare
5961 S. Mooney Blvd.
Visalia, California 93277

RE: APN Map No. 119-230-07

Gentlemen:

We have reviewed APN Map No. 119-230-07 located at future Roeben St. and Caldwell Ave. in Visalia and found it to be satisfactory for our purpose.

California Water Service Company (Cal Water) can extend its water mains to serve this development in accordance with main extension Rule No. 15 and General Order 103 of the California Public Utilities Commission. When the applicant has entered into an agreement with Cal Water and has made the appropriate deposit for the estimate of making the extension, a Cal Water approved contractor of your choice can install the water mains necessary to serve this project.

In the event your service requirements exceed the capability of our existing water system, we would provide service in accordance to the above mentioned rules and guidelines.

Sincerely,

Scott Bailey
District Manager

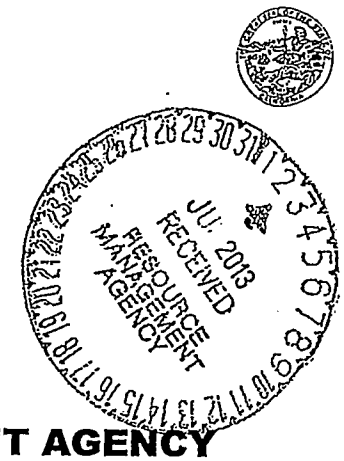
SB:lj

Pc: Equitybak LP (Derrel's Mini-Storage)
3265 W. Ashlan Ave.
Fresno CA 93722

DR Mata Consulting
PO Box 7354
Visalia CA 93290

STATE OF CALIFORNIA — Edmund G. Brown, Jr. Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net



June 27, 2013

Mr. Chuck Przybylski, Project Planner
Countywide Planning Division
TULARE COUNTY RESOURCE AMANGEMENT AGENCY
5961 S. Mooney Boulevard
Visalia, CA 93277

Sent by FAX to: 559-730-2653
No. of Pages: 3

RE: Native American Consultation pursuant to California Government Code Sections 65351, 65352.3,, 65562.5 *et seq.* for the proposed "**General Plan Amendment and Change of Zone for Initiation Case No. GPI 12-002-EquityBak L.P. (Darrrel's Mini Storage,**;" located in the Tulare County, California.

Dear Mr. Pzrybylski

Government Code Sections 65351, 65352.3, 65562.5, *et seq.* requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to cultural places. The Native American Heritage Commission (NAHC) is the state 'agency with responsibilities for Native American cultural resources.

In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites. Note that the NAHC does NOT APPROVE General or Specific Plan; rather, it provides a list of tribal governments with which local jurisdictions must consult concerning any proposed impact to cultural resources as a result of the proposed action.

An NAHC Sacred Lands File search was not conducted. As part of the consultation process, the NAHC recommends that local governments and project developers contact the tribal governments and individuals to determine if any cultural places might be impacted by the proposed action. Also, the absence of specific site information in the sacred lands file

does not preclude their existence. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a consultation list of tribal governments with traditional lands or cultural places located in the vicinity of the Project Area (APE). The tribal entities on the list are for your guidance for **government-to-government consultation** purposes.

A Native American tribe or individual may be the only source of the presence of traditional cultural places. For that reason, a list of Native American Contacts is enclosed as they may have knowledge of cultural resources and about potential impact, if any, of the proposed project.

If you have any questions, please contact me at (916) 373-3715.

Best regards,

Dave Singleton
Program Analyst

Attachment

Santa Rosa Rancheria
Rueben Barrios Sr., Chairperson
P.O. Box 8 Tache
Lemoore , CA 93245 Tachi
Yokut
(559) 924-1278

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589 Yokuts
Porterville , CA 93258
chairman@tulerivertribe-nsn.
559) 781-4271

Nuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct. Foothill Yokuts
Salinas , CA 93906 Mono
wood8934@aol.com Wuksache
831-443-9702

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Tribal Chairperson
P.O. Box 226 Tubatulabal
Lake Isabella , CA 93240
760) 379-4590

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3. and 65362.4. et seq.

TULARE COUNTY
HEALTH & HUMAN SERVICES AGENCY
DEPARTMENT OF ADMINISTRATION · KEVIN MARKS · DIRECTOR
ENVIRONMENTAL HEALTH SERVICES – VIVIAN NELSON, MSEE REHS – DIVISON MANAGER

Cheryl L. Duerksen, Ph.D.,
Agency Director

June 26, 2013

CHUCK PRZBYLSKI
RESOURCE MANAGEMENT AGENCY
5961 S MOONEY BLVD
VISALIA CA 93277

Re: GPI 12-002 – EquityBak L.P (Derrel's Mini Storage)

Dear Mr. Przbylski:

This office has reviewed the above referenced matter. Based upon our review, we offer the following comments and conditions with this project:

1. If the facility is located within access of a sanitary sewer access point (1320 feet), then the site is shall be required to connect to the sanitary sewer for sewage disposal. If the site is not within the 1320 feet of an access point, then an individual sewage disposal system can be utilized.
2. Any new sewage disposal systems shall be designed by an Engineer, Registered Environmental Health Specialist, Geologist, or other competent persons, all of whom must be registered and/or licensed professionals knowledgeable and experienced in the field of sewage disposal system and design. The specifications and engineering data for the system shall be submitted to the TCEHSD for review and approval prior to the issuance of a building permit.
3. Leach fields should not be located under structures, pavement, or areas subject to vehicle traffic.
4. Domestic water shall be provided by the California Water Services Company.

Sincerely,

Allison Shuklian
Environmental Health Specialist
Environmental Health Services Division

RESOURCE MANAGEMENT AGENCY

INTEROFFICE MEMORANDUM

July 2, 2013

TO: Chuck Przybylski, Project Planner

FROM: Craig Anderson, Engineer III

SUBJECT: General Plan Initiation Request – GPI 12-002

I have reviewed the project description and environmental checklist assessing the nature of and potential impacts associated with the proposed general plan amendment. I recommend that the applicant be authorized to initiate a General Plan Amendment.

Impacts to the County road system may result by the proposed action of this project. It should be noted that Caldwell Avenue (Avenue 280) is a county maintained roadway with an 80-foot right-of-way and Roeben Street is a private roadway. Improvements to Avenue 280 and Roeben Street may be required in order to adequately address traffic concerns.

The additional traffic associated with this project has the potential to create traffic operational impacts on Avenue 280. The following traffic information shall be submitted to the Tulare County RMA – Transportation Branch:

A. Site Trip Generation
   1. Daily traffic classified by vehicle type
   2. Peak hour traffic classification by vehicle type

B. Trip Distribution
   1. Daily turning movements at Avenue 280 and Roeben Street
   2. Peak hour turning movements at Avenue 280 and Roeben Street

The traffic information must be provided so that the Tulare County RMA – Transportation Branch can make a determination of the magnitude of impacts to the county road system and properly recommend appropriate conditions regarding road improvements.

As specific development proposals are presented in the plan area, we will reserve comment and recommendations for improvements or dedications at that time.

CA

RESOURCE MANAGEMENT AGENCY

INTEROFFICE MEMORANDUM

July 3, 2013

TO: Chuck Przybylski, Project Planner

FROM: Al Miller, Tulare County Fire Inspector

SUBJECT: Case No. GPI 12-002

The Fire Department has the following recommendations in response to this item.

1. All new constructions shall comply with the County Fire Safe Regulations pertaining to driveways, gate entrances, defensible space, and Fire Safe standards. Including adequate water supply for Fire suppression operations. Building permit applications shall be reviewed and approved by the County Fire Warden's Office prior to their issuance. All required improvements shall be completed prior to issuance of Certificate of Occupancy.

If you have any questions please call Al Miller at 624-7058.

AM:sm

J:\FIRE INSPECTORS\CONSULTATION NOTICES\GPI\GPI 12-002.doc

TULARE COUNTY FARM BUREAU

Mission: to promote and enhance the viability of Tulare County agriculture.

July 22, 2013

Chuck Przybylski, Project Planner
Tulare County RMA
5961 S. Mooney Blvd.
Visalia, CA 93277

RE: GPI 12-002. EquityBak, L.P. (Derrel's Mini Storage)

Dear Mr. Przybylski,

The Tulare County Farm Bureau [TCFB] is a non-governmental, non-profit, voluntary membership association whose purpose is to protect and promote agricultural interests throughout Tulare County and to find solutions to the problems of the farm, the farm home and the rural community. TCFB strives to protect and improve the ability of farmers and ranchers engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of California's resources. TCFB represents over 2,500 member families in Tulare County.

TCFB has reviewed the GPI 12-002 consultation notice for Derrel's Mini Storage to initiate a general plan amendment affecting a portion of the Visalia Land Use Plan.

We oppose the applicant applying for amendment to the GPU as the proposal will prematurely cause development and increased density on land zoned exclusive for agriculture and which received a Rural Valley Land Plan score of 22 points. The score designates the site for agriculture use and suitability, and a score above 17 typically suggests the land has strong agriculture attributes and value at this time. The RVLP process was adopted in order to establish minimum parcel sizes for areas zoned for agriculture and to develop a policy that is fair, logical, legally supportable, and to provide consistent utilization of resource information in determining the suitability of rural lands for nonagricultural uses.

With the project outside of the current City Urban Development Boundary, we do not believe that at this time the application for amendment to the general plan should be allowed. It appears evident from the consultation notice that the City of Visalia also has several concerns about this project and is not in favor of it being granted an amendment to the General Plan.

Thank you for consideration of my comments.

Tricia Stever Blattler

TRICIA STEVER BLATTLER
Executive Director

737 North Ben Maddox Way • Visalia, CA 93292 • Mailing: PO Box 748 • Visalia, CA 93279 • (559) 732-8301 • (559) 732-7029 FAX
E-mail: tcfb@tulcofb.org • Web: www.tulcofb.org • Join Farm Bureau: www.joinfb.org

From: Michael Washam
To: Spata, Michael; Coyne, Eric
Date: 07/20/2013 10:37 PM
Subject: Gerg Collins - Derrel's Mini-Storage

FYI - In an article related to economic developments in Tulare County:

Sierra 2 the Sea
by John Lindt

Speaking of storage – Derrel's Mini-Storage has applied to the county to site a new facility on the nw corner of Shirk and Caldwell and the City of Visalia is being asked to comment. Council member Greg Collins says he expects the city of oppose the idea."We'll go to the mat on that one."

The full article can be found at the following link:
http://www.sierra2thesea.com/

We can discuss this project upon my return, and have a terrific remainder of your weekend.

Warmest regards,

Michael

Michael Washam
Economic Development Manager
Tulare County Economic Development Office
5961 South Mooney Boulevard
Visalia, CA 93277
(559) 624-7128
mwasham@co.tulare.ca.us

Visit the new Economic Development Website at:
www.tularecountyeconomicdevelopment.org

July 18, 2013

Chuck Przybylski
County of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93777

Project: General Plan Initiation Case No. GPI 12-002- EquityBak L.P. (Derrel's Mini Storage)

District CEQA Reference No: 120130550

Dear Mr. Przybylski:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the referenced above referenced project. 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 ton/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, the proposed project would/may equal or exceed 2,000 square feet of commercial space. Therefore, the District concludes that the proposed project is 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. 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.

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

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

Cc: File

Board of Supervisors Resolution

CP

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF THE GENERAL PLAN INITIATION #GPI 12-002 DERREL'S MINI STORAGE)) **Resolution No. 2014-0420**)

UPON MOTION OF SUPERVISOR VANDER POEL, SECONDED BY SUPERVISOR WORTHLEY, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD JUNE 17, 2014, BY THE FOLLOWING VOTE:

AYES: SUPERVISORS ISHIDA, VANDER POEL, COX, WORTHLEY AND ENNIS
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

ATTEST: JEAN M. ROUSSEAU
COUNTY ADMINISTRATIVE OFFICER/
CLERK, BOARD OF SUPERVISORS

BY: Denise A. Ybarra
Deputy Clerk

* * * * * * * * * * * * * * * * * * * *

1. Approved General Plan Initiation #12-002 to proceed as a General Plan Amendment application for a Derrel's Mini Storage proposed by the Applicant, Equity Bak L.P.

2. Required that project processing include, but not be limited to, an Environmental Impact Report, General Plan Amendment, Change of Zoning, Phasing Plan, Public Facilities Financing Plan, and Development Agreement.

RMA

DAY
6/19/14

Memorandum of Understanding

CITY OF VISALIA AND TULARE COUNTY MEMORANDUM OF UNDERSTANDING

Nov. 19, 2012

This Memorandum of Understanding (MOU) is entered into as of ~~November 6, 2012~~ by and between the City of Visalia ("City"), and the County of Tulare (County), hereinafter collectively referred to as the "Parties", with reference to the following recitals.

Recitals

A) The Parties agree that development within City impacts County facilities and services and that development within a County adopted City Urban Development Boundary may impact city facilities and services.

B) The Parties agree that the territory within a City's Sphere of Influence (SOI), as fixed by the Tulare County Local Agency Formation Commission (LAFCo) under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, is unincorporated, County territory and the County has jurisdiction to approve land use entitlements within that area until the area is annexed to the City subject to consultation with each individual City.

C) The Parties also agree that City is an interested party as to any urban development that may be approved by the County within the City's SOI because such development may impact or limit the City's ability to implement its desired land use planning practices by the time such area is annexed to the City.

D) The Parties agree that urban uses generally need a higher level or standard of government service than agricultural uses and it may best serve the interests of the City and County if proposed urban development is generally directed to areas that can be or are served by urban level infrastructure.

E) The Parties recognize and agree that the intents expressed below may require further legislative or quasi-judicial actions by one or both Parties and that this MOU does not abrogate either Parties' authority to legislate in the future but reserves to each Party the discretion to appropriately carry out its duties and obligations to the public.

F) The Parties desire to work together to develop mutually beneficial and coordinated fiscal and land use planning practices.

Accordingly, with the execution of this MOU, the Parties agree to the following principles, practices and obligations:

1. The Terms and Conditions as summarized in Attachment 1 through 3

The Parties agree to those terms and conditions set forth in paragraphs 5 and 7 of this MOU. The Parties agree to the general principles, practices and obligations pertaining to land use planning set forth in Attachments 1 through 3, contingent upon and subject to the City and the County reaching a mutual agreement upon the collection of public facilities development impact fees as provided in paragraph 4 of this MOU. Attachment 1 was prepared by County Counsel and was

TULARE COUNTY AGREEMENT NO. 25781

modified to reflect the positions mutually agreed upon by the County and City and refers to and incorporates by reference the policies in the "City Section" of the County's proposed General Plan 2030 Update, set out in Attachment 3, as well as other policies in other sections of the County's General Plan 2030 Update and identified by citations to that document. The subject of corridors is addressed in the "City Section" Policy-4.18(a) in section PF-4A of Attachment 3 and provides that a corridor node will not be located in a City UDB or SOI unless within a community UDB or Hamlet HBD or unless mutually agreed by the City and the County. Other opportunities are provided for mutual agreement that could include corridors in section PF-4A of the City Section.

2. Consideration

The principles, practices and obligations agreed in this MOU are in exchange and in consideration for this MOU and the Parties' promise to negotiate in good faith for more specific agreements between the Parties as to the matters specified in paragraph 3. The parties agree that final binding agreement has not been reached on all the details related to paragraph 3 although the parties have reached agreement in concept as to the matters expressed.

3. Cooperation between the County and the City

The City has a duly adopted General Plan. The County will cooperate with the City to establish a new 20-year UDB adopted by both the County and the City, which the Parties will use their best efforts to make coterminous with the SOI set by LAFCO. The County will work with the City to manage urban development within the County Adopted City Urban Development Boundary (City UDB) and the County Adopted City Urban Area Boundary (City UAB) for the City as provided in Attachment 1 through work programs as described in the County General Plan 2030 policies set in Attachment 3. The Parties acknowledge that additional legislative actions may be necessary to implement these provisions.

4. City and County Development Impact Fees

a) The County will work with the City and the City will work with the County to consider the adoption, imposition and/or collection for payment to the County and/or the City pursuant to an agreement for Development Impact Fees within the City and/or the City UDB, as may be proposed and adopted by the City or County from time to time to offset the impacts of development on County and/or City facilities. To the extent allowed by law, the same type impact fees proposed by the Party for collection in the other Party's jurisdiction will be equal to or be consistent with the impact fees the Party collects in its own jurisdiction.

b) Each Party will propose, provide evidence to support (including the nexus study), pay the other Party's costs of consideration and adoption (including but not limited to staff time, notice and hearing costs), negotiate and enter into a fee participation agreement with the other Party. The proposing Party will hold harmless, defend and indemnify the other Party in any challenge to that Party's adoption or collection of Development Impact Fees on behalf of the proposing Party.

c) The proposing Party agrees to take all steps necessary to comply with, and assist the collecting Party in complying with, the Mitigation Fee Act. As required by the Mitigation Fee Act, Chapter 5, Government Code sections 66000 et seq., the nexus study provided by the proposing Party will identify the purpose of the fee and identify the use to which the fee is to be put, including the public facilities to be financed.

d) To further clarify the process to which the Parties have committed pursuant to this Paragraph 4, the Parties have prepared Attachment 4, "Mutual Development Impact Fee Adoption Process". The terms and conditions of Attachment 4 are hereby incorporated in and made a part of this MOU.

5. Transient Occupancy and Sales Tax

a) The City agrees to pay the County eight (8) percentage of any transient occupancy tax; and an increased three (3) percentage of General Sale Taxes (which excludes any locally adopted sales tax overrides all of which goes to the adopting respective City) , for a total of eight (8) percentage including the five (5) percentage Bradley-Burns provision, generated in any areas outside of the County's adopted City UDB, unless the City and County agree to a different boundary, as determined in #3 above, once that area is annexed in accordance with the requirements of the State Franchise Tax Board through the use of a pass-through agreement executed between the City and Tulare County. For example, on a $100 per night hotel/motel stay, the City would charge a 10% TOT, or $10; the County's 8% share of the $10 would be $.80. Similarly, on a $100 purchase of taxable goods, the City current General Sales Tax share of the sale is 1%, or $1.00, of which the County currently receives 5%, or $0.05; under this agreement the County's share would be increased to 8%, or $0.08, which is an increase of 3%, or $0.03.

b) To clarify, the pass-through agreement referred to in subsection (a) is a ministerial act to implement this provision of this MOU. To further clarify, the County's adopted City UDB referred to in subsection (a) is the current County adopted UDB for each city except or unless the City and the County enter into a limited, separate agreement to this MOU specifying either use of a Sphere of Influence line adopted by LAFCo on a specific date or an amended County adopted UDB adopted on a specific date.

c) The provisions of the Master Property Tax Sharing Agreement is not subject to this MOU. Additionally, the parties agree that any other revenue sharing conditions that may be imposed by LAFCo regarding future annexations concerning sales tax and transit occupancy tax will be satisfied by the provisions of this section. All future annexations shall be subject to the 1978 Master Property Tax Agreement or as may be amended.

6. Legislative and Quasi-Judicial Actions

The City will propose, provide evidence to support, pay the County costs of consideration and adoption (including but not limited to staff time, notice and hearing costs) and hold harmless,

defend and indemnify the County in any challenge to the adoption or implementation of any changed County regulations proposed by the respective City under this MOU. The County will propose, provide evidence to support, pay the City costs of consideration and adoption (including but not limited to staff time, notice and hearing costs) and hold harmless, defend and indemnify the City in any challenge to the adoption or implementation of any changed City regulations proposed by the County under this MOU.

7. The County General Plan 2030 (County General Plan Update)

The City may comment on Tulare County General Plan 2030 (General Plan Update) policies during the adoption process but agrees to not challenge, directly or indirectly, the County's adoption of its General Plan 2030 (General Plan Update). The City as a member of Council of Cities will withdraw the letter commenting upon the Tulare County General Plan 2030 (General Plan Update) dated May 26, 2010 upon execution of this MOU. The City waives any rights to, and agrees to not, further comment on or challenge, directly or indirectly, the County's compliance with the California Environmental Quality Act (CEQA) for the Tulare County General Plan 2030 (General Plan Update) project as currently proposed. This would include, for the duration of the County's adoption process (including any subsequent challenge in court), supporting, funding, gifting or granting public funds including, but not limited to any public or private organization, association, entity or individual

In the event that City's outside counsel seeks to represent a third party in any action to invalidate the County General Plan Update or its EIR, and there is a conflict of interest, the City agree to cooperate with the County should the County elect to file a motion to disqualify City's outside counsel or similar action. County agrees to reimburse City for the reasonable cost and fees of cooperating on such motion or action.

Upon execution of this MOU, should County enter into an agreement for City's outside counsel, that prepared prior comments to the proposed General Plan Update or applicable CEQA review for the Council of Cities, the City as a member of the Council of Cities agrees to grant a conflict of interest waiver if such waiver is necessary to allow for such representation. Further, the City as a member of the Council of Cities agrees that City will not agree to waive an actual conflict of interest involving representation of a third party by that outside Counsel.

8. Definitions and General Terms and Provisions:

The terms and phrases used herein shall be defined as set out in Attachment 2 unless the context otherwise demands. The general contract terms, conditions and provisions set out in Attachment 1 shall apply to this MOU.

9. Attachments and Recitals:

The recitals and the attachments to this MOU are fully incorporated into and are integral parts of this MOU, and the definitions contained in the attachments carry the same meaning in this MOU as they do in the attachments.

10. Term:

This MOU will remain in effect until such time as the Parties enter into a permanent agreement or agreements replacing this MOU, and/or implementation under this MOU is accomplished.

11. Execution:

This MOU shall be executed in duplicate originals, with each Party to retain a fully-executed original. Facsimile or electronically scanned signatures shall be considered as binding as original signatures.

///

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

COUNTY OF TULARE

Date: 11/19/2012 BY _____
Allen Ishida, Chairman, Board of Supervisors

ATTEST: JEAN ROUSSEAU
County Administrative Officer/Clerk of the Board
of Supervisors of the County of Tulare

By _____
Deputy Clerk

CITY OF VISALIA

Date: 11-5-12 BY _____
Amy Shuklian, Mayor, City Council

ATTEST: Steve Salomon
City Manager/City Clerk

By _____
Deputy City Clerk

Attachment 1 - Summary of Positions Mutually Agreed on by the County and the City
Attachment 2 - Definitions and General Provisions
Attachment 3 - City Section of the General Plan 2030
Attachment 4 - Mutual Development Impact Fee Adoption Process

APPROVED AS TO FORM:
COUNTY COUNSEL
By _____
Deputy 11/19/12

ATTACHMENT #1

SUMMARY OF POSITIONS MUTUALLY AGREED ON BY THE COUNTY OF TULARE AND THE CITY OF VISALIA

Urban Area Boundary (UAB) Provisions

1. Development may occur on currently zoned non-agricultural land subject to PF 4.19 and 4.21 with exceptions listed in PF 4.18 of the Tulare County General Plan (TCGP).
2. Any future development project is subject to the Rural Valley Lands Plan (RVLP) and subject to PF 4.19 and 4.21 with exceptions listed in PF 4.18 of the TCGP.
3. The County will work with the City of Visalia to tighten up exceptions to the AE Zone (PF 4.19 of the TCGP).
4. Expansions of Agricultural Processing Facilities are subject to PF 4.19 and 4.21 of the TCGP, a special use permit, city consultation and a consent to annex to the City when contiguous (PF 4.24 d of the proposed TCGP).
5. Infrastructure planning as per PF4.14 of the TCGP will honor adopted City facility plans, plan lines, setback standards and facility plans.
6. Regionally Significant Projects –Deleted from General Plan Discussion.

Urban Development Boundary (UDB) Provisions

7. The County will work with the City to adopt City land use designations in the UDB (PF 4.18 and 4.19 of the TCGP).
8. Future development may occur on currently zoned non-agricultural lands subject to PF 4.20 of the TCGP with exceptions listed in PF 4.18.
9. Any future development project is subject to the RVLP and subject to PF 4.20 with exceptions listed in PF 4.18 of the TCGP.
10. The County will work with the City of Visalia to tighten up exceptions to the AE Zone (PF 4.18 of the TCGP).
11. Expansions of Agricultural Processing Facilities are subject to PF 4.20 and 4.21 of the TCGP, a special use permit, city consultation and a consent to annex to the City when contiguous (PF 4.24 d of the TCGP).
12. Development may occur on land currently zoned for non-agricultural uses subject to the application of City development standards, financing mechanisms and consents to annex when contiguous to the City (PF 4.24.d of the TCGP).
13. Future development may occur on lands designated in the future by the City General plan and subsequently adopted by the County subject to PF 4.20 of the TCGP.

The City of Visalia and the County agrees that Corridors within the city's UDB or SOI (unless within a Community UDB or Hamlet HDB) as presently described or as amended, shall not be identified or subject to Part II Chapter 2. Corridors Framework Plan, Policy C-1.2 Urban Corridor Plans and Part II Figure 2.1, Corridors of the proposed Tulare County General Plan, unless mutually agreed between the City of Visalia and the County.

ATTACHMENT 2: Definitions and General Provisions

1. DEFINITIONS:

a) City UDB: The County adopted City Urban Development Boundary. The area in the City UDB is the unincorporated County territory between the City's incorporated boundary and the County adopted City UDB line.

b) City UAB: The County adopted City Urban Area Boundary. The area in the City UAB is the unincorporated County territory between the County adopted City UDB line and the County adopted City UAB line.

c) City SOI: The area within the City Sphere of Influence line adopted from time to time by the Tulare County Local Agency Formation Commission under it authority from the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Government Code section 56000 et seq., or any successor acts.

d) Consultation: Notice and the opportunity to comment on proposed land use entitlements either within the UAB or the UDB / SOI.

e) Development Impact Fees: Fees adopted by the County or City pursuant to the Mitigation Fee Act, Government Code section 66000 et seq., or any successor acts (the Act). For purposes of this MOU, the Development Impact Fees under consideration are for impacts on public facilities; Development Impact Fees for regional transportation improvements and facilities are outside the scope of this MOU. For purposes of specificity, the following distinctions are made and definitions applied to the following categories of Development Impact Fees:

(1) Local Development Impact Fees (Local DIFs): are those fees adopted by the County or a city, respectively the "enacting agency", pursuant to the Act and exacted in connection with development projects in the enacting agency's jurisdiction to pay the capital facilities required because of new development projects within the enacting agency's jurisdiction.

(2) Regional Development Impact Fees (Regional DIFs): are those fees adopted by the County or by a City and exacted from new development projects for capital facilities and improvements as identified by the nexus study. For purposes of this definition only, the Regional Development Impact Fees (RDIF's) collected by the County on behalf of a City shall be transmitted to the City for its implementation of the specific improvements. The RDIF's collected by a City on behalf of the County shall be transmitted to the County for its implementation of the specific improvements.

f) Tulare County General Plan: The current Tulare County General Plan or proposed amendments thereto or any successor Tulare County General Plan such as the Tulare County General Plan 2030 (commonly known as the Tulare County General Plan Update).

g) LAFCo: The Tulare County Local Agency Formation Commission established by the Tulare County Local Agency Formation Commission under it

authority from the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Government Code section 56000 et seq., its predecessor acts and any successor acts.

2. **GOVERNING LAW**: This MOU shall be interpreted and governed under the laws of the State of California without reference to California conflicts of law principles. The Parties agree that this contract is made in and shall be performed in Tulare County, California.

3. **FURTHER ASSURANCES**: To the extent allowed by law, each party will execute any additional documents and perform any further acts that may be reasonably required to affect the purposes of this MOU.

4. **CONSTRUCTION**: This MOU reflects the contributions of all undersigned Parties and accordingly the provisions of Civil Code section 1654 shall not apply to address and interpret any alleged uncertainty or ambiguity.

5. **HEADINGS**: Section headings are provided for organizational purposes only and do not in any manner affect the scope, meaning or intent of the provisions under the headings.

6. **NO THIRD-PARTY BENEFICIARIES INTENDED**: Unless specifically set forth, the Parties to this MOU do not intend to provide any other party with any benefit or enforceable legal or equitable right or remedy.

7. **WAIVERS**: The failure of either party to insist on strict compliance with any provision of this MOU shall not be considered a waiver of any right to do so, whether for that breach or any subsequent breach. The acceptance by either party of either performance or payment shall not be considered to be a waiver of any preceding breach of the MOU by the other party.

8. **CONFLICT WITH LAWS OR REGULATIONS/SEVERABILITY**: This MOU is subject to all applicable laws and regulations. If any provision of this MOU is found by any court or other legal authority, or is agreed by the parties to be, in conflict with any code or regulation governing its subject matter, only the conflicting provision shall be considered null and void. If the effect of nullifying any conflicting provision is such that a material benefit of the MOU to either party is lost, the MOU may be terminated at the option of the affected party. In all other cases the remainder of the MOU shall continue in full force and effect.

9. **ENTIRE MOU REPRESENTED**: This MOU represents the entire agreement between the City and the County as to its subject matter and no prior oral or written understanding shall be of any force or effect. No part of this MOU may be modified without the written consent of both Parties.

2.4 Cities

Figure 2.4-1 shows the locations of all eight incorporated cities within Tulare County and Figures 2.4-2 through 2.4-9 show the County Adopted City Urban Development Boundaries (CACUDBs) and County Adopted City Urban Area Boundaries (CACUABs) for each city:

- Dinuba
- Exeter
- Farmersville
- Lindsay
- Porterville
- Tulare
- Visalia
- Woodlake

In addition, two cities outside of the County share a common border with the County and there has been urban development in adjacent County unincorporated areas. These two cities are Delano and Kingsburg. The County has established UDBs for these cities/areas as shown in Figures 2.4-10 and 2.4-11.

The following goal and policies are designed to foster a cooperative planning environment between the County and each city with respect to development within the fringe areas of the cities.

PF-4 To direct urban development within UDBs of existing incorporated cities and ensure that all development in unincorporated areas adjacent to incorporated cities is well planned and adequately served by necessary infrastructure and other public facilities and furthers countywide economic development goals.

PF-4.1 CACUABs for Cities
The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns may be given consideration as part of the land use review process. The lands within the UAB are considered to be the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

Although it is the policy of the County that this area will at some time become appropriate for urban development, generally no public purpose is served by permitting intensive development therein. As communities grow and expand, it is logical to assume the UDBs may be correspondingly expanded or established until they coincide with the ultimate UAB. The land lying between the Urban Development Boundary and the Urban Area Boundary will generally have an agricultural land use designation or rural residential land use designation in conformity with Land Use Policy LU 3.8: Rural Residential Interface.

PF-4.2 CACUDBs for Cities – Twenty Year Planning Area
The County shall establish CACUDBs which define the anticipated twenty-year planning areas around incorporated cities in which the County and cities may coordinate plans, policies, and standards relating to building construction, subdivision development, land use and zoning regulations,

street and highway construction, public utility systems, environmental studies, water supply availability and sufficiency, and other closely related matters affecting the orderly development of areas adjacent to incorporated cities. It is recognized that these boundaries provide an official definition of the interface between future urban and agricultural land uses.

Within this boundary, the County may also establish planning areas representative of shorter time periods in order to assist in more precise implementation of plans and policies.

PF-4.3 Modification of CACUABs and CACUDBs
The County may consider modification of CACUABs and CACUDBs at such time as the land use plan for a city is revised to reflect changing needs and circumstances over an extended time frame. Preservation of productive agricultural lands and operations shall be one consideration when considering such modifications. Cities may examine existing CACUAB and CACUDB lines and recommend changes to the Board of Supervisors, as appropriate.

PF-4.4 Planning in CACUDBs
The County acknowledges that the cities have an interest in planning for growth within a CACUDBs and will in the future become ultimately responsible for urban development and the provision of urban services within those areas upon annexation.

PF-4.5 Spheres of Influence
CACUDBs and the SOI as administered by LAFCo may be consistent insofar as it is feasible and appropriate to do so.

PF-4.6 Orderly Expansion of City Boundaries
When the County is considering outward expansion of CACUDBs, the following criteria shall be encouraged:

1. The city has demonstrated a need for additional territory after documenting a good faith effort to implement programs for infill development and/or increased efficiency of development and minimize conversion of agricultural lands.
2. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
3. Emphasis shall be placed upon reasonable expectations for the provision of urban services within the next twenty years as reflected in LAFCo's Municipal Service Reviews when determining the location of UDBs.

PF-4.7 Avoiding Isolating Unincorporated Areas
The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

PF-4.8 Updating Land Use Diagram in CACUDBs
Following city adoption of a General Plan update or amendment that reflects the area within a CACUDB, the County shall update Part III (Community Plans, Kings River Plan, Mountain Sub-Area Plans, and CAC General Plans), if applicable, to reflect the city's modified plan. Any unresolved conflicts between the County and city plans shall be identified for the Board of Supervisors. The County shall establish and maintain land use controls on unincorporated lands within the UDB consistent with the policies of the County General Plan.

PF-4.9 Transition to Agricultural Use
The County shall encourage cities to adopt land use policies that minimize potential conflicts with agricultural operations and other agricultural activities at the urban edge through the provision of appropriate buffers or other measures.

PF-4.10 Urban Improvement Areas for Cities
All Urban Improvement Areas established in the 1974 Urban Boundaries Element for cities and adjacent cities in adjacent counties, are hereby converted to Urban Development Boundaries.

PF-4.11 Coordination with Cities in Adjacent Counties
The policies set forth in this Section (PF-4: Cities) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove, and Reedley), except Policy PF-4.4: Planning in UDBs.

PF-4A	To provide the means to further manage urban development within CACUDBs and CACUABs of existing incorporated cities while ensuring that the limitation on development is in the best interests of the County and its residents in both the incorporated and unincorporated areas and enhances the County's ability to provide adequate County facilities and countywide social, health, safety and welfare services impacted by development in the cities and County.

The following policies will become applicable upon mutually adopted agreement between the County and each city regarding the collection of public facilities impact fees in accordance with policies PF-4.16 and PF-4.27.

PF-4.12 General Plan Designations Within City UDBs
On land that is within a CACUDB, but outside a city's incorporated limits, the County may maintain General Plan land use designations that are compatible with the city's adopted General Plan.

PF-4.13 City Design Standards
Where the Board of Supervisors finds that it is consistent with General Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

PF-4.14 Compatible Project Design
The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

PF-4.15 Coordination with Cities on Development Proposals
The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

PF-4.16 Revenue Sharing
As an incentive for directing urban growth into cities when applications are proposed within the CACUDBs, the County shall promote revenue sharing as an element of negotiation whenever:

1. A city updates its General Plan and requests the County to update its CAC General Plan.
2. When establishment or amendment to Spheres of Influence are proposed.
3. Annexations are proposed by cities, or joint development or redevelopment projects are proposed by any city and the County.

As an additional incentive for directing urban growth into cities, any city proposing changes to a CAC General Plan or other County land use regulations shall pay to the County its cost in considering and implementing such proposal.

PF-4.17 Cooperation with Individual Cities
The County may use the policies set forth under this goal (PF-4A: Cities: Continued) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all of the residents in the County and cities is enhanced. The County and Cities will establish a working committee to facilitate the policies identified in this section 4A.

PF-4.18 Future Land Use Entitlements in a CACUDB
The County may work with an individual city to limit any General Plan amendments to change the land use designations of any parcel or any amendments to the County zoning ordinance to add uses to a current zoning

classification or change the zoning district designation of any parcel within a CACUDB except as follows:

1. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), including where the boundary line may increase an outward expansion of the overlap area with a CACUDB area that is not coterminous to the city's Urban Development Boundary/Sphere of Influence (UDB or SOI), or to any General Plan amendment adopting a new County unincorporated UDB, an HDB, or Planned Community. County Corridor development nodes will not be located inside a city's UDB or SOI unless mutually agreed by the City and County.
2. This policy will not apply where the General Plan land use designation or the zoning district classification of a particular parcel is inconsistent with an existing special use permit, or legal non-conforming use.
3. As determined by the RVLP checklist, the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non-agricultural uses), and for which the city cannot or will not annex as per PF-4.24.
4. This policy will not apply where the effect of the amendments to the General Plan land use designation or of the rezoning is to designate or zone the parcel to an agricultural designation or zone except where the effect of the amendment creates a less intensive agricultural designation or zone.
5. This policy will not apply where amendments to the General Plan land use designations or the zoning classifications apply only to that portion of a CACUDB that is overlapped (where exterior UDB's are coterminous) by a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area.
6. This policy will not apply where amendment to the General Plan land use designation or the zoning classification is required to bring the County regulations into compliance with more restrictive State or Federal statutes or regulations.
7. This policy will not apply where amendments to the Zoning Ordinance are part of a comprehensive modernization or restructuring of the processes or procedures set out in the Zoning Ordinance or part of a comprehensive update to the text of the zoning classifications to bring the Zoning Ordinance procedures and text into consistency with the General Plan update. [This comprehensive modernization, restructuring or update would not include any rezonings outside that allowed in this policy. However, revision of processes and procedures and simplification of existing ordinances may occur.]
8. This policy would not apply to a comprehensive update of a CAC General Plan, including rezoning there under, in cooperation with the affected city.
9. This policy would not apply where the County has worked with the city to identify and structure a mutually acceptable alternative General Plan land use designation or zoning classification.

PF-4.19 Future Land Use Entitlements in a CACUAB

As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city's UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city's UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small "stand alone," non urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.

PF-4.20 Application of the RVLP Checklist to Control Development in a CACUDB

As an exception to the County policies that the Rural Valley Lands Plan does not apply within CACUDBs, the County may work with an individual city to provide that the requirements of the RVLP or similar checklist will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUDB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors as well as compliance with any County adopted urban or city development standards and with the city's General Plan policies as reflected in the CAC General Plan.

PF-4.21 Application of the RVLP Checklist to Control Development in a CACUAB
As an exception to the County policies that the Rural Valley Lands Plan is only advisory within CACUABs, the County may work with an individual city to provide that the requirements of the RVLP will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUAB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors.

ⓘ *Also see Part II-Policy RVLP-1.4: Determination of Agriculture Land and Section 1.3: Rural Valley Lands Plan Criteria and Evaluation Matrix.*

PF-4.22 Reuse of Abandoned Improvements in a CACUDB
In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative land uses within a CACUDB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors. For agricultural related uses, reoccupation and/or expansion is limited not to exceed 20% of the site and/or building square footage subject to special use permit with city consultation. Conversion to non-agricultural uses requiring a zone change is limited not to exceed 20% of the site and/or building square footage or as mutually agreed upon by the city and County. Any expansions are subject to a special use permit.

PF-4.23 Reuse of Abandoned Improvements in a CACUAB
In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative uses within a CACUAB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors expansion or re-occupation will require irrevocable consents to annex, and accommodation for setbacks and other standards for future streets and utilities. The RVLP will be used to determine if non-agricultural use is appropriate.

PF-4.24 Annexations to a City within the CACUDB
In addition to the County's current policies on development within a CACUDB, the County may work with a city to provide that urban development projects within a city's Sphere of Influence (SOI) as set by the Tulare County

Local Agency Formation Commission will be referred to the affected city for consideration of annexation in accordance with, but not limited to, the following concepts:

1. Urban development projects, to which the referral policy applies, would be those projects for which a discretionary permit is required. Any urban development project not subject to special use permit requirements would still comply with County adopted city development standards, CAC General Plans and zoning and any County adopted city long-range infrastructure plan.
2. The referral would, at least, be subject to the requirement that the city inform the County within three (3) months that it is or is not able and willing to commence annexation proceedings to accommodate the project; or the city is willing and able to commence annexation proceedings, the County would not take action to approve the project unless the applicant has submitted a completed application for annexation and city fails to take action on such application within six months;
3. If the affected city is not willing or able to commence annexation proceedings, approval by the County of the project would be conditioned on conformance with County adopted city development standards, County Adopted City General Plans and zoning and any County adopted city long-range infrastructure plan adopted.
4. The County may, as part of this policy, require a consent to future annexation be recorded concurrent with approval of the project special use permit for development within the County.

PF-4.25 Sphere of Influence Criteria

In addition to the County current policies on annexations and city growth lines, the County may work with one or more cities to propose criteria to the Tulare County Local Agency Formation Commission (LAFCo) for use in the adoption of city Sphere of Influence (SOI) lines consistent with the concept that the SOI is a twenty year city growth boundary including the city's "communities of interest" as defined by LAFCo, and that an affected city should seek approval of amendment by LAFCo of its current SOI lines to reflect such criteria. Communities of interest not included within the SOI may be considered and included in a fifty year growth boundary. If such a criteria is adopted, the County, as a city SOI is brought into compliance with such criteria, may consider amendment of it general plan to make the CACUDB identified in the County general plan, to the extent appropriate, consistent or conterminous with the LAFCo adopted SOI.

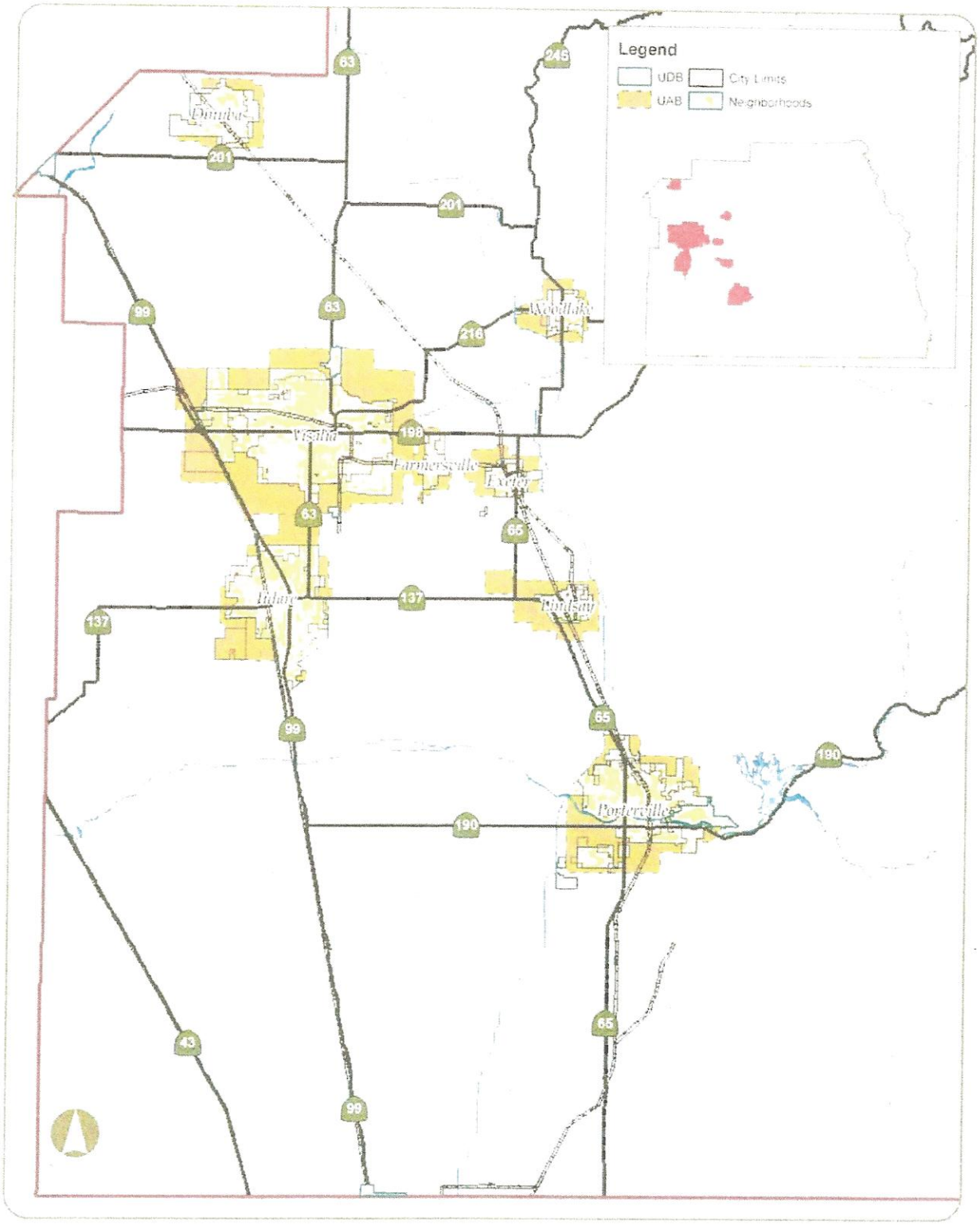
PF-4.26 City 50 Year Growth Boundaries

In addition to the County current policies on city boundary lines, the County may work with one or more of the cities to propose that LAFCo consider the adoption of a fifty year growth boundary for each city and to propose criteria to LAFCo for adoption of that boundary. If LAFCo adopts fifty year growth boundaries consistent with such criteria, the County may consider amendments to its general plan to make the CACUAB, to the extent

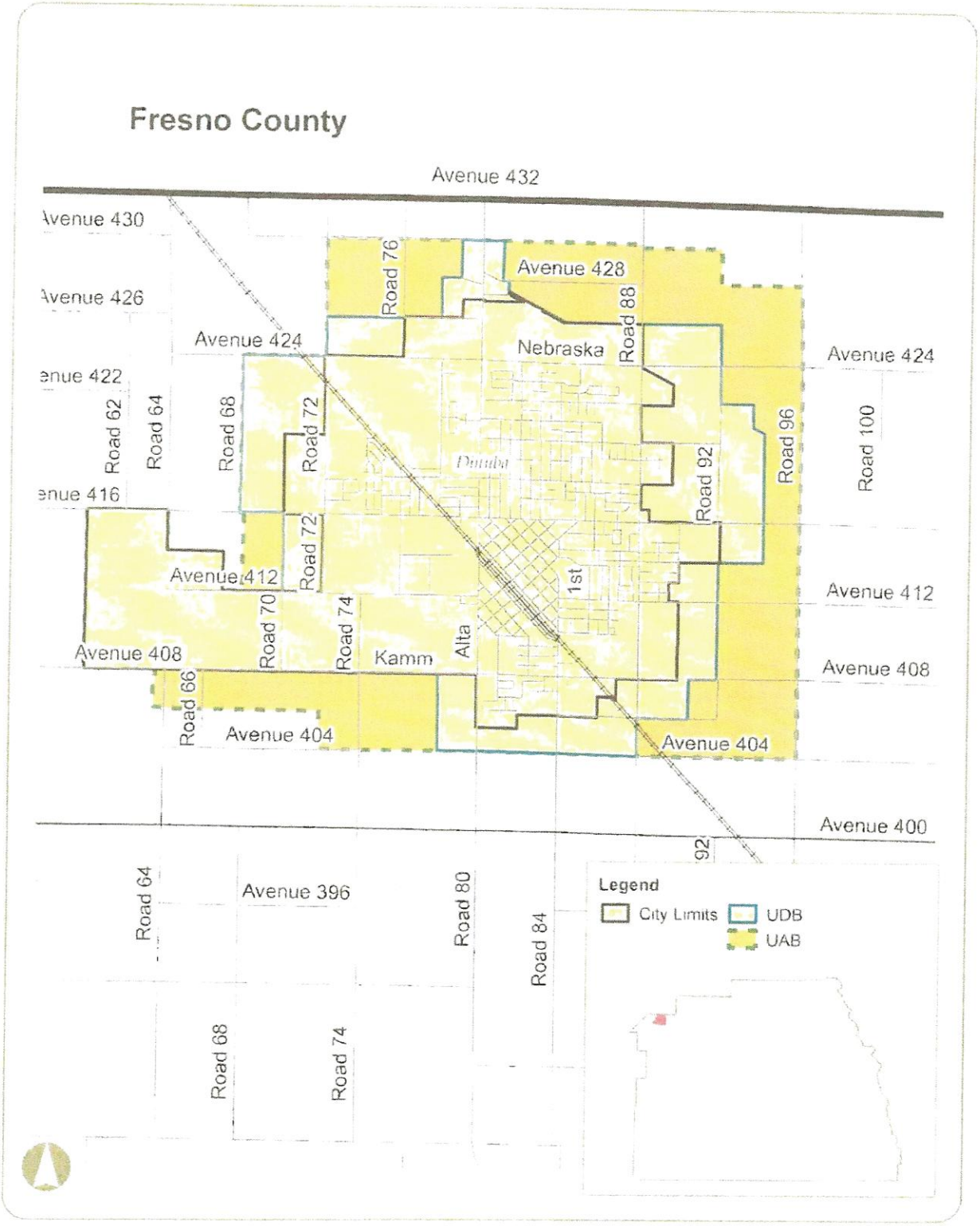
appropriate, consistent or conterminous with the city's LAFCo adopted fifty year growth boundary.

PF-4.27 Impacts of Development within the County on City Facilities and County Facilities

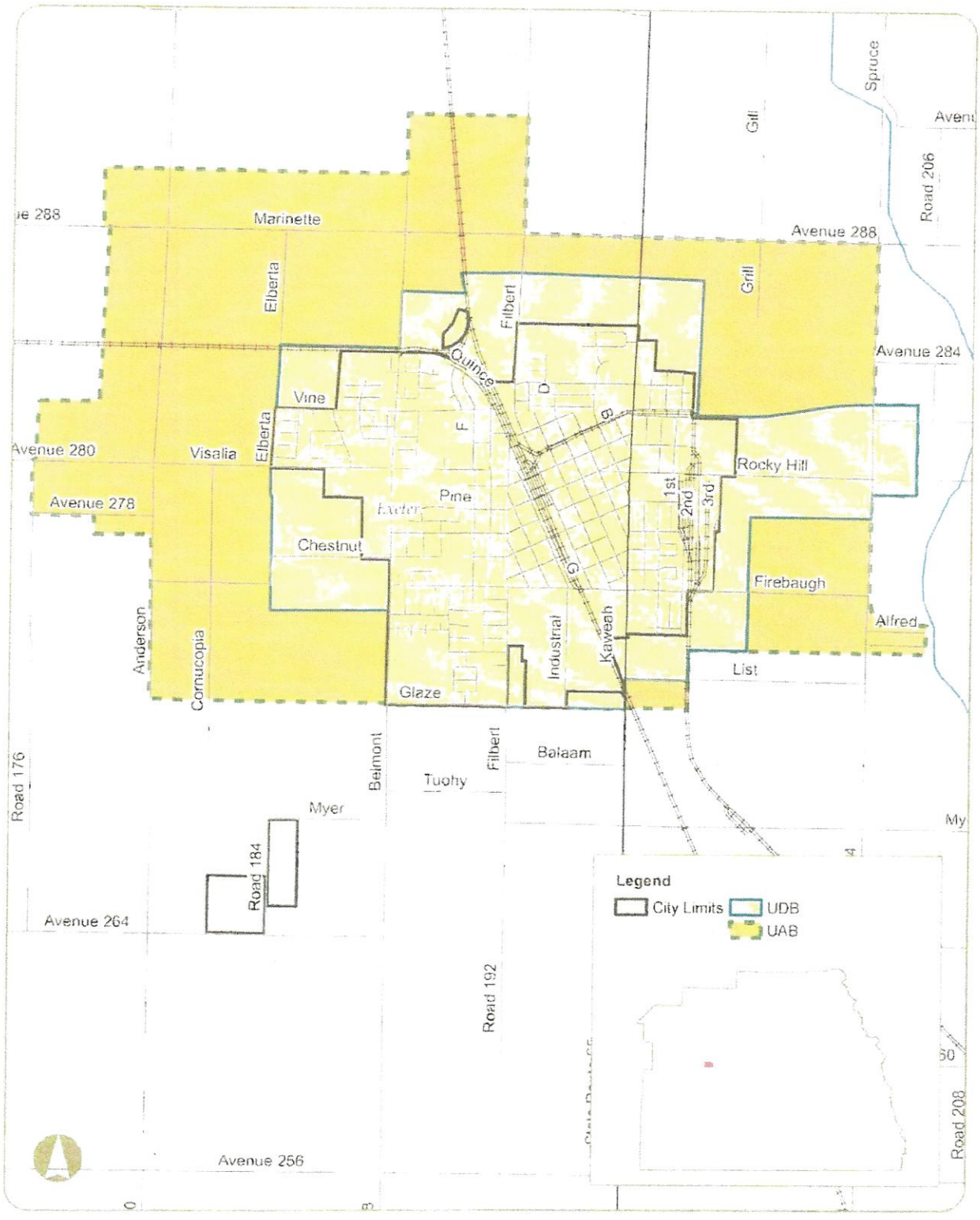
The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city facilities. Reciprocally and under the same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impact of development within the city on County facilities.



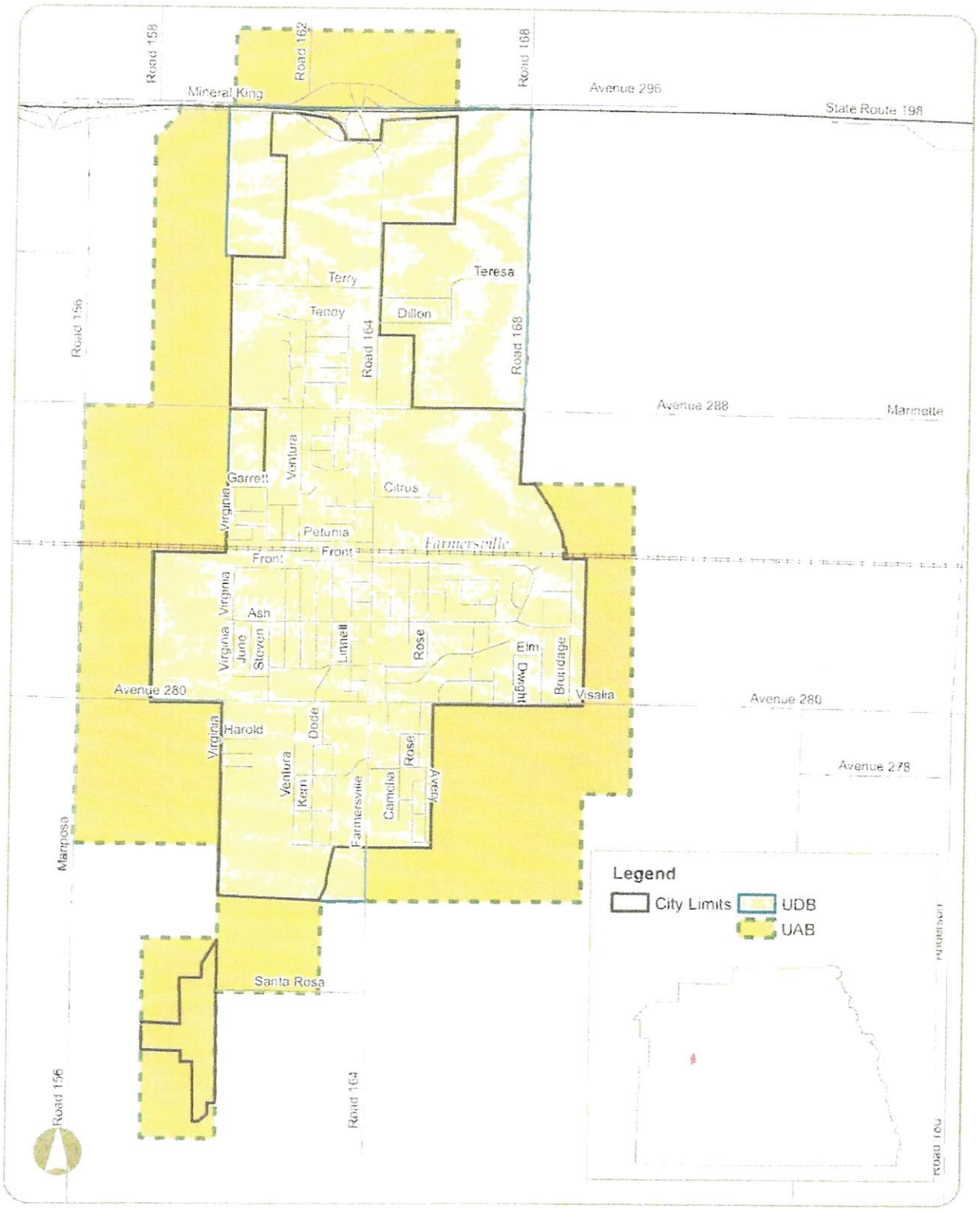
Tulare County Cities | **Figure 2.4-1**



City of Dinuba | Figure 2.4-2



City of Exeter | Figure 2.4-3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Road 168
Mineral King
Avenue 296
State Route 198
Terry
Teresa
Teddy
Dillon
Road 164
Road 156
Avenue 288
Marmette
Garrett
Ventura
Virginia
Citrus
Petunia
Front
Farmersville
Ash
June
Steven
Linnell
Rose
Elm
Douglas
Brundage
Visalia
Avenue 280
Harold
Dode
Kern
Farmersyne
Camelia
Avery
Avenue 278
Mariposa
Santa Rosa
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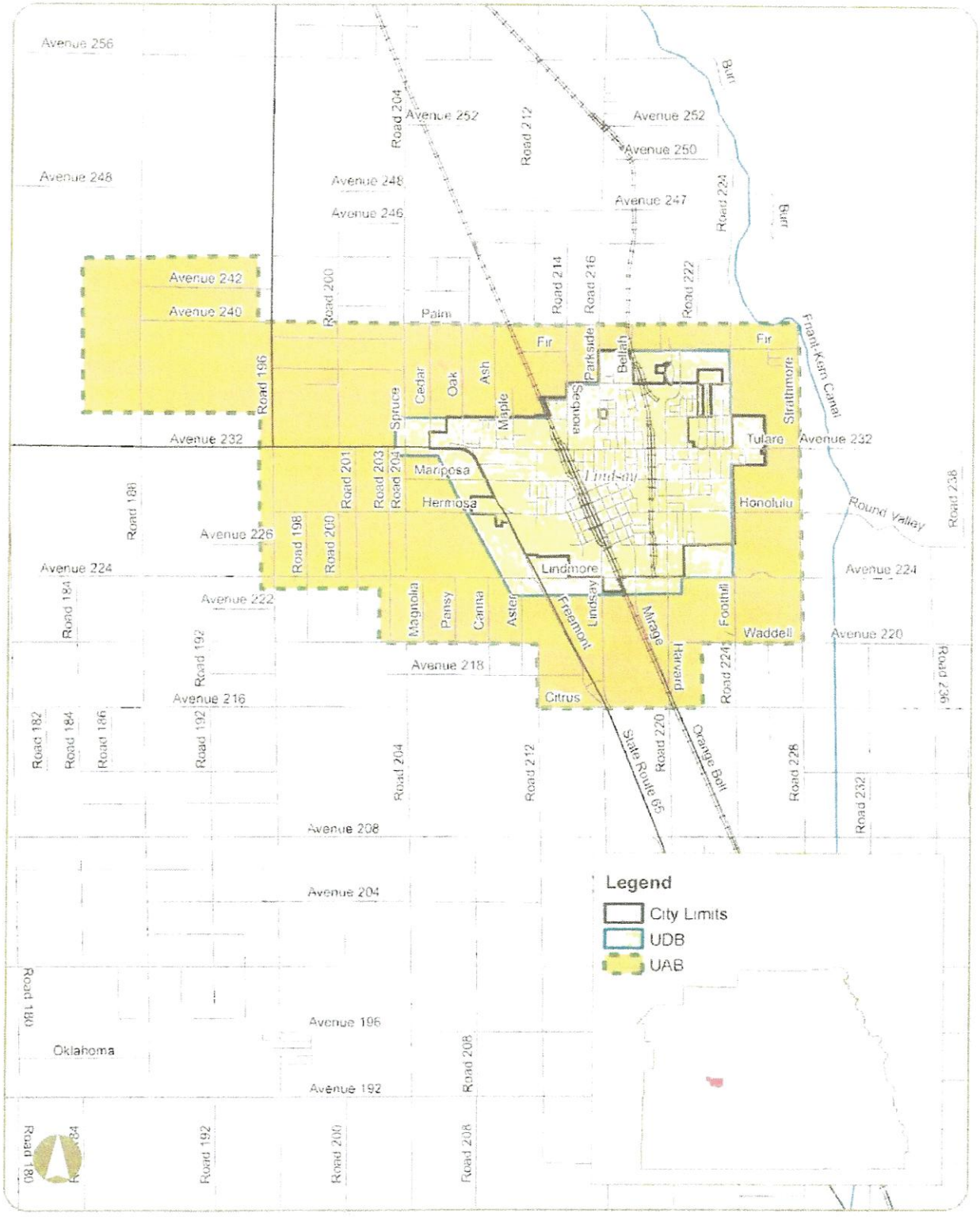
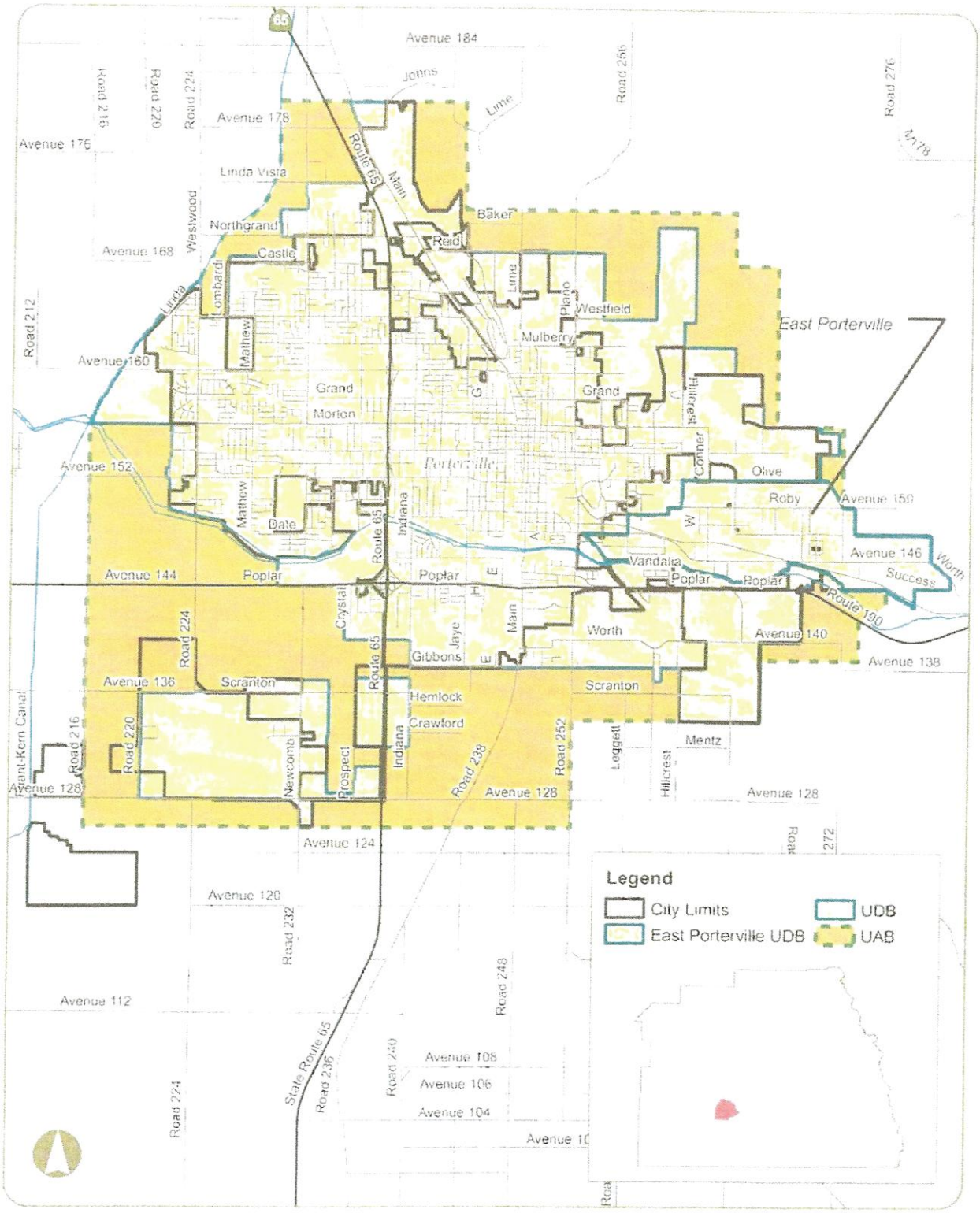
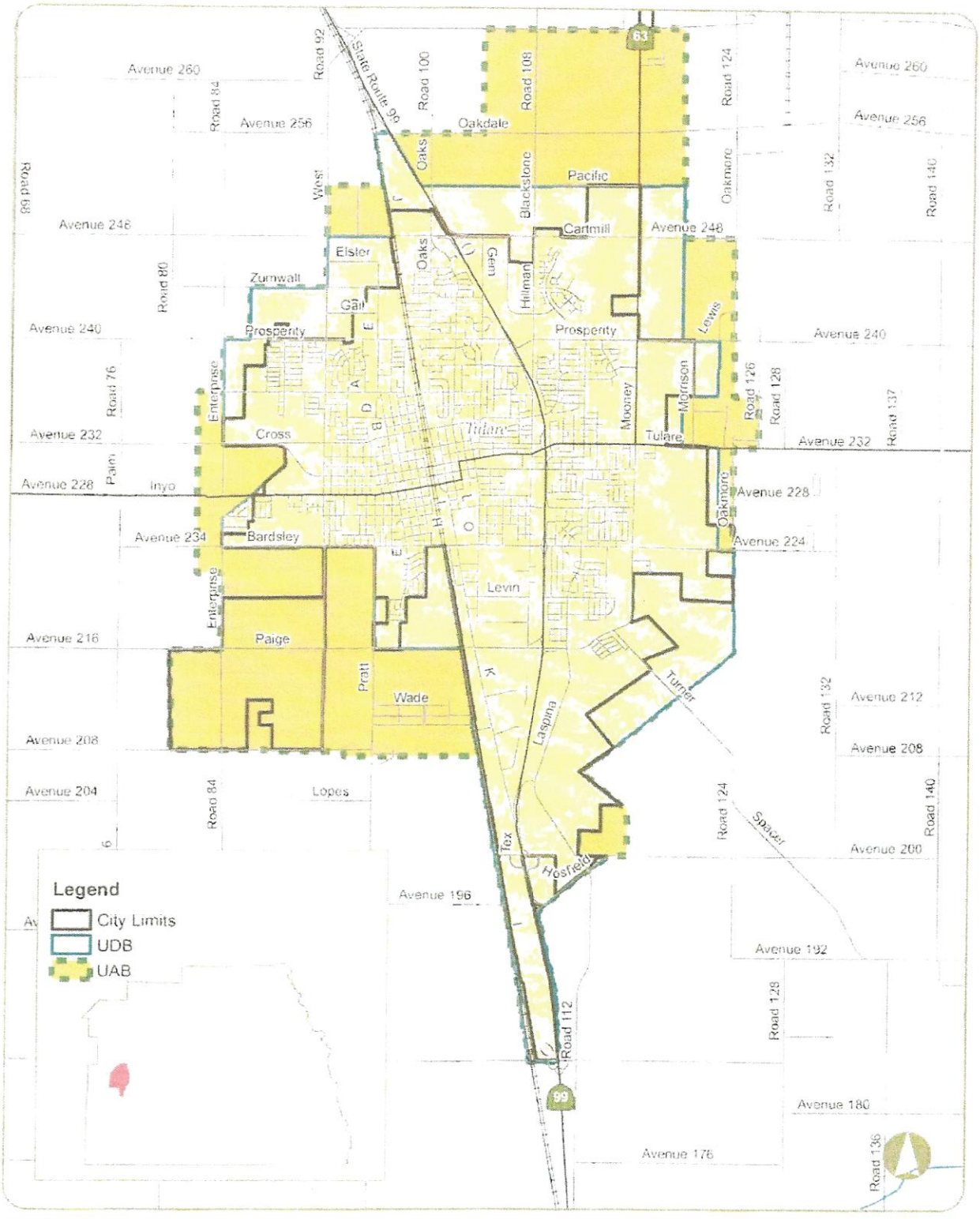
Miles
City of Farmersville
Figure 2.4-4



City of Lindsay | Figure 2.4-5



City of Porterville | Figure 2.4-6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Road 80
Road 76
Road 126
Road 128
Road 137
Road 112
Road 129
Road 136
State Route 99
Oakdale
Pacific
Blackstone
Cartmill
Oakmore
West
Oaks
Elster
Zumwalt
Gail
Prosperity
Enterprise
Cross
Tulare
Mooney
Morrison
Lewis
Hillman
Cem
Inyo
Bardsley
Levin
Paige
Pratt
Wade
Lopes
Laspina
Turner
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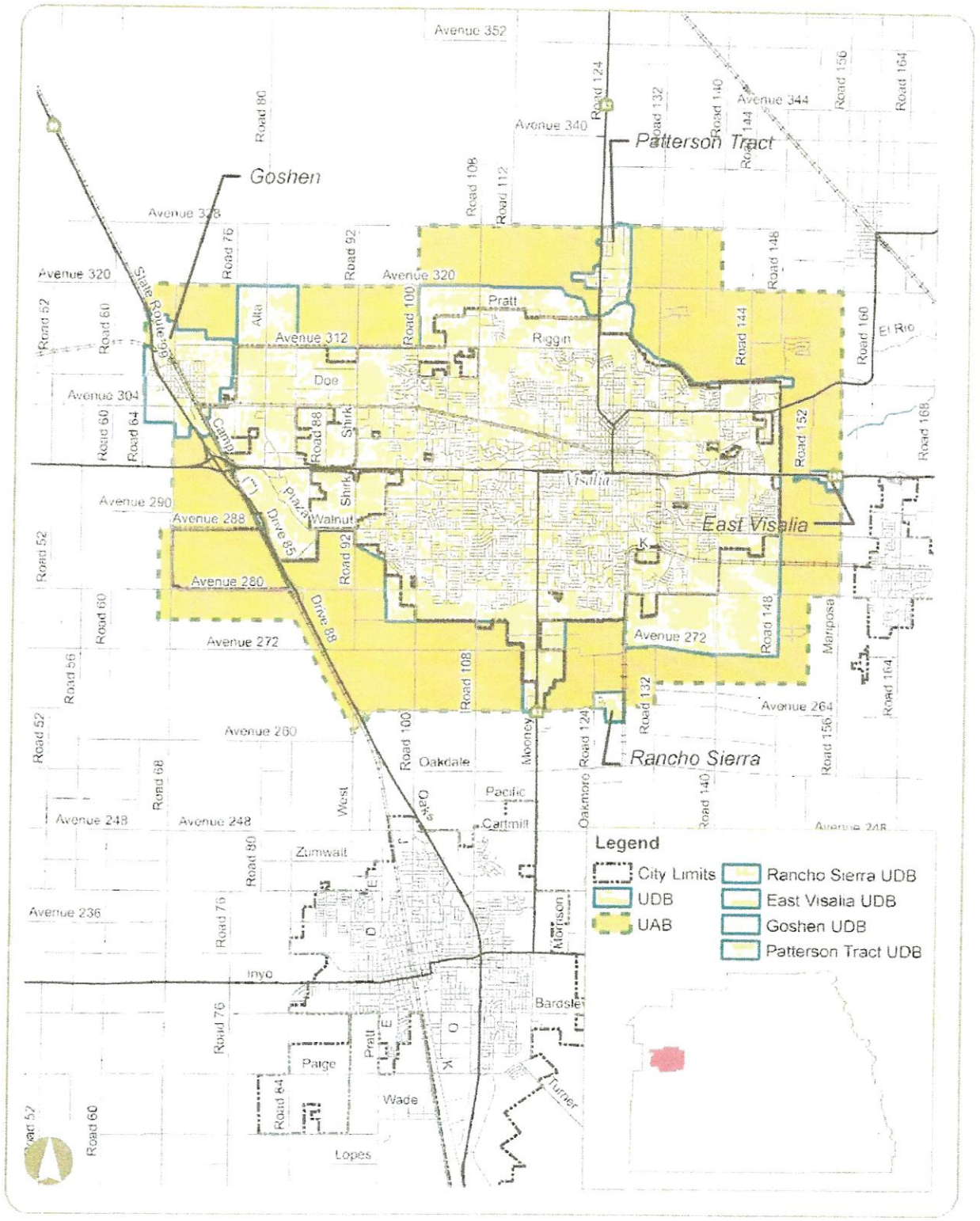
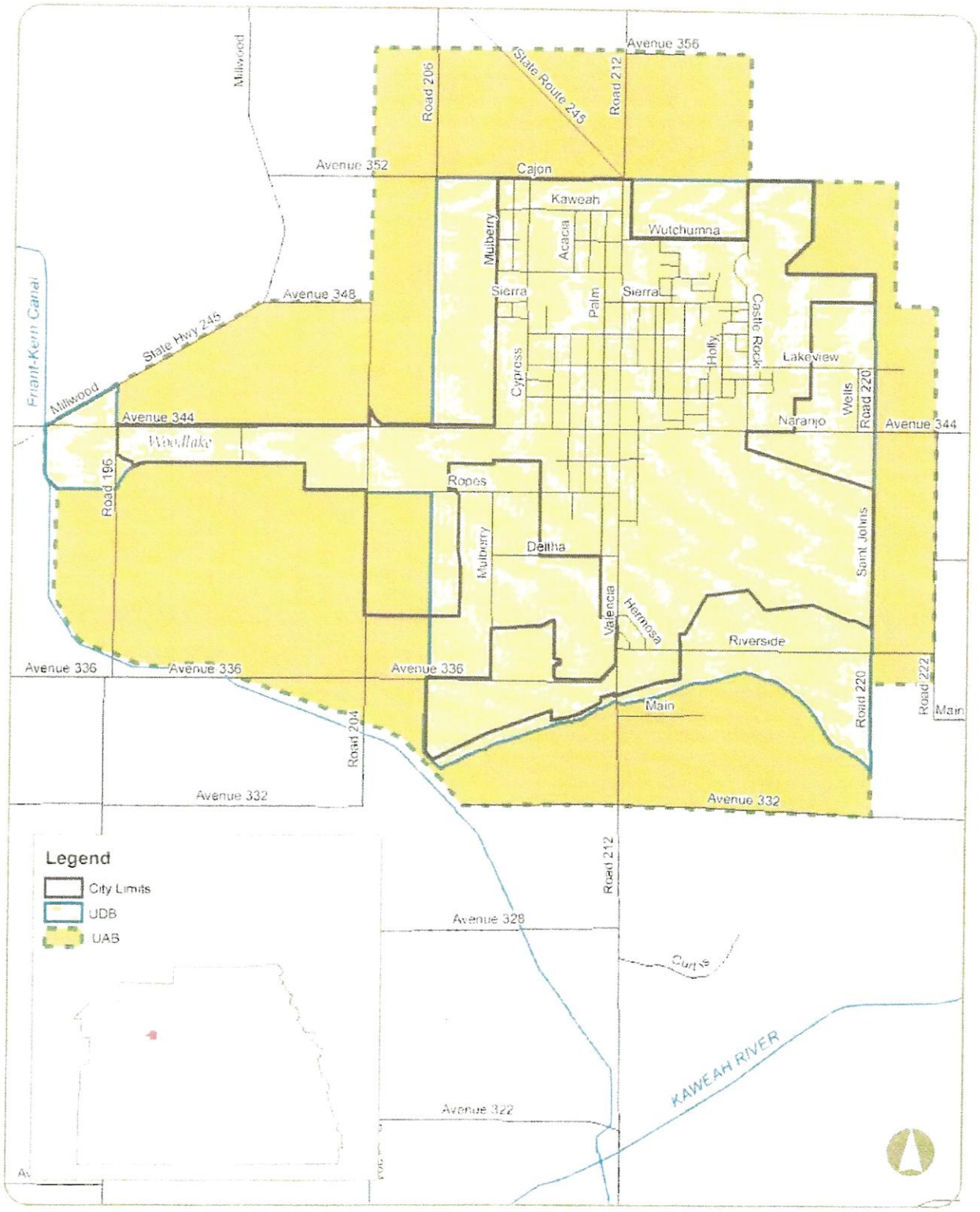
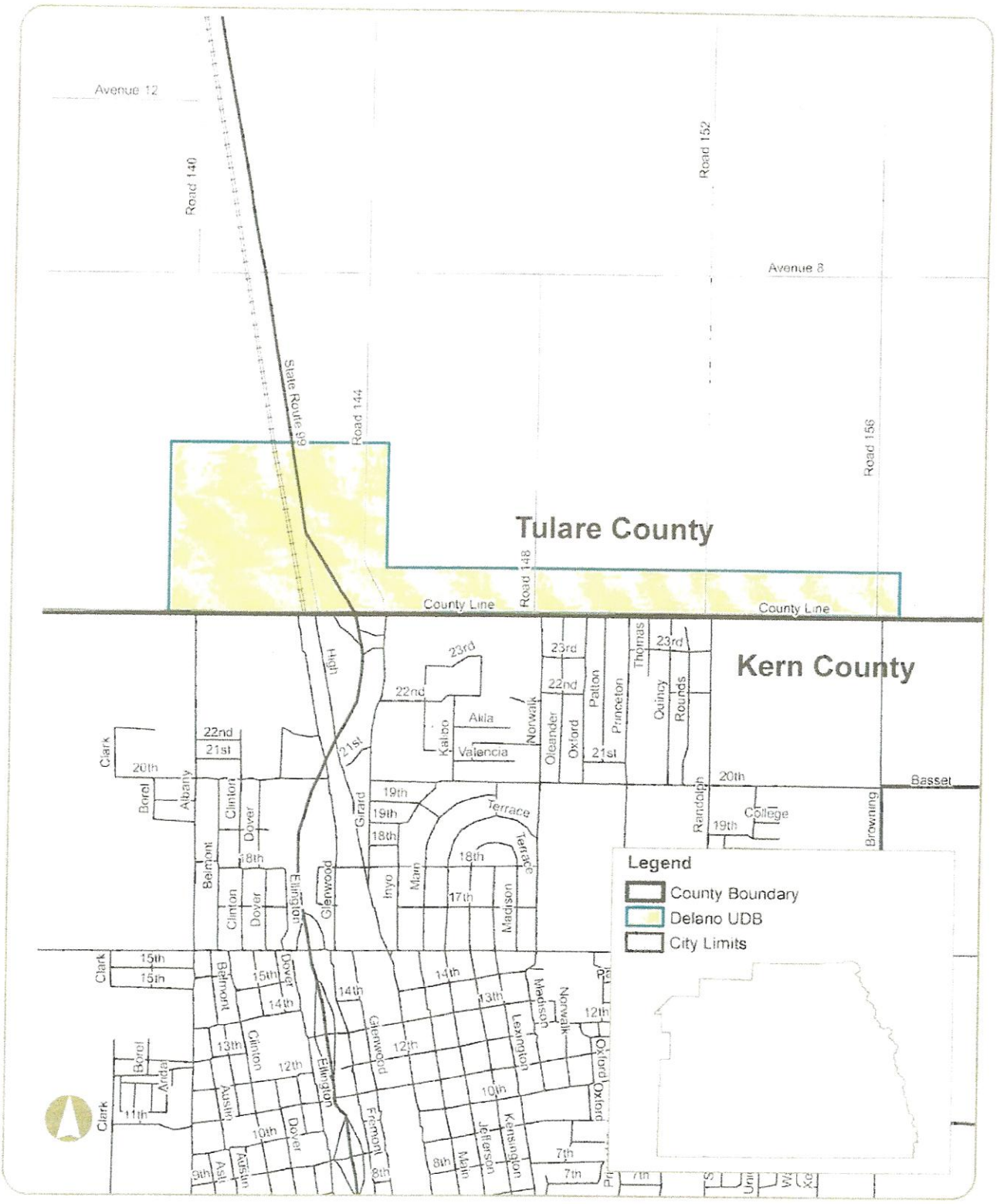
City of Tulare
Figure 2.4-7



City of Visalia | **Figure 2.4-8**



City of Woodlake | Figure 2.4-9



City of Delano | **Figure 2.4-10**

City of Kingsburg | Figure 2.4-11

Attachment 4
Mutual Regional Development Impact Fee Adoption Process

Tulare County Board of Supervisors and City, have mutually agreed to solicit the Tulare County Council of Government (TCAG) to facilitate the review and discussions regarding the Tulare County Public Facilities Impact Fee Study. The TCAG Board has authorized the TCAG Staff to act as the facilitator among the County, cities, and other interested parties relating to the Tulare County Public Facilities Impact Fee Study (also referred to herein as the "Public Facilities Fee Study" or "Nexus Study") . The TCAG Board has authorized TCAG to pursue a Regional Transportation Impact Fee study on behalf of Tulare County and City Members. The Regional Transportation Impact Fee study is not a part of the City/County MOU.

TCAG Staff, in coordination with Tulare County Staff and Tulare County's consultant, are to schedule meetings with city representatives and other interested parties to review the Draft Public Facility Fee Report. These meetings are intended facilitate discussions and provide exchange of information as to the methodology and source of documentation relating to the conclusions of the Nexus Study.

TCAG Staff will host these meetings at the TCAG conference room located at 100 Church Street, Visalia, CA or other designated location.

The facilitation process will be as follows:

1. Tulare County submits Public Facilities Fee Study to TCAG Staff, City, and other interested parties for their information and review.

2. TCAG Staff schedule meeting(s) with county staff, county consultant, City, and other interested parties.

3. County Staff and Consultant prepare presentation materials, methodology utilized for the proposed public facility needs and proposed fee and distributes prior to the scheduled meeting by TCAG Staff.

4. TCAG Staff facilitates the scheduled meeting and agenda. County Staff and County Consultant present the information and responds to questions. Questions raised at the meetings will be responded to in writing where needed. Should future research be needed to respond to questions raised, County Staff will research and provide responses to TCAG Staff. TCAG Staff will assist in solidifying the issues and upon receipt of the research materials shall facilitate a meeting to insure that the concerns identified are appropriately discussed. Where diverse opinions are identified and not resolved at the committee level, TCAG Staff shall refer the issues to the TCAG Board for review and a non-binding recommendation to the Board of Supervisors for their direction.

5. Steps 1 through 4 will be repeated until all sections of the Public Facilities Fee Study have been reviewed and discussed.

6. Upon conclusion of all meetings, TCAG Staff in conjunction with County Staff and County Consultant prepare a report of findings and recommendations that:

    a. summarizes the questions raised during the review process;
    b. provide responses to each question raised;
    c. provide report(s) relating to additional research conducted;
    d. provide report that addresses the conclusions to the research that needed additional investigation; and
    e. provide report to the TCAG Board for their consideration.

8. The TCAG Board will consider taking action to refer the report and their recommendations to the Board of Supervisors

9. Where a city proposes a Regional Fee, the process noted above may be followed or an alternative process as may be mutually agreed to between the County and the City.

10. Such fee amounts may be adopted by the County or by a City by resolution(s), provided the authorizing ordinance or other authority under law so provides.

11. Effect of Adoption, Non-Adoption.

    Should a city on behalf of the County or the County on behalf of a city (County/City) adopt the Development Impact Fee, the respective agency shall be deemed to have waived any claim, pursuant to CEQA or otherwise, that development within the jurisdiction is creating or will create impacts related to facilities addressed by the Nexus Study and no further mitigation will be required.

    Should the County/City not adopt the development impact fee(s) as identified in the Nexus Study within 60 days of the County/City submittal of the fee and supporting documentation to the County/City and the fee does not become effective within 30 days of adoption by the County/City the County/City may pursue appropriate remedies, through CEQA or otherwise available by law.

Appendix H

CEQA Notices:

Notice of Preparation (NOP)

Response to NOP

NOTICE OF PREPARATION

To: State Clearinghouse
PO Box 3044/ 1400 Tenth St
Sacramento CA 95814

From: County of Tulare – RMA
5961 S Mooney Blvd
Visalia CA 93277

Date: December 19, 2014

Subject: **Notice of Preparation (NOP) of a Draft Environmental Impact Report**

Project Title: Derrel's Mini Storage

Project Applicant: Equitybak, L.P.

Project Location: The project site is located on the northside of Avenue 280 (Caldwell Avenue) ½ mile west of Road 100 (Akers Road). The northeast corner is near Visalia's City limits. The 19.33-acre Project site, is located within an unincorporated area of Tulare County. Specifically, the proposed Project is located on APN: 119-230-007 and is within Sect 3, T19S, R24E MDB&M.

Tulare County Resource Management Agency (RMA) will be the Lead Agency and will prepare an environmental impact report of the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

A scoping meeting is scheduled for **Wednesday, January 7, 2015 at 1:30 p.m.** in the Main Conference Room of the Tulare County Resource Management Agency at the address shown above.

Please direct your response to Hector Guerra, Chief Environmental Planner at the address shown above. He may be contacted by e-mail at hguerra@co.tulare.ca.us or by telephone at 559-624-7121.

Please provide us with the name of a contact person in your agency.

Signature _____ Date: 12/16/14
Hector Guerra
Title: Chief Environmental Planner

Signature _____ Date: 12/16/14
Michael C. Spata
Title: Director/Environmental Assessment Officer

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

PROJECT LOCATION AND SETTING

The proposed Project will be located at the northwest corner of Avenue 280 (Caldwell Avenue and Roeben Street, about $^1/_2$ mile west of Road 100 (Akers Road). The 19.33-acre proposed Project site is located within the unincorporated area of Tulare County adjacent to the City Limits of Visalia. Specifically, the proposed Project is located on APN: 119-230-007. The Project is located between the Visalia Urban Area Boundary and the Visalia Urban Development Boundary. Two routes provide regional access to the proposed Project site: Avenue 280 (Caldwell Avenue), located immediately south of the site, and State Route 99 located approximately one mile east of the site.

The site is zoned as AE-20. The site is bordered by agricultural fields to the north, west and south and five (5) large lot single-family residences to the east.

PROJECT DESCRIPTION: In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing an Draft Environmental Impact Report (EIR) to evaluate the environmental effects associated with development of a mini-storage facility (Project).

This matter embraces the proposed general planning and development of a 19.33-acre site for Service Commercial with a phasing plan based on economic, marketing, timing, and other criteria.

The request is to change the land use designation of approximately 19.33 acres on Assessor Parcel Number (APN) 119-230-007 from Agriculture to Commercial or Light Industrial. The request also proposes to rezone the subject parcel from Exclusive Agricultural – 20 acre minimum (AE-20) zone to Service Commercial (C-3) zone. The project site is currently in agricultural row crops.

The proposal for the site consists of the phased construction of 19.33 acre mini- storage facility. Phase 1 consists of 129,550 square feet; Phase 2 consists of 148,950 square feet, and Phase 3 consists of 96,600 square feet. RV storage will be used on the Phase 2 portion of the site, moving to Phase 3 as the earlier phases are constructed with the eventuality of the entire site constructed as mini storage units. The applicant approximates a ten year full buildout of the Project site.

RMA Planning Staff's Analysis of Proposed General Plan Amendment
According to Tulare County Policy and Procedure Number 391, the Board of Supervisors considers, among other things: (A) the public need or necessity of the proposed amendment; and (B) whether the proposed amendment would further the goals, objectives and policies of the General Plan and not obstruct their attainment. These considerations are discussed as follows:

A. Public Need in Service of the Public Interest

As part of RMA Planning Staff's evaluation of the proposed GPA, there appears to be a demonstrated public need for this project that is capable of serving the public interest. Specifically, the public need for the project is based on the following considerations:

(1) This proposal can facilitate development by applying **sound land use and environmental planning policies** -- enunciated in the Tulare County General Plan 2030 Update -- through a precisely crafted General Plan Amendment.

(3) This proposal can help **to stimulate much needed economic development through commercial development** that will likely foster private sector jobs, increased income and enhanced property value.

(2) This proposal can present an opportunity to explore implementation of the General Plan 2030 Update **by considering the protection and preservation of prime agricultural land** through a menu of reasonably feasible and reasonably-related mitigation measures evaluated through an Environmental Impact Report.

(4) This proposal can be an example of showing how **sustainable public facilities and services** can be provided based on a Phasing Plan and Public Facilities Financing Plan.

(5) This proposal can demonstrate that **all relevant environmental impacts can be identified, analyzed and mitigated to the extent feasible** in a thoroughly prepared Environmental Impact Report.

(6) This proposal can serve as a **model of intergovernmental coordination and cooperation (including public outreach)** as this planning and development project is processed to reasonably efficient conclusion.

B. Consistency with General Plan Policies

The proposed GPA will further and not thwart numerous policies of the Tulare County General Plan 2030 Update. In doing so, the proposed GPA would be consistent with the policies of the General Plan as set forth in Attachment "A" (RMA Planning Staff Analysis of Proposed General Plan Initiation).

Summarizing this analysis, the proposed GPA would further and not thwart numerous General Plan policies primarily relating to Airport Land Use Planning, Coordination and Cooperation with Cities, Impact Mitigation (including Agricultural Land Mitigation), Standards of Approval, Commercial Development, and Sustainable Development.

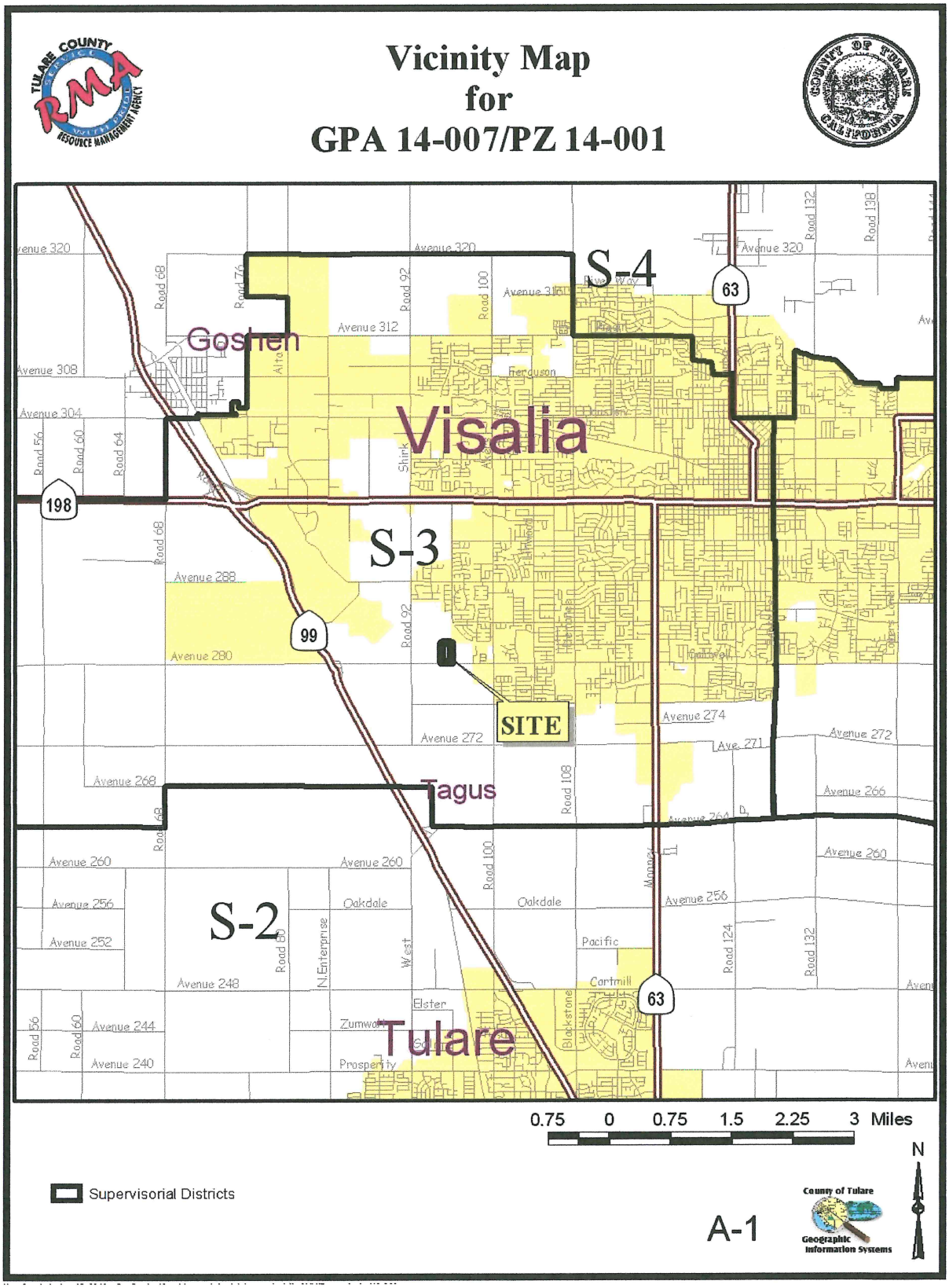
If you require additional information related to this notice, please contact:

Hector Guerra, Chief Environmental Planner
hguerra@co.tulare.ca.us or at (559) 624-7121

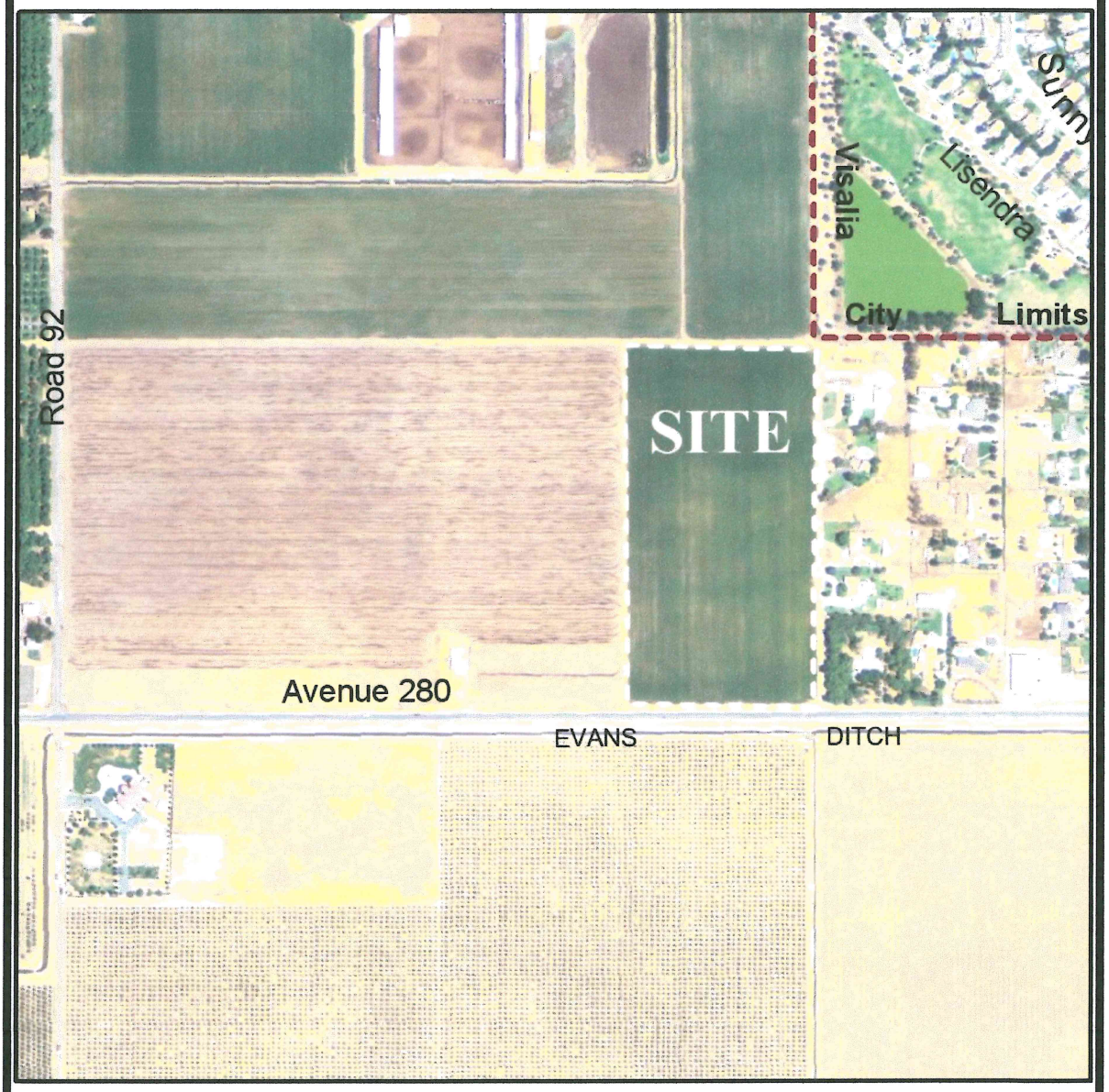
Potential Approvals Required:

The following agencies may have jurisdiction over elements of the proposed Project:

County of Tulare Resource Management Agencies (Planning Branch, Public Works)
City of Visalia
County of Tulare Health and Human Services Agency
California Department of Fish and Wildlife
California Department of Transportation
Regional Water Quality Control Board
San Joaquin Valley Unified Air Pollution Control District
Tulare County Airport Land Use Commission
U.S. Fish and Wildlife Service
Federal Aviation Administration


Vicinity Map
for
GPA 14-007/PZ 14-001
TULARE COUNTY RMA RESOURCE MANAGEMENT AGENCY
COUNTY OF TULARE CALIFORNIA
S-4
S-3
S-2
Visalia
Goshen
Tagus
Tulare
SITE
Avenue 320
Avenue 312
Avenue 308
Avenue 304
Avenue 288
Avenue 280
Avenue 274
Avenue 272
Avenue 268
Avenue 266
Avenue 260
Avenue 256
Avenue 252
Avenue 248
Avenue 244
Avenue 240
Road 68
Road 76
Road 92
Road 100
Road 108
Road 124
Road 132
Road 138
Road 56
Road 60
Road 64
Ferguson
Oakdale
Pacific
Cartmill
Elster
Zumwalt
Prosperity
Blackstone
Shirk
West
N.Enterprise
198
99
63
0.75 0 0.75 1.5 2.25 3 Miles
N
Supervisorial Districts
A-1
County of Tulare
Geographic Information Systems

Aerial Photograph for GPA 14-007/PZ 14-001



Owner:	**EQUITYBAK L P**
Address:	**3265 W ASHLAN**
City, State ZIP:	**FRESNO CA 93722**
Applicant:	**EQUITYBAK L.P.**
Agent:	**MATA**
Supervisorial District #2	
Assessors Parcel #	119230007

250 0 250 500 750 1000 Feet

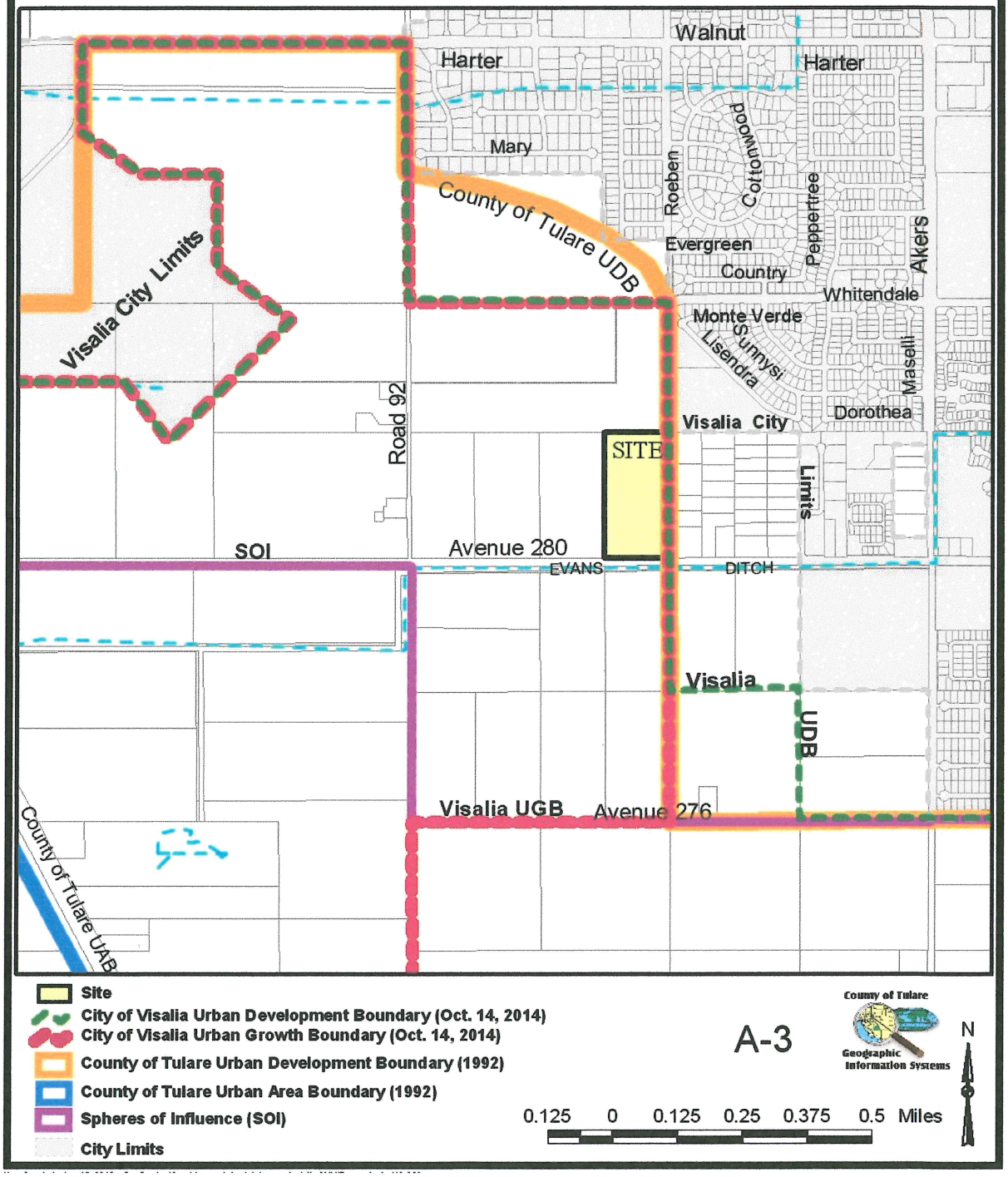
N

A-2

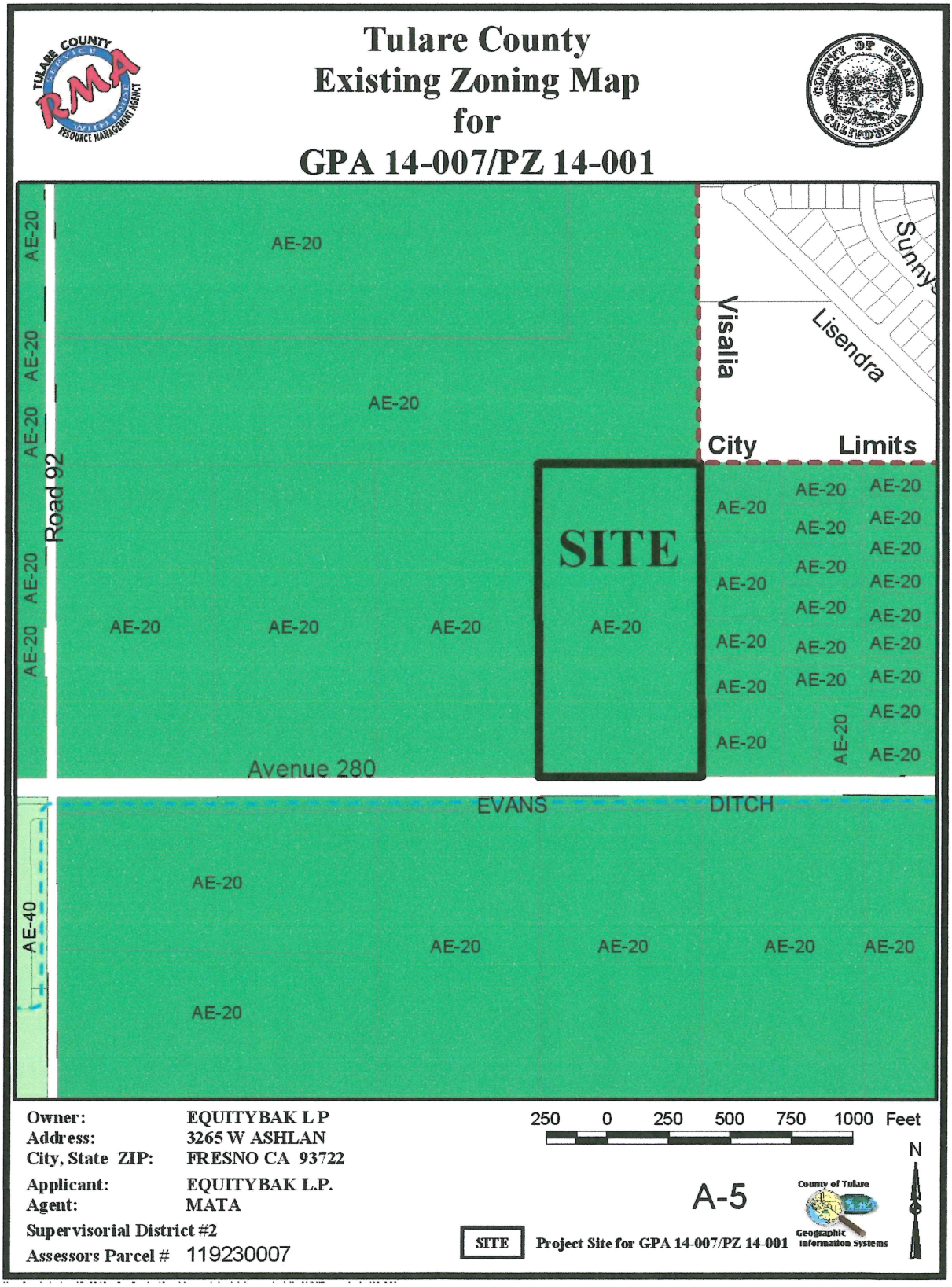
SITE **Project Site for GPA 14-007/PZ 14-001**

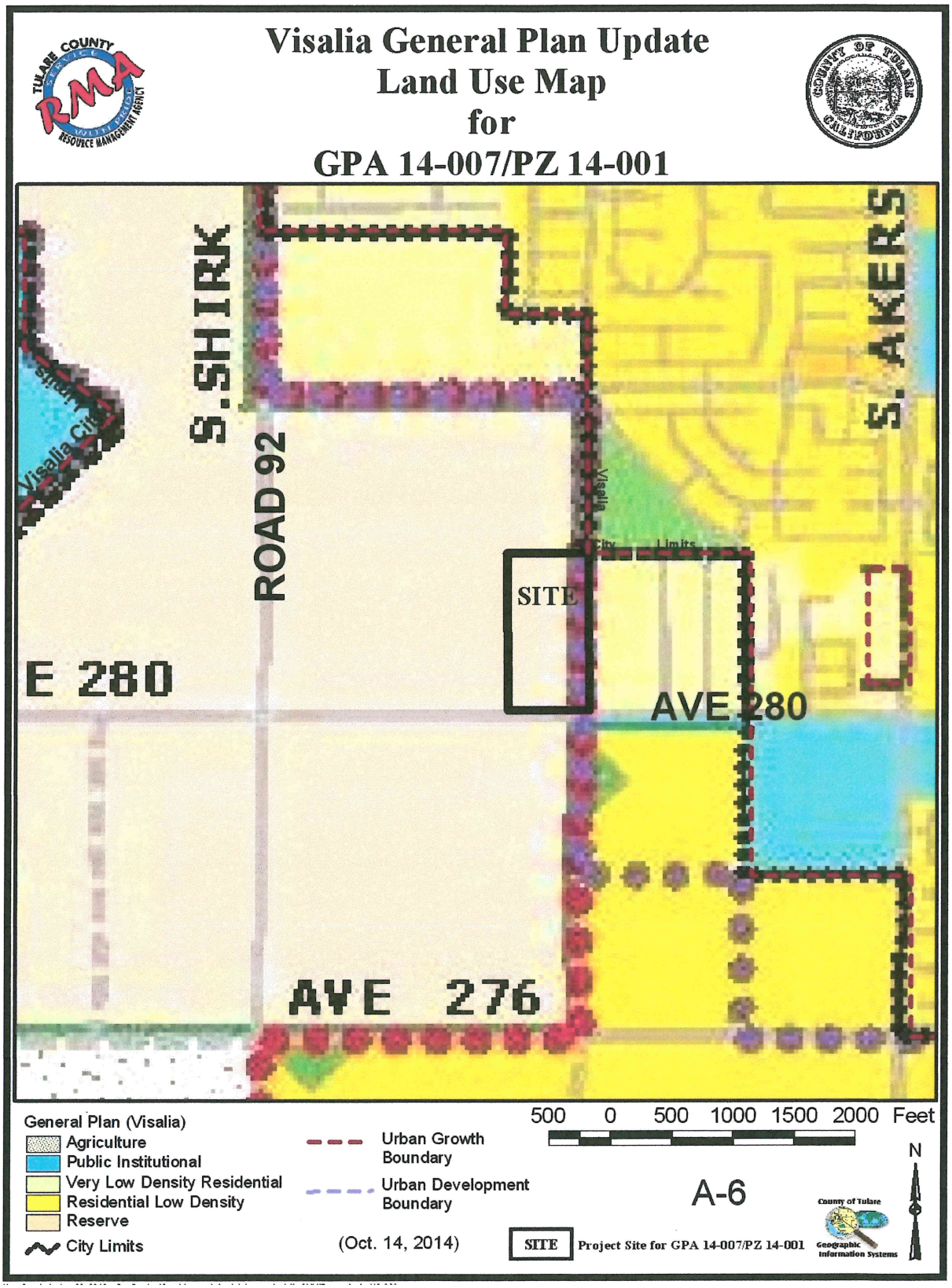
County of Tulare Geographic Information Systems

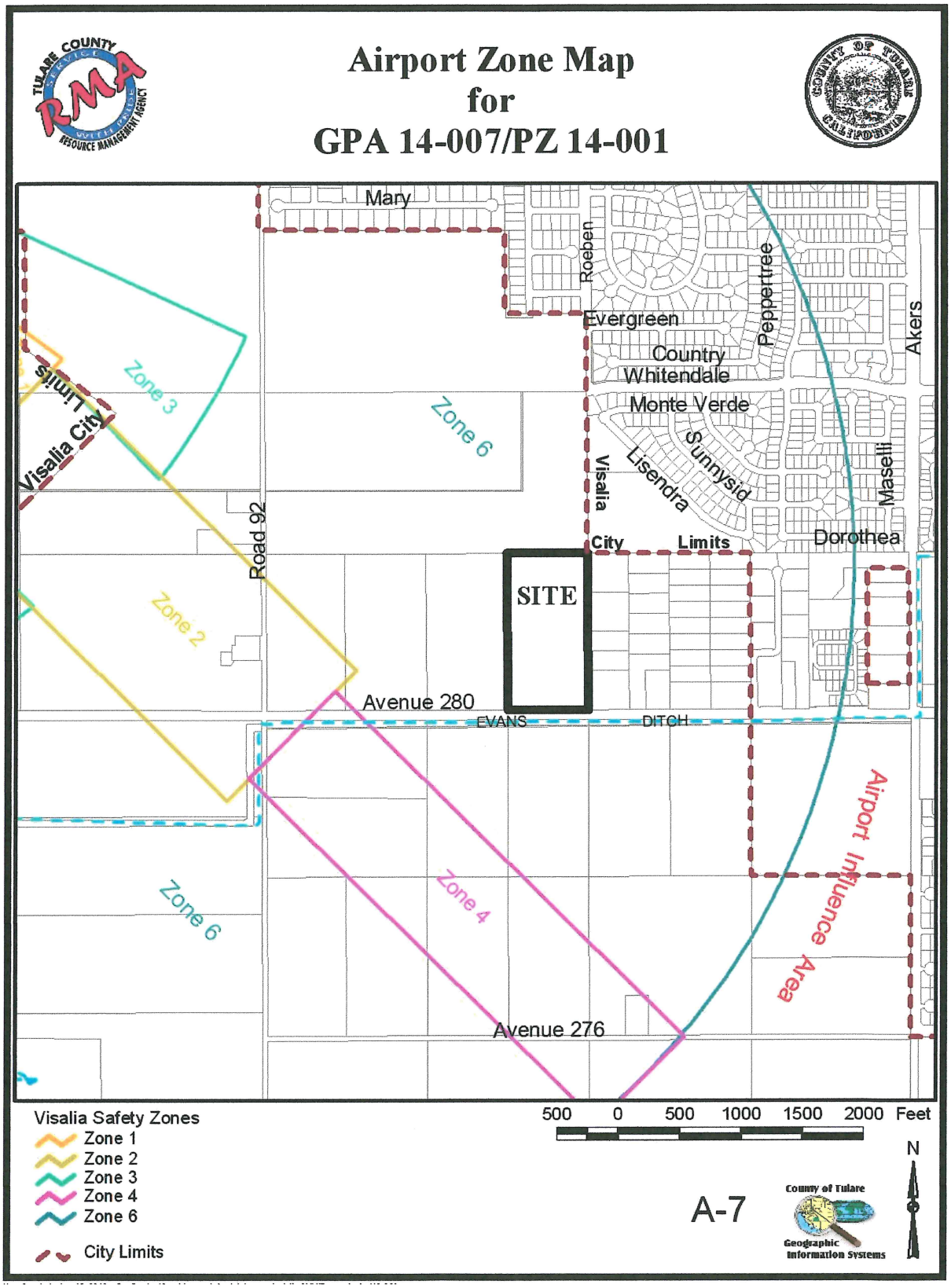
County-City Boundaries Map for GPA 14-007/PZ 14-001

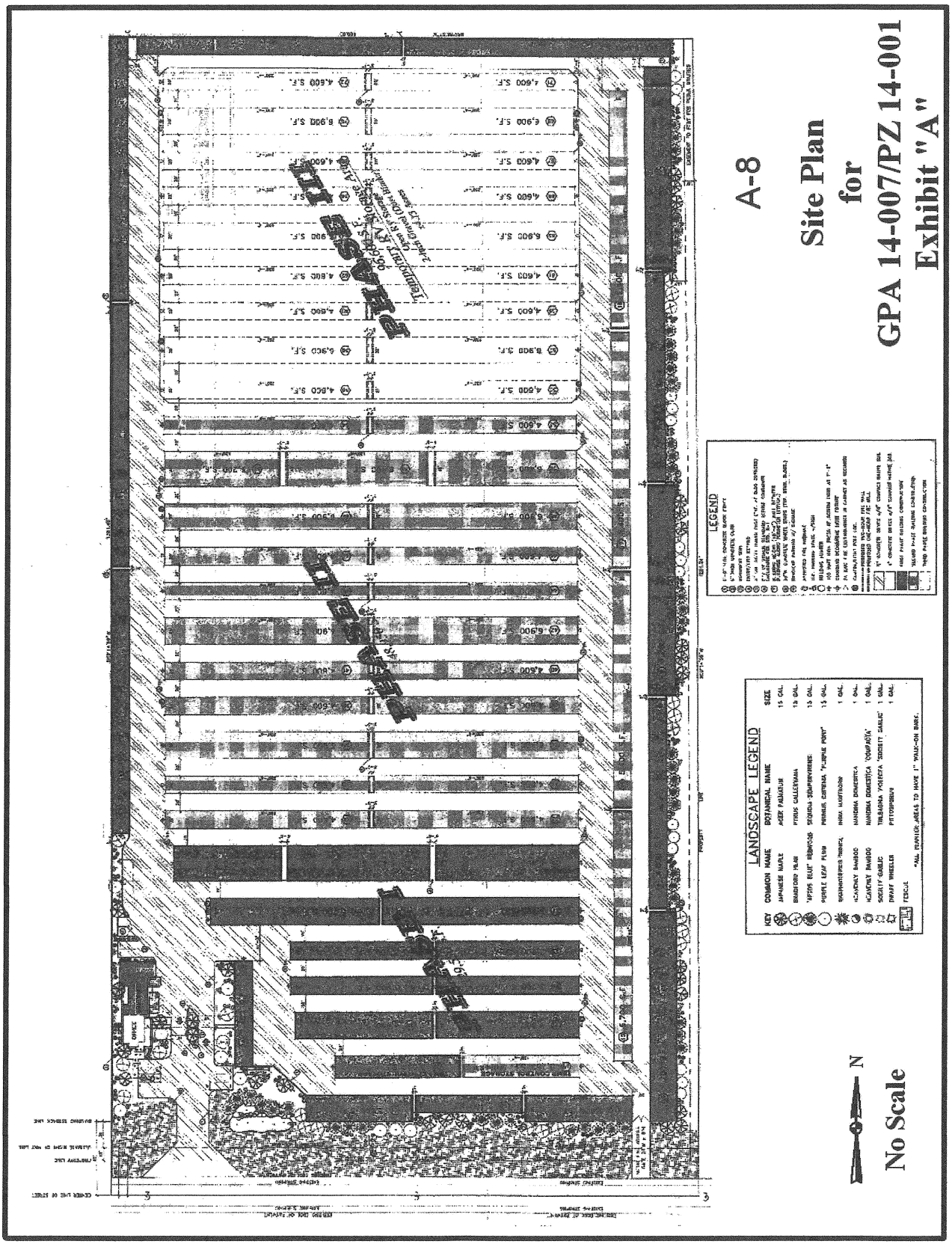


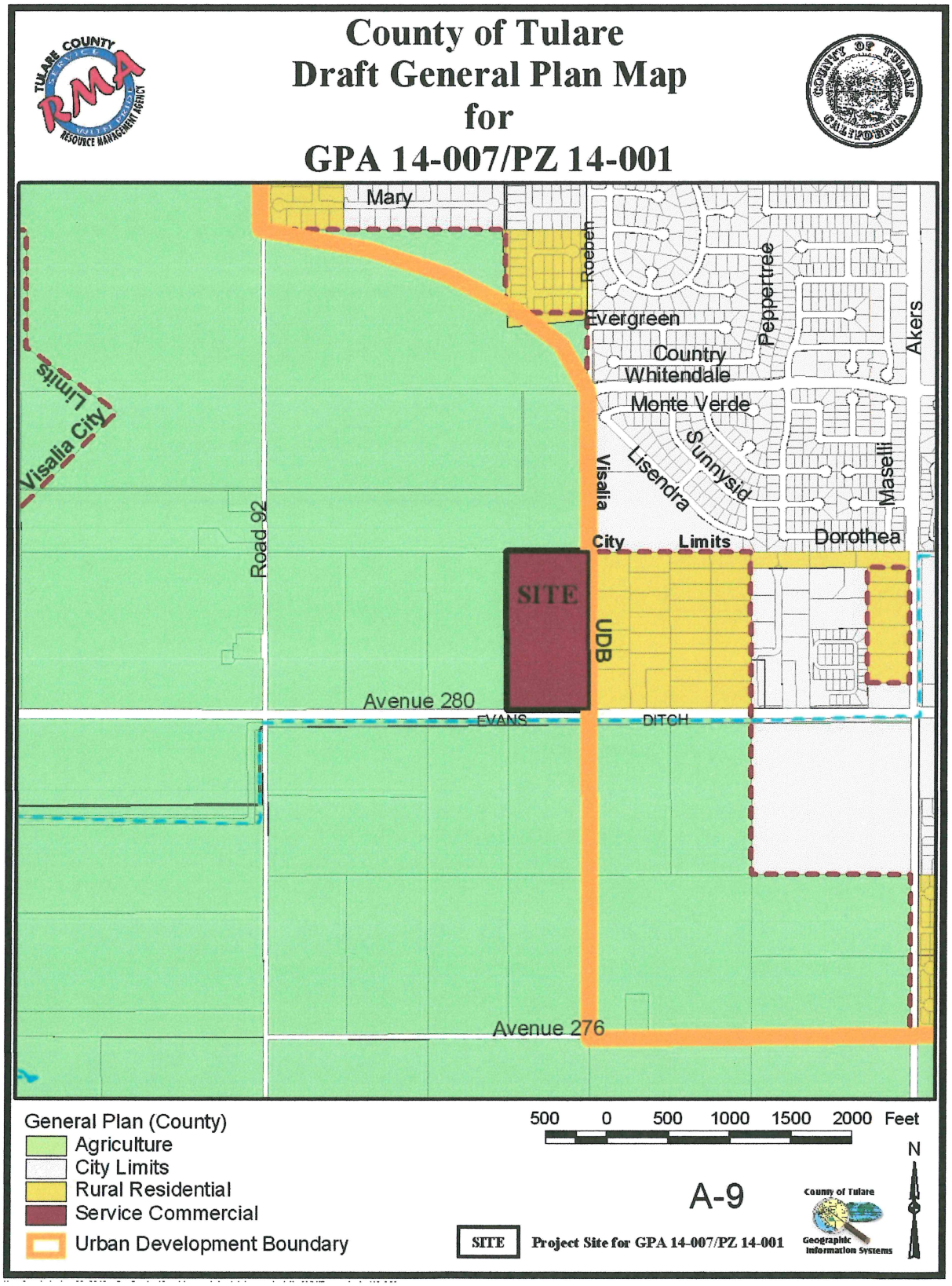

County of Tulare
General Plan Map
for
GPA 14-007/PZ 14-001
Mary
Roeben
Evergreen
Peppertree
Akers
Country
Whitendale
Monte Verde
Sunnyside
Lisendra
Maselli
Visalia
City
Limits
Dorothea
Visalia City Limits
Road 92
SITE
UDB
Avenue 280
EVANS
DITCH
Avenue 276
500 0 500 1000 1500 2000 Feet
N
General Plan (County)
Agriculture
City Limits
Rural Residential
Urban Development Boundary
A-4
SITE
Project Site for GPA 14-007/PZ 14-001
County of Tulare
Geographic Information Systems


Tulare County
Existing Zoning Map
for
GPA 14-007/PZ 14-001
AE-20
AE-40
Road 92
Avenue 280
Visalia
Lisendra
City
Limits
SITE
EVANS
DITCH
Owner: EQUITYBAK L P
Address: 3265 W ASHLAN
City, State ZIP: FRESNO CA 93722
Applicant: EQUITYBAK L.P.
Agent: MATA
Supervisorial District #2
Assessors Parcel # 119230007
250 0 250 500 750 1000 Feet
N
A-5
SITE
Project Site for GPA 14-007/PZ 14-001
County of Tulare
Geographic Information Systems


Visalia General Plan Update
Land Use Map
for
GPA 14-007/PZ 14-001
S. SHIRK
ROAD 92
S. AKERS
Visalia City Limits
SITE
E 280
AVE 280
AVE 276
General Plan (Visalia)
Agriculture
Public Institutional
Very Low Density Residential
Residential Low Density
Reserve
City Limits
Urban Growth Boundary
Urban Development Boundary
(Oct. 14, 2014)
500 0 500 1000 1500 2000 Feet
N
A-6
SITE
Project Site for GPA 14-007/PZ 14-001
County of Tulare
Geographic Information Systems


Airport Zone Map
for
GPA 14-007/PZ 14-001
Mary
Roeben
Evergreen
Peppertree
Akers
Country
Whitendale
Monte Verde
Sunnysid
Lisendra
Maselli
Dorothea
Visalia City Limits
Zone 3
Zone 6
Visalia City Limits
Road 92
SITE
Zone 2
Avenue 280
EVANS
DITCH
Airport Influence Area
Zone 6
Zone 4
Avenue 276
Visalia Safety Zones
Zone 1
Zone 2
Zone 3
Zone 4
Zone 6
City Limits
500 0 500 1000 1500 2000 Feet
N
A-7
County of Tulare
Geographic Information Systems


A-8
Site Plan
for
GPA 14-007/PZ 14-001
Exhibit "A"
LANDSCAPE LEGEND
LEGEND
N
No Scale


County of Tulare
Draft General Plan Map
for
GPA 14-007/PZ 14-001
Mary
Roeben
Evergreen
Peppertree
Akers
Country
Whitendale
Monte Verde
Sunnysid
Lisendra
Maselli
Visalia
City
Limits
Visalia City
Limits
Road 92
Dorothea
SITE
UDB
Avenue 280
EVANS
DITCH
Avenue 276
General Plan (County)
Agriculture
City Limits
Rural Residential
Service Commercial
Urban Development Boundary
500 0 500 1000 1500 2000 Feet
N
A-9
SITE
Project Site for GPA 14-007/PZ 14-001
County of Tulare
Geographic Information Systems

POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will evaluate, among other things, the probable direct and cumulative environmental impacts associated with construction, expansion, and continued operation of the Derrel's Mini Storage. Mitigation measures will be recommended, where feasible, to mitigate potentially significant impacts. The following issues are proposed for analysis in the EIR:

Environmental Factors Potentially Affected:

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

Aesthetic/ Visual Resources

The Project is adjacent to Avenue 280 (Caldwell Avenue). The Project will incorporate site design measures to screen the view of the site from both Avenue 280 (Caldwell Avenue)and Roeben Street using suitable plantings. The EIR will provide an assessment of Project impacts to visual resources, as well as lighting and glare impacts. To address such impacts, a detailed landscaping plan will be part of the Draft EIR.

Agriculture Resources

The site is zoned as AE-20 and is classified as Prime Farmland by the California Department of Conservation Farmland Mapping and Monitoring Program, 2012; however, it is not enrolled in a Williamson Act Contract. The site is currently fallow and was previously cultivated as silage crops. The site is adjacent to farmed Prime Farmland on the north, west and east. The land to the west of the site is actively farmed with walnuts. In this regard, the applicant, as part of the project description and project design will include a voluntary, 1 to 1 contribution of land that will be maintained as an active agricultural easement of similar or higher quality soil type.

Air Quality/Greenhouse Gas Emissions

The EIR will describe regional and local air quality in the vicinity of the proposed Project site and evaluate impacts to air quality associated with the construction, expansion, and operation of the Project. An air quality study will be prepared to establish baseline, project, and cumulative impacts. The proposed Project's estimated air emissions will be compared to emissions thresholds of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The EIR will describe existing air quality conditions within the San Joaquin Valley Air Basin and will evaluate the proposed Project's potential air quality impacts. Potential air quality emissions impacts include odor, dust, pathogens, and construction related activities. The EIR will also include a discussion of greenhouse gas emissions and the proposed Project's contribution to potential cumulative impacts on global climate.

Biological Resources

The proposed Project site has been and remains actively disturbed as a result from intense agricultural activity. The proposed Project site is surrounded on three sides by prime agricultural land which may provide foraging ground for sensitive animal species. A biological reconnaissance of the proposed Project site will be conducted and the proposed Project's potential to affect biological resources will be analyzed in the EIR.

Cultural Resources

There are no visibly identifiable or recognizable cultural resources within the proposed Project site. Although much of the proposed Project will be constructed on previously disturbed, agriculturally productive areas, it cannot be definitively concluded that cultural resources are absent. As such, a search of the Southern San Joaquin Valley Information Center California Historical Resources Information System will be conducted. The Native American Heritage Commission will be consulted to identify potential areas of traditional cultural significance. A reconnaissance-level ground inspection of the study area will also occur. As such, the proposed Project's potential to affect cultural resources will be analyzed in the EIR.

Geology, Soils, and Mineral Resources,

Initial construction, buildout, and operation of the proposed Project facilities on the project site could result in impacts related to geotechnical hazards, including seismicity of the area, potential for liquefaction and subsidence, potential for soil erosion, soil stability characteristics, and shrink/swell potential of site soils, as applicable. According to the USDA Natural Resources Conservation Service Soil Resource Report for Western Tulare County, the site contains Tagus loam and Akers-Akers, which are well drained soils. According to the Tulare County General Plan 2030 Update EIR, there are no known potential mineral resources. It is currently unknown whether the proposed Project site soils have the potential to contain paleontological resources. If such resources exist on the site, construction, expansion, and continued operational activities could result in potentially significant impacts. The EIR for the proposed Project will evaluate potential site-specific impacts related to geology, soils, mineral resources, and paleontological resources.

Hazards and Hazardous Materials

There are no known hazards and hazardous materials located within the proposed Project site, nor is the proposed Project site located on a Cortese List site. The EIR will evaluate the potential for the proposed Project to result in, or be affected by, impacts associated with hazards and hazardous materials.

Hydrology, Water Quality, and Water Supply

The Tulare County General Plan 2030 Update DEIR, Figure 3.6-5 indicates that the proposed Project area is outside of the 100-Year and 500-Year Flood Zones and is also located outside of Dam Failure Inundation Area. Water will be supplied through Calwater, which has an existing main line located at the southeast corner of the site. No on-site well is located on the site. The EIR will describe the proposed Project's effect, both directly and cumulatively on the hydrology, water quality, and water supply resources. A water supply/quality technical analysis will be prepared to establish baseline, project, and cumulative impacts.

Land Use and Planning

The EIR will describe the proposed Project's potential effects on existing and planned land uses. The proposed Project lies within the jurisdiction of the County of Tulare adjacent to the City of Visalia. According to Tulare County's General Plan, the subject property is currently designated "Agriculture", within the County's Urban Area Boundary and outside of the County's Urban Development Boundary. In addition, the zoning of the subject property is AE-20. The property is not within an Agricultural Preserve and is not subject to a Williamson Act Contract.

The proposed project site is a General Plan Amendment that is outside the County's UDB and all three draft City General Plan boundaries. Development may occur within the UAB of the County if the project complies with a GPU Policy 4.19, which generally relates to the RVLP analysis within a County Adopted City UAB. Please see Attachment "A" (RMA Planning Staff Analysis of Proposed General Plan Initiation) for the project's consistency with Tulare County's General Plan.

The site is within the designated Airport Safety Zone 6 for the Visalia Municipal Airport. The construction, expansion, and continued operation is an allowed use per its land-use designations with an approved General Plan Amendment and Zone Change, however, the EIR will provide a discussion of relevant local plans and policies because conflicts could potentially result in environmental impacts.

Noise

The EIR will describe the Project's existing operational noise levels in addition to noise levels associated with construction and increased operational levels and will compare these levels to applicable noise thresholds to determine whether the proposed Project would result in a significant noise impact. The EIR will also consider noise generated by existing surrounding land

uses, such as the Visalia Municipal Airport, and will evaluate the potential effects on the proposed Project. A noise study will be prepared to establish baseline, project, and cumulative impacts.

Population and Housing

The EIR will evaluate the Project's effect on population and housing in the local area based on estimations of Project employment and distribution of the employees by place of residence.

Public Services and Recreation

The EIR will evaluate the proposed Project's potential to create an adverse impact to schools, and will also evaluate effects on local police and fire services along with parks and regional recreational facilities.

Transportation/Traffic

The EIR will evaluate the Project's impact on regional and local transportation facilities based on a transportation analysis that will assess both construction-related impacts (heavy truck trips and construction worker trips), as well as operational impacts (employee trips, access, and parking). The roadway to be used as transportation routes to and from the proposed Project site is Avenue 280 (Caldwell Avenue). The Tulare County General Plan 2030 Update DEIR considers LOS D as the minimum acceptable LOS standard during peak hours for major roadways and intersections. A traffic study will be prepared to establish baseline, project, and cumulative impacts for the proposed Project in consultation with the City of Visalia, County of Tulare, the Tulare County Association of Governments, and CalTrans. Similarly, the Draft EIR will examine alternative traffic distribution.

Utilities

The proposed Project currently and will utilize electricity provided by Southern California Edison, Southern California Gas Company for gas, on-site septic for sewer service, Cal Water for water, and an on-site storage basin for storm water. The EIR will analyze the current capacity of the above-mentioned services and the proposed Project's impact on these systems and the capacity available to support the proposed Project. The EIR will also describe the solid waste facilities that would serve the proposed site.

The applicant may be required to construct infrastructure to urban development standards, compatible with future water and wastewater systems and city streets/utility setbacks as described in the County's General Plan and MOU with the city. This includes the construction of appropriate road improvements to Caldwell Avenue (Avenue 280) and Roeben Street to the extent that an appropriate nexus to the Project is determined. The EIR prepared for the Project will analyze the adequacy of infrastructure services for the Project including road and wastewater services, and if appropriate, may require mitigation measures.

Growth Inducement

The EIR will evaluate the proposed Project's potential for growth inducement resulting from expansion or extension of infrastructure improvements, as well as new demand for housing, and goods and services. The effect of primary and secondary increases in employment and economic activity will be discussed.

Cumulative Impacts

The EIR will discuss the incremental contribution of the proposed Project to cumulative effects of other past, current, and planned and reasonably foreseeable Projects in the vicinity. The summary of projects method will be used where applicable. Also, to the extent feasible, the Cumulative Impacts section will quantify the degree of severity of any cumulative impact.

ALTERNATIVES EVALUATED IN THE EIR

In accordance with the CEQA Guidelines Section 15126.6, the EIR will describe a reasonable range of alternatives to the proposed Project that are capable of meeting most of the proposed Project's objectives, but would avoid or substantially lessen any of the significant effects of the proposed Project. The EIR will also identify any alternatives that were considered but rejected by the Lead Agency as infeasible and briefly explain the reasons why. The EIR will also provide an analysis of the No Project Alternative.

OPPORTUNITY FOR PUBLIC COMMENT

Interested individuals, groups, and agencies may provide to the County of Tulare Resource Management Agency, Planning Branch, written comments on topics to be addressed in the EIR for the proposed Project. Because of time limits mandated by state law, comments should be provided no later than ***5:00 p.m. January 19, 2015***. Agencies that will need to use the EIR when considering permits or other approvals for the proposed Project should provide the name of a staff contact person. Please send all comments to:

Hector Guerra, Chief Environmental Planner
Tulare County Resource Management Agency
Planning Branch
5961 South Mooney Boulevard
Visalia, CA 93277-9394
or via e-mail at: HGuerra@co.tulare.ca.us
or via facsimile: 559-730-2653
or via phone: 559-624-7121

Comment Letter

Cal Trans

From: Hector Guerra
To: Richard Walker; Susan Simon
Date: 1/6/2015 3:55 PM
Subject: Fwd: Derrel's Mini Storage - NOP DEIR - SCH # 2014121067

Please add this to our NOP file.

>>> "Deel, David@DOT" <david.deel@dot.ca.gov> 01/06/2015 3:36 PM >>>
Hector -

Caltrans has a "NO COMMENT" on this Derrel's Mini Storage project.

Respectfully,

DAVID DEEL
Associate Transportation Planner
IGR & Transit Representative - Tulare County
Office of Planning & Local Assistance - North Section
Desk: 559.488.7396

CALTRANS - District 6
P.O. Box 12616
Fresno, CA 93778-2616