

EXECUTIVE SUMMARY

This Draft Environmental Impact Report (DEIR) concludes that the proposed expansion and continued operation of the Papich Construction Asphalt Batch Plant (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 essentially provides a summary conclusion of the Project's potential on Long Term Impacts, Cumulative Impacts, and Impacts to Species, Impacts to Historical Resources, and Impacts on Human Beings. It is at this discussion where the EIR concludes that there are no significant adverse environmental impacts from this Project.

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 #2014071069) 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 Peña Material Recovery Facility and Transfer Station 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 July, 2014. Pursuant to CEQA Guidelines §15082, the Notice of Preparation (NOP) for the Proposed Project was circulated for review and comment on July 18, 2014 and circulated for a 30-day comment period ending August 18, 2014. A Scoping Meeting was duly noticed and held

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

on August 7, 2014 at 5961 South Mooney Boulevard, Visalia, CA, in the Tulare County Resource Management Agency, Main Conference Room. One comment was received during this meeting.

PROJECT DESCRIPTION

The Applicant is currently operating an asphalt batch plant at the site under a County-issued Temporary Use Permit (PSP 13-005 issued February 19, 2013) and is permitted to produce and distribute up to 3,700 tons/day of asphalt. The Temporary Use Permit restricts the existing operation to supply asphalt materials only for the Road 80 and Highway 99 projects (to be completed by mid-2015) with no provision for additional retail sales. The Applicant is pursuing a Special Use Permit through Tulare County for the following: 1) Permanent establishment of the asphalt batch plant on the existing site; 2) Expansion of the existing permitted operation from 3,700 tons/day to 8,000 tons/day of asphalt; and 3) To conduct retail/commercial sales of asphalt.

PROJECT LOCATION

The proposed Project will be located at the northwest corner of Highway 198 and Road 68, about $\frac{1}{2}$ mile west of Highway 99. The 32-acre proposed Project site, with a build-out “footprint” for the proposed facility of approximately 17.6 acres, is located within an unincorporated area of Tulare County. Specifically, the proposed Project is located on APN: 073-080-010 with a physical address of 29779 Road 68, Visalia, California. The Visalia Urban Area Boundary is located immediately adjacent to the east and Kings County is located approximately three miles to the west. Two state highways provide regional access to the proposed Project site: State Route 198, located immediately south of the site, and Highway 99 located approximately $\frac{1}{2}$ mile east of the site.

Draft Environmental Impact Report Papich Construction Asphalt Batch Plant Project

Figure ES-1
Site Plan



PROJECT ELEMENTS

The proposed Project includes a centrally located processing plant (Gencor Ultraplant – see description below), 20,000 square foot office/warehouse building, and equipment storage areas (See Figure 2-2). The proposed Project site will also include piles of recycled asphalt and aggregate materials. At full capacity, the proposed Project would produce and distribute up to 8,000 tons/day of asphalt.

Asphalt Production Process: The raw materials for the proposed Project operations will be brought in from Orosi (from an Applicant-owned site) and consists of 3/8”- 5/8” crushed gravel. The gravel will be dumped on a conveyor and sent to the on-site stock piles. Recycled asphalt paving (RAP) will also be delivered to the site and crushed to a 3/8”- 5/8” size, then moved to stock piles on the north end of the facility. The facility also accepts recycled rubble and asphalt grindings, which are further ground up to a specified thickness and used in the production of new asphalt. The aggregate will be loaded into the mixer, dried, mixed with oil and RAP, then placed on a conveyor to be sent into the storage silos. Silos are programmed to release a specific weight of asphalt into the trucks positioned under the silos.

The asphalt plant (while at full capacity) will operate 24-hours a day, seven days per week, with a majority of the trips occurring between 9:00 pm – 7:00 am. An average of three employees will be on-site at the facility at any given time and staff will rotate among the various shifts and days of operation. The site will include two types of truck trips consisting of materials import and asphalt export. When operating at maximum capacity, the proposed Project will generate up to 464 truck trips (combined import and export) per day, with a maximum of 16 raw material delivery trucks and 16 asphalt delivery trucks per hour. The proposed Project includes two points of access onto Avenue 298 (see Figure 2-2). A more in depth analysis of the traffic flow to/from the site is provided in Section 3.16 – Traffic/Transportation. Gencor’s Ultraplant is a fuel efficient, environmentally clean and low maintenance asphalt processing plant. Gencor’s plant provides a positive volatile capture and recovery system that eliminates blue smoke, and asphalt odors from the process and feeds them to the combustion process as fuel. The combustion system engineered on this equipment also achieves extremely low NOx emissions to reduce air pollutants from the operations.

Natural Gas / Propane: The proposed Gencor’s Ultraplant will ultimately be fueled using piped-in natural gas. There is an existing PG&E 16” natural gas line on the south side of SR198. The applicant is working with PG&E and Caltrans to extend a 4” line from the existing line north under SR198 just west of the Road 68 overcrossing. The applicant will be required to obtain the appropriate permits from Caltrans to extend the line under SR198. The line will terminate at the southeast corner of the proposed Project site and will be reduced to a 2” line within the property boundaries. The line will be reduced from 400 PSI to 20 PSI at the site and will be metered¹. However, until the new gas line is operational (anticipated in mid-2015), the applicant will continue to use an existing 30,000 gallon above-ground propane tank on-site that provides fuel to the Gencor plant, crushing plant, and asphalt storage silo. The propane tank is refilled on a routine basis using a propane tanker truck. Fuel is pumped directly into the propane tank. A drip pan will be used during refueling to avoid spills to the surface.

Electricity: The proposed Project currently and will continue to utilize electricity provided by Southern California Edison.

¹ Tim Walton (PG&E) Personal Communication- July, 2014.

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

Asphalt Oil: The proposed project will utilize two 30,000 gallon above-ground asphalt oil storage tanks on site. The oil is used internally within the Gencor plant as a mixing agent for the dried aggregate. Delivery and refilling the tanks is performed by a tanker truck and pumped directly into the holding tanks. A drip pan will be used to avoid spills to the surface during the refilling process.

Fuel / Diesel: The proposed Project will utilize a 16,000 gallon diesel fuel above-ground tank on site. This fuel tank will be used to fuel on-site equipment, water trucks, etc. Delivery and refilling the tank is performed by a tanker truck and pumped directly into the holding tank. A drip pan will be used to avoid spills to the surface during the refilling process.

Dust Control: To mitigate potential dust from the piles, the site will include automatic sprinklers that will be directed onto the piles. The sprinkler system will be used to keep the dust down during use of each of the piles for drop off and loading. The site will also have a water truck on-site to be utilized for internal road dust control. There are two existing wells on-site. One residential well to be used for the future office building, and an agricultural well that will be used for the sprinkler system and water truck (dust control).

Storm Drainage: On-site storm drainage is routed to a basin located at the southwest corner of the site. Wastewater from the office building will be directed to an on-site septic system.

Office/Warehouse Building: The existing residential structure located at the northeast corner of the site will be demolished and replaced with a new 20,000 square foot office/warehouse building. The building will include work areas for 10 new employees, a reception area, restroom facilities, a kitchen area, a warehouse/equipment storage area and landscaping in the immediate vicinity.

Landscaping/Aesthetics: Screening in the form of trees, fences and other landscaping shall be placed and sufficiently maintained along State Route 198 and Road 68 to screen Project activities from the public right-of-way. The landscaping plan is depicted in Figure 3.1-5 and is subject to County approval.

Other: A reefer trailer is located on site for storage of materials and supplies required for general operations of the Plant. Small quantities of gear oil, grease, and other lubrication material may be stored in the container during operation of the plant. Storage of these types of materials will likely be transferred to the proposed new office / warehouse facility that will be constructed as part of the proposed Project.

PROJECT OBJECTIVES

- Tulare County General Plan Policy LU-5.1 encourages a wide range of industrial development activities in appropriate locations to promote economic development, employment opportunities, and provide a sound tax base. The proposed Project includes industrial development within an area allowable by a Special Use Permit.
- Tulare County General Plan Policy LU-5.4 encourages the infill of existing industrial areas and ensure that proposed industrial uses will not result in significant harmful impacts to adjacent land uses. The site is currently an active asphalt batch plant and environmental impacts are, or can be reduced to less than significant.

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

- 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 for landscaping to obstruct views from surrounding areas.
- Tulare County General Plan Policy LU-5.5 requires that industrial development be located where there is access from collector or arterial roads, and where industrial/heavy commercial traffic is not routed through residential areas with uses not compatible with such traffic. The Project proposes to be located in an area that contains only sparse rural housing and is near major highways. Access to and from the site for heavy duty trucks will be on roadways that are planned for such use.
- According to Cal Recycle in their 2008 survey, Composition of California's Overall Disposal Waste Stream, concrete makes up about 1.2% of all waste material in the State of California. By the end of FY 2005, the goal was to ensure that the diversion rate for nonhazardous solid waste is greater than 40 percent. Requirements for reducing the generation of solid waste are contained in Executive Order 13101.² "The Legislature and Governor Brown set an ambitious goal of 75 percent recycling, composting or source reduction of solid waste by 2020."³ For recycling and waste prevention, each agency is required to establish a goal for diversion of solid waste from landfilling or incineration. Although not one of the most prevalent forms of waste, it does carry potential hazardous pollutants in lye, fly ash, and other inert materials, and any waters that mix with recycled or mixed concrete batches requires treatment prior to discharge.⁴ In addition there is the added cost for disposing concrete that results in greater tipping fees. The air pollutants from concrete mixing are also of special concern to the US EPA.⁵ Therefore, the proposed Project's reuse of recycled concrete and other material is a benefit.
- The proposed Project is intended to implement Papich Construction's strategic business plan by planning, designing, constructing, and operating a facility which is economically, technologically and environmentally feasible.

The Project site area is currently in use as an asphalt batch plant. To minimize land cost, the expanded services are proposed on the existing site. Operational costs would also be minimized with expansion of service levels on the Project site. Services on another site would increase operational costs.

TULARE COUNTY OBJECTIVES

Tulare County's General Plan Policies that are in with the proposed Project's purpose and objectives are included in each CEQA Checklist Resource chapter contained in Chapters 3-1 thru 3-17. Ninety-eight (98) General Policies apply to this Project; following is a summary of some of those policies:

- AG-1.6 Conservation Easements
- AG-1.11 Agricultural Buffers
- 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

² U.S. Army Corps of Engineers, Methods for Reduction, Reuse, and Recycling of Demolition Waste, (2002), page 1-2

³ CalRecycle, California's 75 Percent Initiative: Defining the Future. <http://www.calrecycle.ca.gov/75percent/>. Accessed December, 2014.

⁴ California Water Code Title 27.

⁵ U.S. Environmental Protection Agency Guideline 427/09, Concrete Batching

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

AQ-1.8	Greenhouse Gas Emissions Reduction Plan/Climate Action Plan
AQ-1.9	Support Off-Site Measures to Reduce Greenhouse Gas Emissions
AQ-2.4	Transportation Management Associations
AQ-3.4	Landscape
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
ED-2.2	Land Requirements
ED-3.1	Diverse Economic Base
ERM-1.1	Protection of Rare and Endangered Species
ERM-1.15	Minimize Lighting Impacts
ERM-1.16	Cooperate with Wildlife Agencies
ERM-6.2	Protection of Resources with Potential State or Federal Designations
ERM-6.4	Mitigation
HS-4.1	Hazardous Materials
HS-4.4	Contamination Prevention
HS-8.2	Noise Impacted Areas
HS-8.3	Noise Sensitive Land Uses
HS-8.4	Airport Noise Contours
HS-8.6	Noise Level Criteria
HS-8.13	Noise Analysis
HS-8.14	Sound Attenuation Features
HS-8.18	Construction Noise
HS-8.19	Construction Noise Control
LU-5.3	Storage Screening
LU-5.4	Compatibility with Surrounding Land Use
LU-5.5	Access
LU-7.4	Streetscape Continuity
LU-7.6	Screening
LU-7.14	Contextual and Compatible Design
LU-7.19	Minimize Lighting Impacts
PF-4.14	Compatible Project Design
PFS-3.1	Private Sewage Disposal Standards
PFS-4.3	Development Requirements
PFS-4.4	Stormwater Retention Facilities
PFS-4.5	Detention/Retention Basins Design
PFS-4.7	NPDES Enforcement
PFS-5.3	Solid Waste Reduction
PFS-5.4	County Usage of Recycled Materials and Products
PFS-7.1	Fire Protection
PFS-7.2	Fire Protection Standards
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
WR-2.1	Protect Water Quality
WR-2.2	National Pollutant Discharge Elimination System (NDPES) Enforcement

WR-2.3	Best Management Practices (BMPs)
WR-2.4	Construction Site Sediment Control
WR-3.3	Adequate Water Availability
WR-3.5	Use of Native and Drought Tolerant Landscaping
WR-3.6	Water Use Efficiency

PROJECT BENEFITS STATEMENT

As detailed in Chapter 2, the Project will result in multiple Project Benefits. The Project will provide the following public and private benefits to Tulare County:

- 1) Prevent farmland conversion with a 32-acre agricultural easement to be maintained in perpetuity. Applicant is to place an easement on like agricultural land for agricultural purposes at a ratio of 1:1. The replacement agricultural acreage can be accomplished through a placement of a temporary agricultural easement on the immediate adjacent 17 acres. 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. See Figure 2.2-3
- 2) Support, through monetary contributions and/or physical roadway improvements, to assist in implementing the Complete Streets Program in the County of Tulare as follows:
 - Class 1 Bike Facility extending the Visalia Facility along Ave. 304 / Goshen Ave (See Figure 2-3 and Table 2.2-1);
 - Class II Bike Facility (striping) along Goshen Ave and Betty Drive connected with Class III facility (signage and sharrows) along Road 76 (See Figure 2-3 and Table 2.2-1);
 - Street lighting on Betty Drive and on Riggins from Road 72 to across the Highway 99 overpass (See Figure 2-4);
 - Applicant to construct offsite improvements on Road 64 from Avenue 298 to Avenue 304 (See Figures 2.2-5 and 2.2-6) one year prior to the completion of the Betty Drive interchange or by the beginning of 2019, or at the closing of the Ave. 304 off and on ramps, whichever occurs first, and regardless of County’s ability to contribute any funding
 - Applicant to provide share of \$731,500 prior to approval of Project as Project results in a 77% impact to Road 64 (share based on \$950,000 Estimate by RMA- Public Works Engineering). (See Table 2.2-2)
- 3) Applicant shall pay \$.083 per ton of aggregate material shipped off the Project Site as part of Applicant’s obligation toward an annual road maintenance fee. (See Figure 2.2-7)
- 4) The Applicant is required to provide landscaping along the State Route 198 frontage, and side, including mounding (10’) and fencing (8’ of mesh fencing immediately above the mounding), and landscaping (additional trees and shrubs around the fencing and along the mound for beautification with a 5 year grow out schedule to maturity) (See Figure 2.2-8).
- 5) Contributes toward meeting County and State GHG reduction criteria
- 6) Increase availability of construction materials in Tulare County
- 7) Create 10 new permanent jobs
- 8) Implement ninety-eight (98) Tulare County General Plan 2030 policies

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:

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.

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 and the major components of the Project.

In summary, Chapter 2 contains the following:

- **Project Location:** The Project is located on the northwest corner of State Route 198 and Road 68, about ½ mile west of State Route 99, near the unincorporated community of Goshen in Tulare County, California.
- **Vicinity of Project Site:** Western Tulare County as shown in Figure 2-1.
- **Surrounding Land Uses:** The area surrounding the proposed Project site predominantly consists of rural agricultural land and homesteads, active dairy facilities, the Visalia Municipal Airport (to the southeast), and the unincorporated community of Goshen (a Census Designated Place). The site is surrounded by agricultural fields on all sides and is bordered by Avenue 298 (north), Road 68 (east), agriculturally productive land (west), and State Route 198 (south).
- **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.

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 B through I. Among the studies are biological, cultural (archaeological, historical, cultural), greenhouse gases, soils, hydrological, noise, traffic, financials and air quality.

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:

- Land Use Impacts are: based on the County of Tulare 2030 General Plan;
- 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;

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

- 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 are 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). There are a number of cumulative impacts that do not need mitigation; these impacts are listed in Table 4-4 (Checklist Items with Less Than Significant Impacts). 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 4-5 (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 5 Alternatives evaluated are:

Alternative 1 - No Project;

Alternative 2 – Alternative Site;

Alternative 3 -Reduced (50%) Project.

The proposed Alternatives were analyzed based on ten 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) contained in Chapter 5. The following is a summary of the Alternatives:

Alternative 1 - No Project: This section discusses the mandatory “No-Project” alternative. Unlike some instances where no-Project means no activities will occur on a given site, current operations (up to 3,700 tons/day of asphalt production) at the Applicant’s site are permitted activities (the existing facility supplies asphalt materials for a limited time only for the Road 80 and Highway 99 projects). Under the no-Project alternative, currently permitted operations would continue subject to existing permit conditions. The No-Project Alternative would not provide the following:

- Special Use Permit
- Establishment of a permanent operation
- Increase in production from 3,700 tons/day to 8,000 tons/day
- Ability to provide retail sales

Continuation of the existing permitted (temporary) operation would likely continue until mid-2015 at which time the plant would cease to operate and current land use designations (agriculture) would remain. However, demand for asphaltic concrete would continue. Environmental impacts could occur as a result of an alternate location and/or an increase in capacity from another asphalt provider in order to meet demand. However, for this analysis, it is determined that the No-Project Alternative would eventually mean that the asphalt plant

would not exist on the site and agricultural operations would resume. With the exception of water use (historic agricultural uses on the site generally have used more water than the proposed project – see Appendix F of this document), all environmental impacts under the No-Project Alternative would be less than the Proposed Project. For the reasons discussed above, Alternative 1 is inferior to the proposed Project.

Alternative 2: Alternate Site

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, minerals, flora, fauna, 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. Surrounding land use and the presence of sensitive receptors would influence neighborhood compatibility issues such as air pollutant emissions and health risk, odor, noise, and traffic. Site access and ability of the local roadway network to accommodate increased truck traffic without excessive and costly off site mitigation would be an important project feasibility issue.

The constraint on alternative site selection is the lessening or elimination of significant project impacts. The economic viability of the proposed project is dependent on ability to efficiently transport asphalt in and around Tulare County and surrounding areas. To maintain ease of handling and transportation efficiencies that has been incorporated into the proposed site location, any potentially feasible alternative site needs to be located near major roadways/highways and in a location that is easily accessible to all parts of Tulare County and beyond, in addition to other criteria outlined herein.

Description. The Applicant explored several alternate sites within Tulare County. The criteria for selection included whether or not the alternate site would substantially reduce environmental impacts, availability of land, adequately sized parcels, efficiency of access, and acceptable land use designations/zoning and those alternate sites can be seen in Table 5-1 of Chapter 5.

Development of an alternate site could theoretically meet most of the Project objectives presented earlier in this chapter. However, construction and operation of an alternate site would not be as cost effective or operationally efficient and thus is not consistent with the Project objectives. In addition, construction and operation at an alternate site would result in environmental impacts that are likely equal to or greater than the proposed project. The majority of project impacts are likely to occur at an alternate site.

For the reasons discussed above, Alternative 2 is inferior to the proposed Project.

Alternative 3: Reduced (50%) Project

Alternative 3 would reduce the size of the proposed Project by reducing the permitted tonnage from a proposed 8,000 TPD to 4,000 TPD. A 50 percent reduction in tonnage is a reasonable amount to illustrate what impact such an alternative would have on the significant effects of the proposed Project. It is also of similar size to the existing permitted capacity (3,700 TPD).

Description. Under Alternative 3, the proposed project would be permitted as a permanent establishment with a 4,000 TPD maximum capacity. Operations would essentially be the same as the proposed project except that output would be reduced.

Environmental Considerations. Most of the environmental issues associated with Alternative 3 would be similar to those of the proposed Project. Alternative 3, however, does involve reduced tonnages. Issues sensitive to changes in tonnages relate to air quality, noise and traffic and are discussed below.

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

Air Quality: According to the Air Quality Impact Analysis and Greenhouse Gas Study (See Appendix C of this document) prepared for the project, the proposed Project at 8,000 TPD will have annual air pollutant emission rates which are less than the applicable San Joaquin Valley Air Pollution Control District (SJVAPCD) thresholds of significance, resulting in a less than significant impact. Even though the proposed project is below existing thresholds of significance, a reduced project would result in a further reduction of air and greenhouse gas emissions. Alternative 3 would have lower annual emission rates than the proposed project as follows: CO would be reduced by approximately 31%, NOx by 32%, VOC by 36%, Sox by 37%, PM10 by 42% and PM2.5 by 41%. Air pollutant emission rates associated with this Alternative are thus lower than the proposed project.

Noise: According to the Noise Study (Appendix G – Table 9 of this document), the difference between 3,700 TPD and 8,000 TPD in traffic noise levels ranges between an increase of 0.1 and 3.1 dBA CNEL. The largest increase of 3.1 is at the Road 68 site entrance. Substantial increases are defined by Tulare County as an increase of 5.0 or greater in this area. Even with 8,000 TPD, there is a less than significant impact. However, Alternative 3 would result in a reduced impact as compared to the proposed project. According to the Noise Study, onsite operational activities associated with the proposed project would not result in an increase in ambient noise levels at the nearest sensitive receptor (residence approximately 1,000 feet north of the site) and would largely be masked by existing traffic noise emanating from area roadways. Alternative 3 would result in a reduced noise impact as compared to the proposed project.

Traffic: 4Creeks Engineering prepared a Traffic Impact Study for the proposed project (See Appendix H of this document). According to the TIS, Trip Generation associated with 3,700 TPD is 191 daily vehicles (including heavy duty trucks and employees). The proposed project at 8,000 TPD could produce 464 daily vehicles (including heavy duty trucks and employees). The TIS concluded that there are no significant and unavoidable traffic impacts associated with the proposed project, however, Alternative 3 would result in approximately 59% less vehicle trips per day. Thus Alternative 3 lessens the traffic impact.

Economic Considerations: M. Green and Company, LLP prepared a Forecasted Financial Statement for the “Papich Construction Company, Inc. Goshen Asphalt Plant Project” for year ending December 31, 2015 (See Appendix I of this document). This Financial Statement analyzed the financial feasibility of the proposed project (8,000 TPD or 500,000 TPY) versus a Reduced (50%) Project of 4,000 TPD or 250,000 TPY. The result was a much narrower profit margin for the Reduced Project. Much of the efficiencies that would be gained by having a larger production would be lost on the Reduced Project. For instance, the existing equipment on site was built for a maximum capacity of 8,000 TPD and thus would be underutilized under a reduced project alternative. In addition, net income before property costs, debt service and income tax would be approximately 63% less for the Reduced Project than the proposed project.

Regarding the selection of a potential alternate site, it is estimated that moving to an alternate site would add moving costs of approximately \$200,000, set up costs of \$250,000, plus the cost of the new land (depends on market value).

As discussed in Alternatives 1 through 3, 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:

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

- **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 up to 25 permanent jobs.
- **Social Effects** - 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.
- **Growth Inducing Effects** - The proposed Project will not result in significant growth inducing impacts. The proposed Project will result in only 25 permanent 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 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. Further, the resources committed to the Project are standard resources necessary for the continued operation of an asphalt batch plant. Lastly, based on the analysis contained in the “No Environmental Impacts That Cannot Be Avoided” and the “No Irreversible Impact” sections contained in Chapter 7, 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 the County of Tulare and its 2030 General Plan.

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.

The sitting Tulare County Planning Commission, Tulare County Resource Management Agency Director (Michael C. Spata), Assistant Director of Planning (Michael Washam), Chief, Environmental Planning Division (Hector Guerra), Chief, Planning and Project Processing Division (Aaron Bock) and Environmental Planning Division staff are noted.

This EIR could not have been accomplished without the consulting firms Crawford & Bowen Planning, Inc. (aided in preparation of the Draft EIR), Alta Environmental (prepared the Air Quality and GHG Analysis), Kamansky's Ecological Consulting (prepared the Biological Study), AMBIENT Air Quality & Noise Analysis Consulting (prepared the Noise Impact Study), M. Green and Company, LLP (prepared the Financial analysis) and 4Creeks, Inc (prepared the Traffic Impact Analysis). The technical studies to support the analyses are contained herein as Appendices "B"- "I" who prepared technical studies to support the analyses contained herein.

SUMMARY OF POTENTIAL IMPACTS & MITIGATION MEASURES

The following is a summary of the Mitigation Monitoring and Reporting Program:

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

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 effectively maintained along the periphery of the Project site to sufficiently screen the Project's structures and activities from the public right-of-way and views from State Routes 198 and 99, and Road 68. The landscaping plan depicted in Figure 3.1-5 shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.	Prior to Issuance of Building Permit	Verification by County of incorporation of project design features subject to issuance of building permits	County of Tulare Planning Department			
1-2	The asphalt silo shall be painted in earth-toned colors to allow it to blend into the surrounding scenery to the fullest extent.	Prior to Issuance of Building Permit	Verification by County of incorporation of project design features subject to issuance of building permits	County of Tulare Planning Department			
Biological Resources							

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-1	Pre-construction surveys shall be conducted to determine the presence of nesting birds if ground clearing or construction activities will be initiated during the breeding season (February 15 through September 15). Potential nesting areas on the proposed Project site and potential nesting areas within 500 feet of the site should be surveyed prior to June 5 th . Surveys shall be performed by a qualified biologist to verify the presence or absence of nesting birds. Construction shall not occur within a 500 foot buffer surrounding active nests of raptors or a 250 foot buffer surrounding active nests of migratory birds. If construction within these buffer areas is required or if nests must be removed to allow continuation of construction, then approval and specific removal methodologies should be obtained from California Department of Fish and Wildlife.	Prior to issuance of grading permits	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department			
4-2	All trees which are suitable for Swainson's hawk nesting that are within 2,640 feet of construction activities shall be inspected by a qualified biologist.	Prior to issuance of grading permits	Retention of professional biologist/ submittal of Report of Findings, if applicable.	County of Tulare Planning Department			
4-3	If potential Swainson's hawk nests are found during the inspection, then surveys shall be conducted at the following intensities, depending upon dates of initiation of construction: See Pg. 3.4-16 for specific dates	Prior to issuance of grading permits	Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-4	If Swainson's hawks are detected to be actively nesting in trees within 2,640 feet of the construction area, construction shall not occur within this zone until after young Swainson's hawks have fledged (this usually occurs by early June). The nest shall be monitored by a qualified biologist to determine fledging date.	Prior to issuance of grading permits	Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit, if applicable.	County of Tulare Planning Department			
4-5	If Ferruginous hawks (foraging) or other raptors are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed, the CDFW shall be consulted and alternative protection measures required by the CDFW shall be followed.	Prior to issuance of grading permits	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit if applicable.	County of Tulare Planning Department			
4-6	If other nesting birds (particularly non-raptor species listed on the MBTA) are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed within this zone, the CDFW and/or the USFWS shall be consulted and alternative protection measures required by the CDFW and/or the USFWS shall be followed.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit if applicable.	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-7	A standardized pre-construction/ pre-activity shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any Project activity likely to impact the San Joaquin kit fox. Surveys shall identify kit fox habitat features on the Project site and evaluate use by kit fox and, if possible, assess the potential impacts to the kit fox by the proposed activity. The status of all dens shall be determined and mapped. Written results of pre-construction/pre-activity surveys must be received by the Service within five days after survey completion and prior to the start of ground disturbance and/or construction activities.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Verification of employee/ operators State issued license to operate vehicle and construction equipment.	County of Tulare Planning Department			
4-8	Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible.	Prior to issuance of grading permits	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permits if applicable.	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-9	If a natal/pupping den is discovered within the Project area or within 200-feet of the site boundary, USFWS shall be immediately notified and under no circumstances should the den be disturbed or destroyed without prior authorization. If the pre-construction/pre-activity survey reveals an active natal pupping or new information, the Project applicant shall contact USFWS immediately to obtain the necessary take authorization/permit.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit, if applicable.	County of Tulare Planning Department			
4-10	Destruction of any den shall be accomplished by careful excavation until it is certain that no kit foxes are inside. The den shall be fully excavated, filled with dirt and compacted to ensure that kit foxes cannot reenter or use the den during the construction period.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Construction Manager	County of Tulare Planning Department			
4-11	If at any point during excavation, a kit fox is discovered inside the den, the excavation activity shall cease immediately and monitoring of the den as described above shall be resumed. Destruction of the den may be completed when, in the judgment of the qualified biologist, the animal has escaped without further disturbance from the partially destroyed den.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ archeologist/ ongoing monitoring/ submittal of Report of Findings, if applicable.	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-12	Project-related vehicles shall observe a daytime speed limit not to exceed 20-mph throughout the site in all proposed Project areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. Night-time construction shall be minimized to the extent possible. However if it does occur, then the speed limit shall be reduced to 10-mph. Off-road traffic outside of designated project areas shall be prohibited.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable.	County of Tulare Planning Department			
4-13	To prevent inadvertent entrapment of kit fox or other animals during the construction phase of the proposed Project, all excavated, steep-walled holes or trenches more than 2-feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS and the California Department of Fish and Wildlife shall be contacted as noted under Mitigation Measure 4-20 referenced below.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable.	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-14	Kit fox are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit fox before the pipe is used or moved, buried, or capped in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the CFW has been consulted. If necessary, and under the direct supervision of a qualified biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable.	County of Tulare Planning Department			
4-15	All food-related trash outside of the enclosed facility such as wrappers, cans, bottles, and food scraps shall be disposed of daily in securely closed containers and removed at least once a week during both construction and operational phases.						
4-16	No pets, such as dogs or cats, shall be allowed on the Project site in order to prevent harassment, mortality of kit fox, or destruction of dens.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit, if applicable.	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-17	Use of rodenticides and herbicides in Project areas shall be restricted. If rodent control must be used it shall be limited to the use of zinc phosphide because of its demonstrated lower risk to kit fox.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit, if applicable.	County of Tulare Planning Department			
4-18	A representative shall be appointed by the Project Applicant to serve as the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured or entrapped kit fox. The representative will be identified during the employee education program and their name, telephone number, or other pertinent contact information shall be provided to the Service.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit if applicable.	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-19	An employee education program shall be conducted to alert employees of potential impacts to kit fox or other species of concern. The program shall consist of a brief presentation by persons knowledgeable in kit fox biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program shall include the following: A description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the Project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during Project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to the previously referenced people and anyone else who may enter the Project site.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permits if applicable.	County of Tulare Planning Department				
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Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

4-20	Any contractor, employee, or military or agency personnel who are responsible for inadvertently killing or injuring a San Joaquin kit fox shall immediately report the incident to their representative. The Sacramento Fish and Wildlife Office and CFW shall be notified in writing within three working days of the accidental death or injury to a San Joaquin kit fox. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The Sacramento Fish and Wildlife Office contact is: Mr. Paul Hoffman 1701 Nimbus Road, Suite A, Rancho Cordova, California 95670 (530) 934-9309	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Various Actions: Retention of professional biologist/ ongoing monitoring/ submittal of Report of Findings, if applicable. Verification of take permit, if applicable.	County of Tulare Planning Department			
4-21	New sightings of kit fox shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to Fish and Wildlife at the address below. Endangered Species Division 2800 Cottage Way, Suite W2605 Sacramento, California 95825-1846 (916) 414-6620 or (916) 414-6600	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Verification by County of incorporation of project design features and issuance of building permits	County of Tulare Planning Department			
Cultural Resources							

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

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 grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning and Public Works Department				
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Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

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 grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning and Public Works Department				
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Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

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							
		Executive Summary February 2015 ES-28						

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

Hazards & Hazardous Materials							
8-1	The Project shall prepare a Hazardous Materials Business Plan for review and approval by the Tulare County Health & Human Services Agency, Environmental Health Services Division. The Plan shall be in effect prior to issuance of a building permit for the proposed expansion.	Prior to issuance of grading permits	Verification by County of approval	County of Tulare Planning Department and Tulare County Health & Human Services Agency			
8-2	Because the facility proposes an above ground storage capacity over 1,320 gallons of a petroleum based product, the site shall be required to prepare a Spill Prevention Control and Countermeasure (SPCC) plan in accordance with the U.S. Code of Federal Regulations, Title 40, Part 112 (40CFR112) prior to the final inspection of the building permit. The plan shall be submitted to the Tulare County Environmental Health Services Division. The applicant shall contact the TCEHSD's CUPA inspector at (559) 624-7400 for any additional questions.	Prior to issuance of grading permits	Verification by County of approval	County of Tulare Planning Department and Tulare County Environmental Health Services Division			
Hydrology & Water Quality							
9-1	The Project shall obtain a General Stormwater Industrial Facility Permit from the Central Valley Water Board, prior to obtaining building permits for the expansion. The facility operators shall prepare, retain on site, and implement a SWPPP as part of the General Stormwater Industrial Facility Permit.	Prior to Issuance of Building Permits	County Verification prior to Issuance of Grading Permit	County of Tulare Planning Department			
9-2	Existing and future leach fields should not be located under structures.	Prior to Issuance of Building Permits	County Verification prior to Issuance of Grading Permit	County of Tulare Planning Department			

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

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.	Prior to Issuance of Building Permits	County Verification prior to Issuance of Grading Permit	County of Tulare Planning Department			
9-4	Truck and vehicle washing shall be conducted exclusively in the one location. Employees shall be instructed not to dump vehicle fluids, pesticides, solvents, fertilizers, organic chemicals, or toxic chemicals into catch basins.	Prior to Issuance of Building Permits	County Verification prior to Issuance of Grading Permit	County of Tulare Planning Department			
9-5	The Truck and Vehicle washing area shall have oil/water separators, sediment traps, and a collection sump large enough to handle all the wastewater. This wastewater shall not be discharged into the septic system.	Prior to Issuance of Building Permits	County Verification prior to Issuance of Grading Permit	County of Tulare Planning Department			
9-6	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	County Verification prior to Issuance of Grading Permit	County of Tulare Planning Department			
9-7	The proposed Project shall conform to the Tulare County Water Efficient Landscaping Ordinance.	Prior to Issuance of Building Permits	County Verification prior to Issuance of Grading Permit	County of Tulare Planning Department			
Noise							

Draft Environmental Impact Report
Papich Construction Asphalt Batch Plant Project

12-1	Construction and demolition activities (excluding emergency work and activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Construction and demolition activities shall be prohibited on Sundays and federal holidays.	During construction	Construction Manager	County of Tulare Planning Department			
12-2	Construction and demolition equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and shrouds, in accordance with manufacturers' recommendations.	During construction	Construction Manager	County of Tulare Planning Department			

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