

COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY



5961 South Mooney Boulevard
Visalia, CA 93277

Sequoia Drive-In Business Park Project

Final Environmental Impact Report (SCH# 2017011027)

September 2020

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County of Tulare Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division

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**Sequoia Drive-In Business Park
Final Environmental Impact Report (SCH# 2017011027)**

These attached documents complete the Final Environmental Impact Report (FEIR) for the above referenced project.

- I. Responses to Comments (Chapter 11 of the FEIR)
- II. Mitigation Monitoring and Reporting Program (Chapter 9 of the FEIR)
- III. Errata (Corrections made to pages of the Draft EIR)

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Sequoia Drive-In Business Park FEIR
(SCH# 2017011027)

I. RESPONSES TO COMMENTS

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INTRODUCTION & RESPONSE TO COMMENTS

Chapter 11

INTRODUCTION

The Draft Environmental Impact Report (Draft EIR, DEIR, or EIR) for the Sequoia Drive-In Business Park (Project) was made available for public review and comment for a period of 45 days starting on December 21, 2018 and ending February 4, 2019. The purpose of this document is to present public comments and responses to comments received on the Project's Environmental Impact Report (SCH # 2017011027).

Individual responses to each of the comment letters received regarding the Draft EIR are included in this chapter. Comments that do not directly relate to the analysis in this document (i.e., that are outside the scope of this document) will be considered.

In order to provide commenters with a complete understanding of the comment raised, the County of Tulare Resource Management Agency (RMA), Planning Branch staff prepared a comprehensive response regarding particular subjects. These comprehensive responses provide some background regarding an issue, identify how the comment was addressed in the Draft EIR, and provide additional explanation/elaboration while responding to a comment. In some instances, these comprehensive responses have also been prepared to address specific land use or planning issues associated with the proposed Project, but unrelated to the EIR or environmental issues associated with the proposed Project.

Comments received that present opinions regarding the Project that are not associated with environmental issues or raise issues that are not directly associated with the substance of the EIR are noted without a detailed response.

REVISIONS TO THE PROJECT

Revisions and clarifications to the DEIR made in response to comments and information received on the DEIR are indicated by ~~strikeout~~ text (e.g. ~~strikeout~~), indicating deletions, and underline text (e.g. underline), indicating additions. Corrections of typographical errors that have been made throughout the document are not indicated by ~~strikeout~~ or underline text. The specific revisions and clarifications are included as Errata pages within this Final EIR (FEIR).

PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

Consistent with the California Environmental Quality Act (CEQA), the potential environmental effects of Sequoia Drive-In Business Park Project have been analyzed in a Draft Environmental Impact Report (DEIR, SCH# 2017011027) dated December 2018. Consistent with Section 15205 of the State CEQA Guidelines, the Draft EIR for the Sequoia Drive-In Business Park Project is subject to a public review period. Section 21091(e) of the Public Resources Code specifies a

minimum 30-day shortened review period for an EIR; however, if an EIR is submitted to the State Clearinghouse for review, the review period shall be a minimum of 45-days. Pursuant to CEQA Guidelines.

The Sequoia Drive-In Business Park Draft EIR was distributed to responsible and trustee agencies, other affected agencies/departments/branches within the County of Tulare and RMA, interested parties, and all parties who requested a copy of the Draft EIR in accordance with Section 21092 of the *California Public Resources Code*. As required by CEQA, a Notice of Availability (NOA) for the Draft EIR was published in the *Visalia Times Delta* (newspaper of general circulation) on December 21, 2018.

During the 45-day review period, the Draft EIR and technical studies were also made available at the following locations:

Visalia Branch Library 200 West Oak Avenue Visalia, CA 93291	Tuesday through Thursday: 09:00 a.m. – 8:00 p.m.; Friday: 12:00 p.m. – 6:00 p.m.; and Saturday: 9:00 a.m. – 5:00 p.m.
Woodlake Branch Library 400 W. Whitney Woodlake, CA 93286	Tuesday through Friday: 9:00 a.m.–1:00 p.m., 2:00 p.m.–5:00 p.m.

In addition, the Draft EIR was posted on the Tulare County website during the review period at: <http://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/redfield-subdivision-development/>.

RELEVANT CEQA SECTIONS (SUMMARY)

Following is a summary of CEQA Sections 15088-15384, et. seq. The complete CEQA Guidelines can be accessed at:

[https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAA A70D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAA A70D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=(sc.Default))

Section 15088. Evaluation of and Response to Comments.

- (a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response...
- (b) The lead agency shall provide ... response to a public agency on comments made at least 10 days prior to certifying...
- (c) The written response shall describe the disposition of significant environmental issues raised... In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail...

Section 15088.5. Recirculation of an EIR Prior to Certification.

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification;
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR; and
- (e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

Section 15089. Preparation of Final EIR.

- (a) The Lead Agency shall prepare a final EIR before approving the project. The contents of a final EIR are specified in Section 15132 of these Guidelines.

Section 15090. Certification of the Final EIR.

- (a) Prior to approving a project, the lead agency shall certify that:
 - (1) The final EIR has been completed in compliance with CEQA;
 - (2) The final EIR was presented to the decision making body ...and that the decision making body reviewed and considered the information contained in the final EIR prior to approving the project; and
 - (3) The final EIR reflects the lead agency's independent judgment and analysis.

Section 15091. Findings.

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

Section 15092. Approval.

- (b) A public agency shall not decide to approve or carry out a project for which an EIR was prepared unless:
 - (1) The project as approved will not have a significant effect on the environment, or
 - (2) The agency has
 - (A) Eliminated or substantially lessened all significant effects on the environment where feasible as shown in findings under Section 15091, and
 - (B) Determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns as described in Section 15093.

Section 15093. Statement of Overriding Considerations.

- (a) 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 proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) 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.
- (c) 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.

Section 15095. Disposition of a Final EIR.

The lead agency shall:

- (a) File a copy of the final EIR with the appropriate planning agency of any city, county, or city and county where significant effects on the environment may occur.
- (b) Include the final EIR as part of the regular project report which is used in the existing project review and budgetary process if such a report is used.
- (c) Retain one or more copies of the final EIR as public records for a reasonable period of time.
- (d) Require the applicant to provide a copy of the certified, final EIR to each responsible agency.

Section 15151. Standards for Adequacy of an EIR.

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Section 15364. Feasible.

"Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, and environmental, legal, social, and technological factors.

Section 15384. Substantial Evidence.

"Substantial evidence"... means enough relevant information and reasonable inferences that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence.

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RESPONSES TO COMMENTS

COMMENT LETTERS RECEIVED ON THE DRAFT EIR

The County of Tulare received four (4) written comments (see Attachments 1 through 4) on the Draft EIR. In addition, any correspondence or conversations regarding comments from the public are also provided in this document. Each comment letter is also numbered. For example, comment letter 2 is from the California Department of Transportation, January 30, 2019.

Consistent with Section 15132 of the CEQA Guidelines, the following is a list of persons, organizations, and public agencies that submitted comments regarding the Draft EIR received as of close of the public review period on February 4, 2019.

Comments from Federal, State, or County Agencies:

- | | |
|------------------|---|
| Comment Letter 1 | San Joaquin Valley Air Pollution Control District, January 29, 2019
(See Attachment 1) |
| Comment Letter 2 | California Department of Transportation (Caltrans), January 30, 2019 (See Attachment 2) |

Comments from Other Trustee Agencies or Other Interested Parties:

- | | |
|------------------|--|
| Comment Letter 3 | SoCalGas, February 1, 2019 (See Attachment 3) |
| Comment Letter 4 | Table Mountain Rancheria Tribal Government Office, February 5, 2019 (See Attachment 4) |

The County received confirmation from the State of California, Office of Planning and Research, State Clearinghouse Unit, on February 5, 2019, that EIR process was completed per CEQA Guidelines (see Attachment 5).

In addition to the comment letters received, this chapter concludes with a list of agencies, tribes, and other interested persons whom were notified during the Notice of Preparation process and/or received a copy of the NOA for the Draft EIR.

The reader is reminded that the County strictly adheres to and depends upon substantial evidence in drawing conclusions in regards to CEQA documents. Therefore, the County relies on the definition of substantial evidence as provided in with CEQA Section 15384. (Substantial Evidence) which states: "'Substantial evidence'...means enough relevant information and reasonable inferences that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence." As such, the County also expects commenters such as public agencies, public entities,

or other interested persons/parties to also adhere with the substantial evidence definition as provided in CEQA Section 15384.

COMPREHENSIVE LIST OF RESPONSES

Comment Letter 1 – San Joaquin Valley Air Pollution Control District, January 29, 2019 (See Attachment 1)

Comment Subject 1: The District concurs the proposed Project would have a less than significant impact on air quality when compared to criteria pollutant significance thresholds.

Response – No response necessary. The County appreciates the concurrence that potential impacts on air quality when compared to criteria pollutants are less than significant.

Comment Subject 2: District Recommendations – Page 3.3-19: Rule 9510 applicability.

Response – Page 3.3-19 has been modified to address the District’s recommendations.

Comment Subject 3: District Recommendations – Page 3.3-23: Table 3.3-5.

Response – Page 3.3-23: Table 3.3-5 (“Emissions from Short-Term Project Construction”) has been modified to address the District’s recommendations.

Comment Subject 4: District Recommendations – Page 3.3-25 and -26: Ambient Air Quality Analysis.

Response – Pages 3.3-25 and -26: Ambient Air Quality Analysis. The County inadvertently stated that Project-operation related emissions will not exceed the Air District’s 100 pound/day screening threshold for preparation of an AQAA, when, in fact, operational CO emissions are estimated to be 290.53 pounds/day which will exceed the 100 pound/day screening threshold. As such, an ambient air quality analysis will be performed for the Project. As recommended, the analysis will include emissions from both Project specific permitted and non-permitted equipment and activities. Consultation with District staff will determine the appropriate model and input data to use in the analysis.

Comment Subject 5: District Rules and Regulations – Rule 9510.

Response – No response necessary. The County concurs that the proposed Project is subject to District Rule 9510.

Comment Subject 6: District Rules and Regulations – Rule 2201.

Response – Page 3.3-18 has been updated to reflect that construction of the proposed gas station will trigger applicability of Rule 2201.

Comment Subject 7: District Rules and Regulations – Rule 4692.

Response – Page 3.3-19 has been revised to include a summary of Rule 4692.

Comment Subject 8 and 9: Health Risk Assessment recommendation.

Response – A condition of approval will require the applicant to satisfy HRA requirements of the Air District.

**Comment Letter 2 – California Department of Transportation (Caltrans), January 30, 2019
(See Attachment 2)**

Comment Subject 1: Edits and revisions to the TIS (Appendix G of the EIR).

Response – The County appreciates the requested clarifications to the Traffic Impact Study prepared for the proposed Project and included as Appendix G of the EIR. As recommended in Item 17, the TIS has been revised as recommended and is included in the Final EIR.

Comment Subject 2: Alternative transportation policies.

Response – The Noble and Road 156 bus stop is part of the City of Visalia’s fixed bus route that connects downtown Visalia, Farmersville and Exeter. This bus stop is immediately adjacent to the northern and eastern Project boundaries and the County is confident that it will continue to provide reliable and affordable alternative transportation to and from the proposed Project site. As provided in the site plan on page 2-7 of the EIR, internal sidewalks are included to provide pedestrian linkages within the Project boundaries as well as sidewalks along the eastern boundary to provide easy pedestrian access to the commercial development on the northeast corner.

Comment Letter 3 – SoCalGas, February 1, 2019 (See Attachment 3)

Comment Subject 1: Location of SoCalGas high pressure lines – should the project require SoCalGas to abandon and/or relocate, or modify any portion of natural gas lines, SoCalGas requests coordination via email.

Response – A condition of approval will require the project proponent to coordinate with SoCalGas where applicable.

Comment Subject 2: The project may require SoCalGas to extend new natural gas service.

Response – A condition of approval will require that the applicant coordinate with SoCalGas in the event an extension of natural gas service to the project site is required.

Comment Letter 4 – Table Mountain Rancheria Tribal Government Office, February 5, 2019 (See Attachment 4)

Comment Subject 1: Table Mountain Rancheria Tribal Government Office declines participation in consultation. They would appreciate being notified in the unlikely event that cultural resources are identified.

Response - The County appreciates communication from the Tribe and will notify the tribe should cultural resources be identified during project implementation.

PROJECT SUMMARY

The County of Tulare is considering approval of the proposed Sequoia Drive-In Business Park Project to allow the phased construction and operation of a service commercial development. The Project would include 43 buildings and 358,370 square feet of building space. The proposed Project lies within a portion of the NW ¼ of Section 35, Township 18S, Range 25E, M.D.B.&E. The site is currently zoned C-3 (Service Commercial) and is an allowable use within that Zone District.

LOCAL REGULATORY CONTEXT

The Tulare County General Plan Update 2030 was adopted on August 28, 2012. As part of the General Plan an EIR was prepared as was a Background Report. The General Plan Background Report contained contextual environmental analysis for the General Plan. The Housing Element for 2015 was certified by State of California Department of Housing and Community Development on November 2, 2015, and adopted by the Tulare County Board of Supervisors on November 17, 2015.

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 *Final Environmental Impact Report* (FEIR) acknowledges this uncertainty and incorporates these realities into the methodology to evaluate the environmental effects of the Project, 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. "¹

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.

- (1) An EIR is prepared when the public agency finds substantial evidence that the project may have a significant effect on the environment...
- (2) 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..."²

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) 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

¹ CEQA Guidelines Section 15002(a)

² Ibid. Section 15002 (f).

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. "³

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."⁴ (See Chapter 7)

This *Final EIR* identifies potentially significant impacts that would 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 Plan 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 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), "[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

³ Op. Cit., Section 15021.

⁴ Op. Cit. Section 15002(h).

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."⁵

As the Project will have no significant and unavoidable effects; a Statement of Overriding Considerations is not necessary or required as part of this Final EIR.

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.
 - (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

⁵ Op. Cit. Section 15126.2(a).

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."⁶

ORGANIZATION OF THE EIR

With the exception of Chapter 11, Response to Comments, the EIR consists of the following sections:

EXECUTIVE SUMMARY

The Executive Summary Chapter summarizes the analysis in the Final Environmental Impact Report.

CHAPTER 1

Provides a brief introduction to the Environmental Analysis required by the California Environmental Quality Act (CEQA) and Response to Comments received on the Draft EIR.

CHAPTER 2

Describes the proposed Project. The 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.

⁶ Op. Cit. Section 15126.4.

CHAPTER 3

Includes the Environmental Analysis in response to each Checklist Item contained in Appendix G of the CEQA Guidelines. Within each analysis the following is included:

Summary of Findings

Each chapter notes a summary of findings.

Introduction

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

Environmental Setting

Each environmental factor analysis in Chapter 3 outlines the environmental setting for each environmental factor. In addition, methodology is explained when complex analysis is 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

Some sub-chapters of Chapter 3 have appropriate definitions and/or acronyms.

References

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

CHAPTER 4

Outlines the regulatory summary and summarizes project-specific energy usage.

CHAPTER 5

Summarizes the cumulative impacts addressed in Chapter 3.

CHAPTER 6

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 7

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

CHAPTER 8

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

CHAPTER 9

Provides a Mitigation Monitoring and Reporting Program that summarizes the environmental issues, the significant mitigation measures, and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures.

CHAPTER 10

Outlines persons preparing the EIR and sources utilized in the Analysis.

CHAPTER 11

Contains the Response to Comments received during the 45-day review period.

APPENDICES

Following the main body of text in the EIR, several appendices and technical studies have been included as reference material.

ENVIRONMENTAL REVIEW PROCESS

Pursuant to CEQA Guidelines Section 15082, the Notice of Preparation (NOP) for the Proposed Project was circulated for review and comment beginning on January 13, 2017, for a 30-day comment period ending February 13, 2017. Tulare County RMA received six (6) comments on the NOP. A copy of the NOP is included in Appendix “A” of the Draft EIR.

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 entities have a response to make and may ignore a late response."⁷

A scoping meeting was noticed in the Notice of Preparation and submitted to the OPR/SCH and sent to Responsible and Trustee agencies as well as surrounding property owners. The scoping meeting was held on February 2, 2017. No comments were received during this meeting.

Section 15093 of the 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.

As noted in CEQA Guidelines Section 15105, a Draft EIR that is submitted to the State Clearinghouse shall have a minimum review period of 45 days, unless a shortened review period is granted by the OPR/SCH. Consistent with CEQA Guidelines Section 15087, the Draft EIR was circulated publicly for a comment period beginning on December 21, 2018. Following completion of the 45-day public review period ending on February 4, 2019, RMA staff prepared responses to comments and a Final EIR has been completed. The Final EIR was forwarded to the County of Tulare Planning Commission (Commission) for review and recommendations to the County of Tulare Board of Supervisors (Board) for either certification and adoption of the Final EIR and approval for the Sequoia Drive-In Business Park or for denial of the Project. If the Board approves the Project, a Notice of Determination will then be filed with the County of Tulare County Clerk and forwarded to the OPR/SCH.

ORGANIZATIONS CONSULTED

Appendix “A” of the Draft EIR contains the Notice of Preparation, which includes a listing all of the agencies receiving the NOP. The following tables identify the recipients of both the NOP and the Notice of Availability.

⁷ CEQA Guidelines, Section 15103

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NOTICE OF AVAILABILITY – SEQUOIA DRIVE-IN BUSINESS PARK (SCH# 2017011027)

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD				COMMENTS RECEIVED
	Hard Copy					CD	Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	
	Cover Letter	NOC	NOA	DEIR	Electronic Submittal Form	DEIR with Appendices					

AVAILABILITY OF PUBLIC VIEWING	
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Tulare County Website: <http://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/sequoia-drive-in-business-park/>

Tulare County Resource Management Agency 5961 S. Mooney Blvd. Visalia, CA 93277-9394			X	X		X	12/21/18				
Visalia Main Branch Library 200 W. Oak Ave. Visalia, CA 93291			X	X			12/21/18				

STATE CLEARINGHOUSE (those listed below were marked with an "X" on the NOC	X	X			16	16			12/20/18		Letter dated 2/5/19 stating EIR comment period closed on 2/4/19 and provided Caltrans comments.
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STATE CLEARINGHOUSE (those listed below were marked with an "X" on the NOC	X	X			16	16			12/20/18		Letter dated 2/5/19 stating EIR comment period closed on 2/4/19 and provided Caltrans comments.
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- | | |
|---|--|
| • Air Resources Board | |
| • California Highway Patrol | |
| • Caltrans District #6 | |
| • Caltrans Planning | |
| • Central Valley Flood Protection Board | |
| • Department of Conservation | |
| • Department of Fish and Wildlife Region #4 | |
| • Native American Heritage Commission | |
| • Office of Emergency Services | |
| • Office of Historic Preservation | |
| • Public Utilities Commission | |
| • Regional Water Quality Control Board District #5F | |
| • Resources Agency | |
| • State Water Resources Control Board – Water Quality | |
| • Department of Toxic Substances Control | |
| • Department of Water Resources | |

NOTICE OF AVAILABILITY – SEQUOIA DRIVE-IN BUSINESS PARK (SCH# 2017011027)

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD				COMMENTS RECEIVED
	Hard Copy					CD	Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	
	Cover Letter	NOC	NOA	DEIR	Electronic Submittal Form	DEIR with Appendices					
FEDERAL AGENCIES											
U.S. Army Corps of Engineers Sacramento District 1325 J Street, Room 1350 Sacramento, CA 95814-2922			X							12/20/18	
U.S. Army Corps of Engineers Lake Kaweah / Terminus Dam P.O. Box 44270 Lemon Cove, CA 93244-4270			X							12/20/18	
U.S. Fish and Wildlife Service Sacramento Fish & Wildlife Office 2800 Cottage Way, Room W-2605 Sacramento, CA 95825-1846			X							12/20/18	
STATE & REGIONAL AGENCIES											
San Joaquin Valley Unified Air Pollution Control District Permit Services – CEQA Division 1990 E. Gettysburg Ave. Fresno, CA 93726 CEQA@valleyair.org Patia.Siong@valleyair.org			X					12/21/18		12/20/18	Comment letter dated 1/29/19
CA Dept. of Fish and Wildlife Region 4 – Central Region 1234 E. Shaw Avenue Fresno, CA 93710 JVANCE@dfg.ca.gov Craig.Bailey@wildlife.ca.gov Jennifer.Giannetta@wildlife.ca.gov			X					12/21/18		12/20/18	
CA Dept. of Transportation, District 6 1352 W. Olive Ave P.O. Box 12616 Fresno, CA 93778-2616 david.deel@dot.ca.gov michael.navarro@dot.ca.gov			X					12/21/18		12/20/18	Comment letter dated 1/30/19
Regional Water Quality Control Board Region 5F – Central Valley Attn: Doug Patteson 1685 E Street Fresno, CA 93706 Doug.Patteson@waterboards.ca.gov			X					12/21/18		12/20/18	

NOTICE OF AVAILABILITY – SEQUOIA DRIVE-IN BUSINESS PARK (SCH# 2017011027)

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD				COMMENTS RECEIVED
	Hard Copy					CD	Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	
	Cover Letter	NOC	NOA	DEIR	Electronic Submittal Form	DEIR with Appendices					
LOCAL AGENCIES											
City of Farmersville Attn: Jennifer Gomez, City Manager 909 W. Visalia Road Farmersville, CA 93223			X							12/20/18	
City of Visalia Attn: Mike Olmos, City Manager 220 N. Santa Fe Street Visalia, CA 93292			X							12/20/18	
City of Visalia Community Development Attn: Nick Mascia, Director 315 E. Acequia Avenue Visalia, CA 93291			X							12/20/18	
City of Visalia Planning Attn: Paul Bernal, Planner 315 E. Acequia Avenue Visalia, CA 93291 Paul.Bernal@visalia.city			X					12/21/18		12/20/18	
Tulare Irrigation District P.O. Box 1920 Tulare, CA 93724			X							12/20/18	
Tulare County Farm Bureau Attn: Tricia Stever Blattler, Executive Director P.O. Box 748 Visalia, CA 93291 (U.S. Post)			X							12/20/18	
Tulare County Resources Conservation District 3530 W. Orchard Ct Visalia, CA 93277			X							12/20/18	
Tulare County Association of Governments Attn: Ted Smalley, Executive Director 210 N. Church Street, Suite B Visalia, CA 93291			X				12/20/18 (interoffice)				
Tulare County Fire Warden 835 S. Akers Street Visalia, CA 93277			X				12/20/18 (interoffice)				

[illegible]

NOTICE OF AVAILABILITY – SEQUOIA DRIVE-IN BUSINESS PARK (SCH# 2017011027)

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NOTICE OF AVAILABILITY – SEQUOIA DRIVE-IN BUSINESS PARK (SCH# 2017011027)

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NOTICE OF AVAILABILITY – SEQUOIA DRIVE-IN BUSINESS PARK (SCH# 2017011027)

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD				COMMENTS RECEIVED
	Hard Copy					CD	Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	
	Cover Letter	NOC	NOA	DEIR	Electronic Submittal Form	DEIR with Appendices					
OTHER INTERESTED PARTIES											
Southern California Edison Attn: Bill Delain, Region Manager 2425 S. Blackstone Tulare, CA 93274			X							12/20/18	
Southern California Gas Company 404 N. Tipton Street Visalia, CA 93292			X							12/20/18	Comment letter dated 2/1/19
Crawford & Bowen Attn: Emily Bowen 113 N. Church St. #302 Visalia, CA 93291 emily@candbplanning.com			X					12/21/18		12/20/18	
Castlewood Partners P.O. Box 2622 Visalia, CA 93279			X							12/20/18	

Attachment 1

Comments Received from San Joaquin Valley Air Pollution Control District, January 29, 2019 and County Response to Comments

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RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277 .
PHONE (559) 624-7000
FAX (559) 730-2653

Aaron R. Bock Economic Development and Planning
Reed Schenke Public Works
Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 11, 2020

SENT VIA EMAIL

Arnaud Marjollet, Director of Permit Services
San Joaquin Valley Unified Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93726-0244

Subject: Response to Comments – SEQUOIA DRIVE-IN BUSINESS PARK (TSM 834),
SCH# 2019011039

Dear Mr. Marjollet:

Thank you for providing the San Joaquin Valley Air Pollution Control District (Air District) letter response (dated January 29, 2019) regarding the Draft Environmental Impact Report (DEIR) for the Sequoia Drive-In Business Park Project, State Clearinghouse #2017011027.

The County of Tulare (County) acknowledges and recognizes the Air District's authority and expertise regarding air quality issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

Comment Subject 1: The District concurs the proposed Project would have a less than significant impact on air quality when compared to criteria pollutant significance thresholds.

Response: *The County appreciates the concurrence that potential impacts on air quality when compared to criteria pollutants are less than significant.*

Comment Subject 2: District Rule 9510 Applicability at page 3.3-19.

Response: *Page 3.3-19 has been modified to address the District's recommendations.*

Comment Subject 3: District Recommendations – Page 3.3-23: Table 3.3-5.

Response: *Page 3.3-23: Table 3.3-5 (“Emissions from Short-Term Project Construction”) has been modified to address the District’s recommendations.*

Comment Subject 4: District Recommendations – Page 3.3-25 and -26: Ambient Air Quality Analysis.

Response: Pages 3.3-25 and -26: Ambient Air Quality Analysis. - *The County inadvertently stated that Project-operation related emissions will not exceed the Air District’s 100 pound/day screening threshold for preparation of an AQAA, when, in fact, operational CO emissions are estimated to be 290.53 pounds/day which will exceed the 100 pound/day screening threshold. As such, an ambient air quality analysis will be performed for the Project. As recommended, the analysis will include emissions from both Project specific permitted and non-permitted equipment and activities. Consultation with District staff will determine the appropriate model and input data to use in the analysis.*

Comment Subject 5: District Rule 9510 Applicability at page 3.3-19.

Response: *The County concurs that the proposed Project is subject to District Rule 9510.*

Comment Subject 6: District Rules and Regulations – Rule 2201.

Response: *Page 3.3-18 has been updated to reflect that construction of the proposed gas station will trigger applicability of Rule 2201.*

Comment Subject 7: District Rules and Regulations – Rule 4692.

Response: *Page 3.3-19 has been revised to include a summary of Rule 4692.*

Comment Subject 8 and 9: Health Risk Assessment recommendation.

Response: *A condition of approval will require the applicant to satisfy HRA requirements of the Air District.*

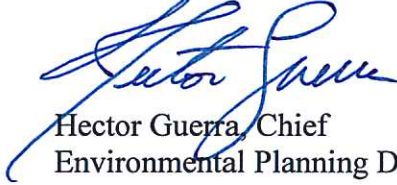
The project will be heard before the Tulare County Planning Commission on September 9, 2020 for consideration of certifying the Final EIR and approving the project. The Final EIR will be available on August 28, 2020 at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/sequoia-drive-in-business-park/>

In closing, we sincerely appreciate the Air District’s comments which will be useful toward ensuring that the proposed Project complies with Air District regulations and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Very Best Regards,

A handwritten signature in blue ink, appearing to read "Hector Guerra", is written over the typed name.

Hector Guerra, Chief
Environmental Planning Division

Attachment: Air District comment letter dated January 29, 2019

Cc: File

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January 29, 2019

Tulare County
Resource Management Agency

Hector Guerra, Chief Environmental Planner
County of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277

FEB 04 2019

REC'D

Project: Draft Environmental Impact Report for the Sequoia Drive-In Business Park Project (SCH # 2017011027)

District CEQA Reference No: 20181395

Dear Mr. Guerra

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the project referenced above consisting of constructing a 358,370 square foot business park with 30 commercial buildings (46 units), a convenience market with gas pumps and an attached fast-food restaurant, access roads, sewer systems, and stormwater retention basins (Project), located at 29421 Road 156, at the southwest corner of Avenue 296 (Noble Avenue) and Road 156, in Tulare County, CA (APN: 101-090-014, 101-090-015, 101-100-009, and 101-100-010). The District offers the following comments:

Project Significance

The District concurs the proposed Project would have a less than significant impact on air quality when compared to criteria pollutant significance thresholds.

1. Based on information provided to the District, Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

Samir Sheikh
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

District Recommendations

The District makes the following recommendations for preparation of the Final EIR.

2. Page 3.3-19 of the DEIR states the following regarding District Rule 9510 (Indirect Source Review):

"The [District Rule 9510] also exempts any development project on a facility whose primary functions are subject to Air District permitting requirements. The Project includes the installation of infrastructure to provide existing residences without municipal sewage facilities with connection to an existing wastewater treatment plant. As such, the Project does not increase capacity or activity and upon completion will be tied into a facility subject to Air District permitting requirements; therefore, the Project is not subject to Rule 9510."

The District would like to clarify that this exemption is intended for facilities whose primary function is subject to District Rule 2201 (New and Modified Stationary Source Review) or Rule 2010 (Permits Required). Examples of exempt facilities include food manufacturing, confined animal facilities, and energy production plants (see Rule 9510, Section 4.4.3). In this case, the Project is a commercial park with commercial business as the primary function of the Project. Therefore, the Project is not exempt per Rule 9510, Section 4.4.3. The District recognizes that the Project's construction and operational emissions calculations included in the DEIR correctly account for the Project's compliance with Rule 9510. However, the District recommends that the above-referenced statement of exemption be corrected to reflect Rule 9510's applicability to the Project. As a result, an Air Impact Assessment (AIA) application is required to be submitted for the Project.

3. Table 3.3-5 ("Emissions from Short-Term Project Construction") on page 3.3-23 of the DEIR reflects the Project's emissions that were quantified using the California Emissions Estimator Model (CalEEMod). The CalEEMod analysis results are included in Appendix A. The results show that, for construction years 2018, 2020, 2022, and 2024, the PM10 Total emissions and PM2.5 Total emissions are greater than zero. However, Table 3.3-5 reflects that there are no such emissions as these values are presented as 0.0000. For transparency purposes, the District recommends that Table 3.3-5 be updated to round PM emissions for the aforementioned construction years to the ten-thousandth place, as is consistent with all other values in the table. As an example, 2018 construction emissions in CalEEMod show that the PM10 Total is 0.00347 tons per year. Therefore, this value should be rounded to 0.0035 tons per year in Table 3.3-5.
4. Pages 3.3-25 and -26 of the DEIR state the following regarding an Ambient Air Quality Analysis (AAQA):

"As presented in Table 3.3-6, the CalEEMod analysis estimated the total mitigated operational emissions to be: 7.9426 tons/year ROG, 8.3273 tons/year NOx, 53.0221 tons/year CO, 0.0822 tons/year SO2, 2.3569 tons/year PM10, and 1.3359 tons/year PM2.5."

Given that operations will occur 365 days per year, the average daily emissions are estimated to be: 43.52 pounds/day ROG, 6.54 pounds/day NOx, 290.53 pounds/day CO, 0.45 pounds/day SO2, 12.91 pounds/day PM10, and 7.31 pounds/day PM2.5.

As demonstrated by the emissions analysis presented above, Project construction-related and operations-related emissions will not exceed the Air District's 100 pound/day screening threshold for preparation of an AAQA; therefore, the Project will not violate any air quality standards or contribute substantially to an existing air quality violation. As such, a Less Than Significant Project-specific Impact related to this Checklist Item will occur."

This discussion states that no emissions will exceed the District's AAQA screening threshold of 100 pounds per day, however it lists CO with emissions exceeding 100 pounds per day. Therefore, the District requires that an AAQA be performed for the Project.

An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis. Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.

District Rules and Regulations

The following District rules and regulations will/may apply to the Project.

5. As stated above, the proposed Project would 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 fees. Any applicant subject to District Rule 9510 is required to submit an AIA application to the District no later than applying for final discretionary approval.

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>.

6. The Project includes construction of a gas station which is subject to District Rule 2201 (New and Modified Stationary Source Review Rule). As such, you are required to obtain a District Authority to Construct prior to construction of the gas station. For more information please visit <http://www.valleyair.org/busind/pto/ptoforms/1ptoformidx.htm> or contact the District's Small Business Assistance at (559) 230-5888.
7. Particulate Matter 2.5 microns or less in size (PM2.5) from under-fired charbroilers pose immediate health risk. Since the cooking of meat can release carcinogenic PM2.5 species like polycyclic aromatic hydrocarbons, controlling emissions from under-fired charbroilers will have a substantial positive impact on public health.

Charbroiling emissions occur in populated areas, near schools and residential neighborhoods, resulting in high exposure levels for sensitive Valley residents. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises environmental concerns.

Furthermore, the latest photochemical modeling indicates that reducing commercial charbroiling emissions is critical to achieving attainment of multiple federal PM2.5 standards and associated health benefits in the Valley.

Therefore, the District strongly recommends new restaurants that will operate under-fired charbroilers install emission control systems during the construction phase since installing charbroiler emissions control systems during construction of new facilities is likely to result in substantial economic benefit compared to costly retrofitting. To ease the financial burden for Valley businesses that wish to install control equipment before it is required by District Rule 4692 (Commercial Charbroiling), the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system for up to two years. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information.

Health Risk Assessment

The District recommends that a Health Risk Screening/Assessment be conducted to identify potential impact on sensitive receptors.

8. Page 3.3-28 of the DEIR states that specific uses/tenants within the Project are not known at this time, however an anticipated gas station and fast-food restaurant would be subject to a Risk Management Review (RMR) during the District's Authority to Construct (ATC) permitting process. The District would like to clarify that fast-food restaurants are not subject to District ATC permitting unless they are utilizing a chain-driven under-fired charbroiler. Additionally, health impact assessments performed by the District through its permitting process do not assess emissions from construction, mobile, or unpermitted/permit-exempt sources. For CEQA purposes, these sources must also be evaluated for potential health impacts.

The District would also like to clarify that potential health impacts must be evaluated for the entire Project under CEQA. In cases where a specific tenant or land use is not yet defined, the District's recommendation is that a health impact assessment be performed based on reasonable project assumptions that can be made at this time. Therefore, the District recommends that an HRA be performed according to the comment below.

9. A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) (<https://www.arb.ca.gov/toxics/healthval/healthval.htm>) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. Industry specific TACs generated must also be identified and quantified.

The District recommends the Project be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

- a. The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined HRA should be performed. The prioritization calculator can be found at: http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.
- b. The District recommends a refined HRA for projects that result in a prioritization score of 10 or greater. It is recommended that the Project proponent contact the District to review the proposed modeling protocol.

The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices.

Please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.


More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- The District can be contacted at (559) 230-6000 for assistance; or
- Visiting the Districts website (Modeling Guidance) at http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm

If you have any questions or require further information, please call Stephanie Palmer at (559) 230-5820.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: sp

Attachment 2

Comments Received from California Department of
Transportation (Caltrans) January 30, 2019
and
County Response to Comments

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RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277 .
PHONE (559) 624-7000
FAX (559) 730-2653

Aaron R. Bock Economic Development and Planning
Reed Schenke Public Works
Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 11, 2020

SENT VIA EMAIL

David Deel, Associate Transportation Planner
Transportation Planning – North
Department of Transportation – District 6
1352 West Olive Avenue
Fresno, CA 93778-2616

Subject: Response to Comments – SEQUOIA DRIVE-IN BUSINESS PARK (TSM 834),
SCH# 2019011039

Dear Mr. Deel:

Thank you for providing the California Department of Transportation (Caltrans) letter response (dated January 30, 2020) regarding the Draft Environmental Impact Report (DEIR) for the Sequoia Drive-In Business Park Project, State Clearinghouse #2017011027.

The County of Tulare (County) acknowledges and recognizes Caltrans' authority and expertise regarding transportation issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

Comment Subject 1: Edits and revisions to the TIS (Appendix G of the EIR)

Response: *The County appreciates the requested clarifications to the Traffic Impact Study prepared for the proposed Project and included as Appendix G of the EIR. As recommended in Item 17, the TIS has been revised as recommended and is included in the Final EIR.*

Comment Subject 2: Alternative transportation policies.

Response: *The Noble and Road 156 bus stop is part of the City of Visalia's fixed bus route that connects downtown Visalia, Farmersville and Exeter. This bus stop is immediately adjacent to the northern and eastern Project boundaries and the County is confident that it will continue to provide reliable and affordable alternative transportation to and from the proposed Project site. As provided in the site plan on page 2-7 of the EIR, internal sidewalks*

are included to provide pedestrian linkages within the Project boundaries as well as sidewalks along the eastern boundary to provide easy pedestrian access to the commercial development on the northeast corner.

The project will be heard before the Tulare County Planning Commission on September 9, 2020 for consideration of certifying the Final EIR and approving the project. The Final EIR will be available on August 28, 2020 at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/sequoia-drive-in-business-park/>

In closing, we sincerely appreciate Caltrans' comments which will be useful toward ensuring that the proposed Project complies with Caltrans' requirements/standards and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Very Best Regards,



Hector Guerra, Chief
Environmental Planning Division

Attachment: Caltrans comment letter dated January 30, 2019

Cc: File

**DEPARTMENT OF TRANSPORTATION
DISTRICT 6**

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7396
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

Tulare County
Resource Management Agency

FEB 04 2019



Making Conservation
a California Way of Life.

January 30, 2019

REC'D

06-TUL-198-13.62

2135-IGR/CEQA

DEIR

SEQUOIA DRIVE-IN BUSINESS PARK

SCH # 2017011027

Mr. Hector Guerra
Chief Environmental Planner
Tulare County Resource Management Agency
5961 S Mooney Blvd.
Visalia, CA 93277

Dear Mr. Guerra:

Thank you for the opportunity to review the Draft Environmental Impact Report for the Sequoia Drive-In Business Park (Project). The approximately 46-acre Project site is located at 29421 Road 156, at the southwest corner of Noble Avenue and Road 156, directly south of the State Route (SR) 198/Road 156 interchange (IC) eastbound (EB) off-ramps.

The Applicant is proposing to construct a 358,370 square-foot (sq.ft.) business park consisting of a total of 30 buildings (46 units), access roads, and stormwater retention basins to be constructed in four (4) separate phases:

- Phase 1 will include a convenience market with gas pumps and an attached fast-food restaurant, along with five (5) separate commercial buildings for a total of 68,340 sq. ft. Access into the development will occur on Road 156 and will eventually connect access from Noble Avenue during Phase 3.
- Phase 2 will construct 14 commercial buildings for a total of 88,000 sq. ft., leaving a remainder lot for the existing cellular tower. Two access points into the development will occur on Road 156, providing a circle drive connecting part of Phase 1, and all of Phase 2 and Phase 4.
- Phase 3 will include 10 separate commercial buildings for a total of 104,000 sq. ft. and a retention pond on the remaining lot. A stormwater retention pond will be installed for on-site water storage in the event of extreme weather.
- Phase 4, the final phase, will include 13 commercial buildings for a total of 98,030 sq. ft. and 2nd stormwater retention pond for on-site water storage.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient

development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

TIS:

1. Page ES-4, first paragraph under "Parking", Caltrans requests that parking not be allowed on Noble Avenue near the EB ramps intersection.
2. Page ES-4, including Figure 2-4, second paragraph under "Roads and Hardscape", Caltrans recommends the proposed driveway (western access) on Noble Avenue be located at least 500 feet from the eastbound ramps intersection, per the Highway Design Manual (HDM) section 504.3(j)(3).
3. Page ES-4, last paragraph under "Project Locations", the second sentence should be corrected to read, "... located at the southwest corner of Noble Avenue ..." Same comment on page 2-1.
4. Page 3.16-17 and Table 3.16-6 (Level of Service Summary); Caltrans previous comments on the Notice of Preparation (NOP) of DEIR requested that Freeway Ramp Junction (Merge/Diverge Segments) analysis be completed especially for the 2040 with projects build-out condition. Please clarify why analysis was not done.
5. Page 3-16-20, under "Mitigation Measures" for the "2040 Plus Project" at the SR 198 EB ramps and Noble Avenue intersection, please be advised that the "three-way-stop-control" alternative/option would not be an optimal solution due to the existing signal control at Noble Avenue and Road 156. The vehicular queue from the All Way Stop Control (AWSC) could potentially queue back to the intersection. A signal at the ramp intersection would be a better alternative because both signals can be coordinated.
6. Page 3-16-21, Please verify that the forecast volume for the 2040 model includes the proposed Road 148 IC. It appears that the model (or the 2040 forecast volume) did include the future Road 148 IC because traffic volume for the future year (shown in Figure 8 & 9 in Appendix G) increases only slightly, especially on the north side of the freeway (Mineral King Avenue side) compared to the existing traffic in 2018 (shown in Figure 5 in Appendix G). Caltrans anticipates that future traffic volume would be higher at this interchange if the future Road 148 IC is not included in the model. It may be necessary to run the analysis in two scenarios, one scenario would include Road 148 IC, and the other is without Road 148 IC.

Appendix G (in TIS):

7. Page 7, it appears that traffic volumes illustrated in Figures 8 and 9 assumes that the Road 148 IC would be constructed in the future to relieve future traffic demand at Lovers Lane IC and in the eastside of the City. Without the Road 148 IC, Caltrans anticipates that the interchanges at Lovers Lane and Road 156 would carry much higher traffic volumes in the future year.

Therefore, it is necessary to see how the Project and cumulative projects in the area impact the Road 156 IC. Please fill in the values for “XX...” in this paragraph. Also, please refer to previous comments for page 3-16-21 (comment #6).

8. Page 9, first bullet under “The project is proposing 5 access points”, Please be advised that the western driveway on Noble Avenue should be at least 500 feet away from the ramp intersection per the Highway Design Manual (HDM) section 504.3(j)(3). Caltrans recommends that this Project driveway only be opened for Phase 3.
9. Figure 5, intersection 2: Mineral King and Road 156 intersection shows no traffic volume for the north leg on both AM and PM. Please verify.
10. Figure 6, it appears that the Project trips indicated in Figure 3 were not added to the existing traffic volume in Figure 5 at some intersections. Please verify and update.
11. Figure 8, it appears that some of the movements at the intersections, for year 2040, especially on Mineral King Avenue, have lower traffic volumes than the existing volumes for 2018 as shown in Figure 5. Please verify.
12. Page 28, under “7.2 Recommended Improvements”, please be advised that the “three-way-stop-control” alternative/option would not be an optimal solution at the SR 198 EB ramp intersection with Noble Avenue due to the existing signal control at Noble Avenue and Road 156 (approximately 700 feet to the east). The vehicular queue from the AWSC at Noble Avenue and Road 156 could potentially queue back to the SR 198 ramp intersection. A signal control at the SR 198 ramp intersection would be a better alternative because both signals can be coordinated.
13. Page 29, under “7.3 Project Requirements” Caltrans agrees with the proposed mitigation requirement that the project contribute its fair share for project improvements. However, in the second paragraph where it states “It is anticipated the improvement project of this type ...”; the cost estimate for improvements at the east bound ramp intersection appears low with respect to the current construction cost for a traffic signal. Caltrans anticipates that the off-ramp approach will need to be widened to accommodate the proposed storage demands. The current interchange at SR 198 and Road 156 was constructed to handle low traffic capacity and the existing ramp terminal does not have capacity to carry higher traffic volumes.

Appendix C (in TIS):

14. Regarding the “Traffic Signal Warrant Analysis”, Peak Hour traffic volume for future year (2040) at the intersection of Mineral King and SR 198 westbound (WB) off-ramp is lower than the peak hour volume in year 2018 (existing condition). Please verify or clarify.

Synchro Files:

15. Appendix H: The 2040 Plus Project v2 PM Peak Hour run is missing the “Percent Heavy Vehicle %” for the southbound approach. Caltrans recommends that if the percentage of heavy vehicles is unknown, please use the default value.

16. For all the synchro output report files, Caltrans recommends using the "HCM 6th Control Delay" instead of "HCM 2010 Control Delay" (which showed at the bottom left of the output printout).

DEIR:

17. Please revise the TIS and submit to Caltrans for review.
18. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:
- a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
 - b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.
 - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning - North

Jessica Willis - RE: Response to Comments regarding the Sequoia Drive In Business Park

From: Jessica Willis
To: Hector Guerra; David Deel
Date: 9/15/2020 4:43 PM
Subject: RE: Response to Comments regarding the Sequoia Drive In Business Park
Cc: Charles Przybylski
Attachments: TIS Update Memo Oct19.pdf

David,

Sorry about that. When Hector prepared the response letters he did not forward the updated TIS Memo along with it. Please see the attached.

Jessica Willis, Planner IV
 Tulare County Resource Management Agency
 Economic Development and Planning Branch
 Environmental Planning Division
 Phone: [\(559\) 624-7122](tel:559-624-7122)
 E-mail: JWillis@co.tulare.ca.us

>>> "Deel, David@DOT" <david.deel@dot.ca.gov> 9/15/2020 2:42 PM >>>
 Jessica & Hector -

Is the Updated/Corrected TIS, in the Draft EIR, as indicated, in Appendix G of the EIR?

I didn't see it included in the Final EIR.

Respectfully,
[DAVID DEEL | 559.488.7396 | CALTRANS D6](#)

-
Due to the current health emergency, Caltrans Planning & Local Assistance staff are working remotely whenever possible.
While there may be some delay in our response times, we continue to be available via email and remain committed to customer service.

From: Jessica Willis <JWillis@co.tulare.ca.us>
Sent: Tuesday, September 15, 2020 7:57 AM
To: Deel, David@DOT <david.deel@dot.ca.gov>
Cc: Hector Guerra <HGuerra@co.tulare.ca.us>
Subject: Re: Response to Comments regarding the Sequoia Drive In Business Park

Good morning.

It has come to my attention that the date of the Planning Commission hearing and availability of the Final EIR identified in the County's Response to Comments letter was inadvertently not updated with the correct dates. Please note, the public hearing is scheduled for Wednesday, **September 23, 2020**, and the environmental documents, including the NOP, Draft EIR, and the Final EIR are available on the County's website at <https://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/sequoia-drive-in-business-park/>.

Please feel free to contact myself or Mr. Hector Guerra, Chief Environmental Planner (copied on this email) if we can be of further assistance.

Respectfully,

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: [\(559\) 624-7122](tel:559-624-7122)
E-mail: JWillis@co.tulare.ca.us

>>> Jessica Willis 9/14/2020 1:58 PM >>>
David,

We noticed a typo in the response to Comment Subject 1. It will read as follows, but without the bold font.

The response will read, "The County appreciates the requested clarifications to the Traffic Impact Study prepared for the proposed Project and included as Appendix G of the EIR. As recommended in Item 17, the TIS has been revised as recommended and is included **in** the Final EIR."

Jessica

>>> Jessica Willis 9/14/2020 12:26 PM >>>
Good afternoon Mr. Deel.

Attached are the Tulare County Resource Management Agency response to your comments regarding the Sequoia Drive In Business Park (SCH# [2017011027](#)) and the Notice of Public Hearing for the Tulare County Planning Commission meeting to be held on September 23, 2020.

Please note that the Planning Commission will recommend approval, disapproval, or changes to this project. The Tulare County Board of Supervisors is the Lead Agency approving body and has the authority to approve or deny the certification of the EIR and the approval or disapproval of the project. As such, you will be provided further notification once the date of the Board of Supervisors hearing for this project has been set.

Respectfully,

Jessica Willis, Planner IV
Tulare County Resource Management Agency

Economic Development and Planning Branch

Environmental Planning Division

Phone: [\(559\) 624-7122](tel:(559)624-7122)

E-mail: JWillis@co.tulare.ca.us

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October 9, 2019



Hector Guerra
Chief Environmental Officer
Tulare County Resources Management Agency

Mr. Guerra,

Attached is the completed addendum to the traffic study as requested for the Sequoia Gateway Plaza (Project). Please review and should you have any questions or comments please email or call. Thank you for your attention in this matter.

Best Regards,

A handwritten signature in black ink, appearing to be 'CH' with a stylized flourish.

Craig Harman, PE
Hartman Engineering, Inc.

1. ADDENDUM PURPOSE

This Addendum to the Traffic Impact Study (TIS) for the proposed Sequoia Gateway Plaza (Project) has been prepared to address a specific future scenario. This scenario was proposed by the County of Tulare during the Initial EIR, prepared in 2015. The additional future scenario evaluates the buildout year 2040 without the construction of the currently proposed interchange with State Route (SR) 198 between Road 156 and Lover's Lane, roughly on the Road 148 alignment. The removal of this proposed interchange required modifications to the Tulare Council of Governments (TCAG) Regional Traffic Demand Model.

2. CHANGES TO THE FUTURE TRAFFIC PROJECTIONS

The preparer worked directly with TCAG Model staff to make changes to the Model to reflect the removal of the Road 148 interchange. All other assumptions for the Buildout traffic model were kept in place, including land use changes and other roadway network improvements. In addition, the current adopted TCAG Model has been updated since the iterations used in the original Traffic Impact Study. Significant Model changes include: revised trip generation, lower population growth and reduced urban spread. All of these factors lead to lower than originally projected growth in the Project area. Generally speaking, traffic along Mineral King Avenue and Road 156 is projected to grow, while Noble Avenue and SR 198 EB off-ramps are projected to decrease.

3. ANALYSIS SUMMARY

The analysis locations, project description, trip generation, near-term scenarios from the original TIS have been utilized in this Addendum analysis. The only update is the revised growth estimates due to the network changes mentioned above. For purposes of comparison, the following Analysis Scenarios are presented:

1. 2040 No Project (with the Road 148 interchange)
2. 2040 With Project (with the Road 148 interchange)
3. 2040 With Project (WITHOUT the Road 148 interchange)

The Scenarios including the Road 148 interchange are presented as analyzed in the Original TIS. The Level of Service Analysis reports for the new scenario are attached.

Table 1 below shows the Level of Service (LOS) and Average Vehicle Delay for the study intersections under the proposed analysis scenarios:

TABLE 1: LEVEL OF SERVICE SUMMARY

Intersection	LOS Threshold	2040 No Project		2040 No Project		2040 Plus Project	
		LOS (AM/PM)	Delay ¹ (AM/PM)	LOS (AM/PM)	Delay ¹ (AM/PM)	LOS (AM/PM)	Delay ¹ (AM/PM)
Mineral King Avenue at SR 198 WB On-Ramp	C	A/A	8.5/8.2	A/A	8.7/8.5	A/A	8.6/8.7
Mineral King Avenue at Road 156	D	C/C	26.8/27.4	D/C	41.9/28.1	D/D	42.5/38.7
Mineral King Avenue at SR 198 WB Off-Ramp	C	B/B	11.7/13.0	C/C	16.1/15.9	C/C	22.2/23.6
Mineral King Avenue at Road 158	D	B/C	12.4/16.1	B/C	13.7/19.4	B/C	14.6/19.8
Noble Avenue at West Project Roadway	D	n/a	n/a	A/B	9.8/10.3	A/A	9.6/9.9
Noble Avenue at SR 198 EB Ramps	C	B/C	10.5/16.6	B/E	14.8/37.5	B/C	14.0/20.2
Noble Avenue at Road 156	D	C/D	34.7/38.6	D/D	40.6/40.7	C/D	34.7/38.9
Northeast Project Driveway at Road 156	D	n/a	n/a	D/C	27.0/24.4	D/D	29.8/27.5
North Project Roadway at Road 156	D	n/a	n/a	C/C	15.6/17.9	C/C	15.6/17.7
Middle Project Roadway at Road 156	D	n/a	n/a	C/C	16.3/19.1	C/C	16.4/18.8
South Project Roadway at Road 156	D	n/a	n/a	C/C	15.8/17.5	C/C	16.0/17.2

¹ average seconds of delay per vehicle

n/a = not applicable, does not exist

4. ANALYSIS RESULTS

As the results in Table 1 show, there are both increases and decreases in delay and LOS at the study intersections, as compared to the 2040 With Project scenario with the Road 148 interchange. The lone intersection identified in the original TIS that exceeds the applicable threshold of significance is no longer projected to exceed the threshold. As such, there are no identified impacts in the added 2040 With Project scenario.



Legend



Project Site



Study Intersection

xx (xx)

AM (PM) Project Trips



Stop Sign



Traffic Signal

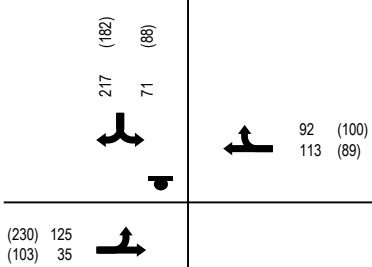


Movement Direction

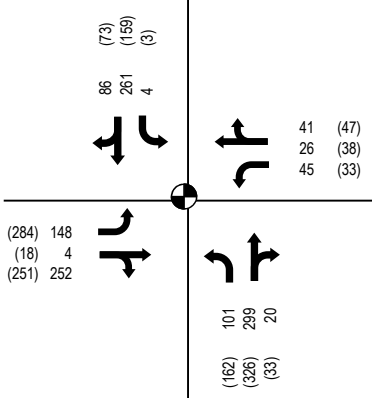
1 Mineral King Avenue at SR 198 WB On-Ramp



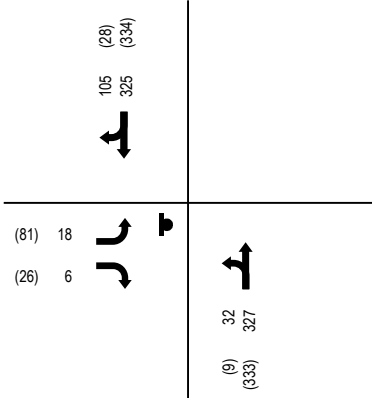
4 Mineral King Avenue at Road 158



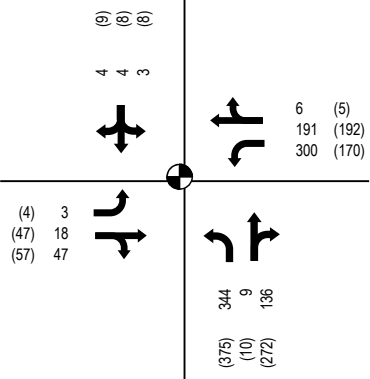
7 Noble Avenue at Road 156



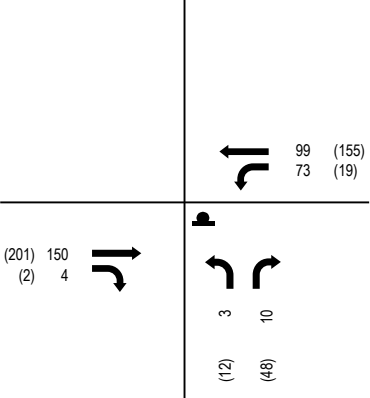
10 Middle Project Road at Road 156



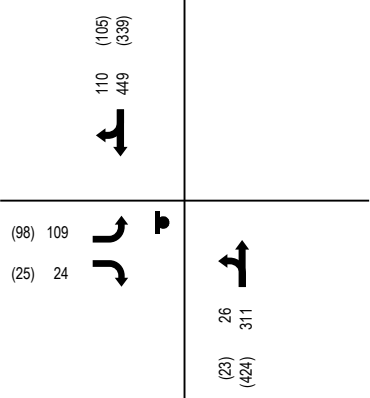
2 Mineral King Avenue at Road 156



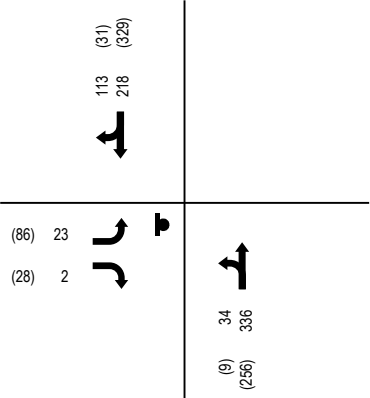
5 Noble Avenue at West Project Driveway



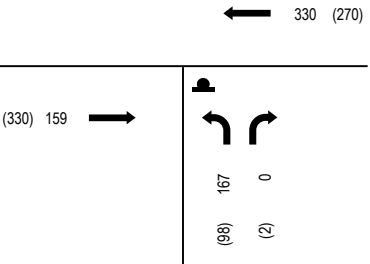
8 Northeast Project Driveway at Road 156



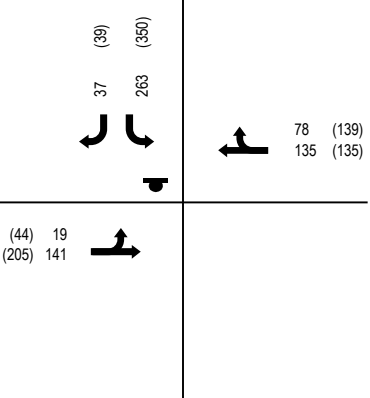
11 South Project Road at Road 156



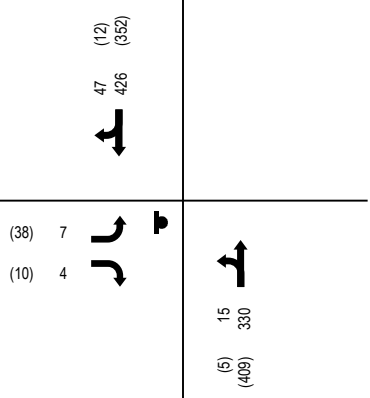
3 Mineral King Avenue at SR 198 WB Off-Ramp



6 Noble Avenue at SR 198 EB Ramps







9 North Project Road at Road 156



2040 Plus Project AM Peak Hour
1: SR 198 WB On-Ramp & Mineral King Avenue

Intersection

Int Delay, s/veh 4.1




















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	8	348	221	0	0
Future Vol, veh/h	152	8	348	221	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	165	9	378	240	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	174
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1391
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1391
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1391	-
HCM Lane V/C Ratio	-	-	-	0.272	-
HCM Control Delay (s)	0	-	-	8.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	1.1	-

2040 Plus Project AM Peak Hour
2: Road 156 & Mineral King Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	39	105	344	242	8	318	8	153	5	5	5
Future Volume (veh/h)	6	39	105	344	242	8	318	8	153	5	5	5
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	1731	1731	1800	1731	1731	1800	1731	1731	1800	1800	1731	1800
Adj Flow Rate, veh/h	7	42	114	374	263	9	346	9	166	5	5	5
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	8	40	108	413	569	19	584	27	498	18	18	18
Arrive On Green	0.00	0.10	0.10	0.25	0.34	0.34	0.35	0.35	0.35	0.03	0.03	0.03
Sat Flow, veh/h	1648	413	1120	1648	1664	57	1648	76	1406	536	536	536
Grp Volume(v), veh/h	7	0	156	374	0	272	346	0	175	15	0	0
Grp Sat Flow(s),veh/h/ln	1648	0	1533	1648	0	1721	1648	0	1483	1609	0	0
Q Serve(g_s), s	0.3	0.0	7.7	17.6	0.0	9.9	13.7	0.0	6.9	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	7.7	17.6	0.0	9.9	13.7	0.0	6.9	0.7	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.03	1.00		0.95	0.33		0.33
Lane Grp Cap(c), veh/h	8	0	148	413	0	589	584	0	525	54	0	0
V/C Ratio(X)	0.87	0.00	1.06	0.91	0.00	0.46	0.59	0.00	0.33	0.28	0.00	0.00
Avail Cap(c_a), veh/h	56	0	148	488	0	617	584	0	525	54	0	0
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	0.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	36.2	29.1	0.0	20.6	21.1	0.0	18.9	37.7	0.0	0.0
Incr Delay (d2), s/veh	112.5	0.0	90.1	18.4	0.0	0.6	3.8	0.0	1.5	12.2	0.0	0.0
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	0.4	0.0	6.9	10.1	0.0	4.8	6.9	0.0	3.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	152.3	0.0	126.3	47.4	0.0	21.1	24.9	0.0	20.4	49.9	0.0	0.0
LnGrp LOS	F		F	D		C	C		C	D		
Approach Vol, veh/h		163			646			521			15	
Approach Delay, s/veh		127.4			36.4			23.4			49.9	
Approach LOS		F			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.6	25.4	13.0		8.0	5.7	32.7				
Change Period (Y+Rc), s		5.3	5.3	5.3		5.3	5.3	5.3				
Max Green Setting (Gmax), s		24.7	23.7	7.7		2.7	2.7	28.7				
Max Q Clear Time (g_c+I1), s		15.7	19.6	9.7		2.7	2.3	11.9				
Green Ext Time (p_c), s		1.5	0.5	0.0		0.0	0.0	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			42.5									
HCM 2010 LOS			D									
Notes												

2040 Plus Project AM Peak Hour
2: Road 156 & Mineral King Avenue

User approved pedestrian interval to be less than phase max green.

2040 Plus Project AM Peak Hour
3: SR 198 WB Off-Ramp & Mineral King Avenue

Intersection

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	198	0	0	362	232	1
Future Vol, veh/h	198	0	0	362	232	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	215	0	0	393	252	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	608	215
Stage 1	-	-	-	215	-
Stage 2	-	-	-	393	-
Critical Hdwy	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	5.44	-
Follow-up Hdwy	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	-	0	0	456	820
Stage 1	-	0	0	816	-
Stage 2	-	0	0	678	-
Platoon blocked, %	-		-		
Mov Cap-1 Maneuver	-	-	-	456	820
Mov Cap-2 Maneuver	-	-	-	456	-
Stage 1	-	-	-	816	-
Stage 2	-	-	-	678	-




Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	458	-	-
HCM Lane V/C Ratio	0.553	-	-
HCM Control Delay (s)	22.2	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.3	-	-

2040 Plus Project AM Peak Hour
4: Mineral King Avenue & Road 158

Intersection

Int Delay, s/veh 7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	147	53	134	69	67	232
Future Vol, veh/h	147	53	134	69	67	232
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, %	4	4	4	4	4	4
Mvmt Flow	160	58	146	75	73	252

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	221	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1336	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1336	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1336	-	-	-	696
HCM Lane V/C Ratio	0.12	-	-	-	0.467
HCM Control Delay (s)	8.1	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.5

2040 Plus Project AM Peak Hour
5: West Project Driveway & Noble Avenue

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	4	73	110	3	10
Future Vol, veh/h	122	4	73	110	3	10
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, %	4	4	4	4	4	4
Mvmt Flow	133	4	79	120	3	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	137
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.236	-
Pot Cap-1 Maneuver	-	1435	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1435	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	1435	-
HCM Lane V/C Ratio	0.018	-	-	0.055	-
HCM Control Delay (s)	9.6	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

2040 Plus Project AM Peak Hour
6: Noble Avenue & SR 198 EB Ramps

Intersection

Int Delay, s/veh 5.8





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	108	151	110	227	32
Future Vol, veh/h	24	108	151	110	227	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
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, %	4	4	4	4	4	4
Mvmt Flow	26	117	164	120	247	35

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	284	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1267	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1267	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	14
HCM LOS			B




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1267	-	-	-	679
HCM Lane V/C Ratio	0.021	-	-	-	0.415
HCM Control Delay (s)	7.9	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	2

2040 Plus Project AM Peak Hour
7: Road 156 & Noble Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	15	215	42	26	39	103	334	28	21	303	132
Future Volume (veh/h)	105	15	215	42	26	39	103	334	28	21	303	132
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	1731	1731	1800	1731	1731	1800	1731	1731	1800	1731	1731	1800
Adj Flow Rate, veh/h	114	16	234	46	28	42	112	363	30	23	329	143
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	141	18	269	56	89	133	295	776	64	26	376	164
Arrive On Green	0.09	0.19	0.19	0.03	0.14	0.14	0.18	0.49	0.49	0.02	0.33	0.33
Sat Flow, veh/h	1648	95	1390	1648	626	939	1648	1577	130	1648	1145	498
Grp Volume(v), veh/h	114	0	250	46	0	70	112	0	393	23	0	472
Grp Sat Flow(s),veh/h/ln	1648	0	1485	1648	0	1565	1648	0	1708	1648	0	1643
Q Serve(g_s), s	5.4	0.0	13.1	2.2	0.0	3.2	4.8	0.0	12.2	1.1	0.0	21.6
Cycle Q Clear(g_c), s	5.4	0.0	13.1	2.2	0.0	3.2	4.8	0.0	12.2	1.1	0.0	21.6
Prop In Lane	1.00		0.94	1.00		0.60	1.00		0.08	1.00		0.30
Lane Grp Cap(c), veh/h	141	0	288	56	0	222	295	0	840	26	0	540
V/C Ratio(X)	0.81	0.00	0.87	0.83	0.00	0.32	0.38	0.00	0.47	0.89	0.00	0.87
Avail Cap(c_a), veh/h	159	0	353	97	0	313	295	0	840	97	0	540
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.46	0.00	0.46
Uniform Delay (d), s/veh	35.9	0.0	31.3	38.4	0.0	30.8	28.9	0.0	13.4	39.3	0.0	25.3
Incr Delay (d2), s/veh	23.5	0.0	17.4	25.1	0.0	0.8	0.8	0.0	1.9	34.3	0.0	9.1
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	0.0	6.7	1.4	0.0	1.4	2.2	0.0	6.1	0.7	0.0	11.1
LnGrp Delay(d),s/veh	59.5	0.0	48.6	63.5	0.0	31.6	29.8	0.0	15.3	73.6	0.0	34.4
LnGrp LOS	E		D	E		C	C		B	E		C
Approach Vol, veh/h		364			116			505			495	
Approach Delay, s/veh		52.0			44.3			18.5			36.2	
Approach LOS		D			D			B			D	
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	6.5	44.7	8.0	20.8	19.6	31.6	12.2	16.7				
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3				
Max Green Setting (Gmax), s	4.7	30.4	4.7	19.0	8.8	26.3	7.7	16.0				
Max Q Clear Time (g_c+I1), s	3.1	14.2	4.2	15.1	6.8	23.6	7.4	5.2				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.4	0.0	0.8	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									

2040 Plus Project AM Peak Hour
8: Road 156 & Northeast Project Driveway

Intersection

Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	109	24	26	356	451	110
Future Vol, veh/h	109	24	26	356	451	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	4	4	4	4	4	4
Mvmt Flow	118	26	28	387	490	120

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	993	550	610	0	-	0
Stage 1	550	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	270	531	959	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	531	959	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	643	-	-	-	-	-





Approach	EB	NB	SB
HCM Control Delay, s	29.8	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	959	-	286	-	-
HCM Lane V/C Ratio	0.029	-	0.505	-	-
HCM Control Delay (s)	8.9	0	29.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-

2040 Plus Project PM Peak Hour
1: SR 198 WB On-Ramp & Mineral King Avenue

Intersection

Int Delay, s/veh 3.2




















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	17	304	275	0	0
Future Vol, veh/h	224	17	304	275	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	243	18	330	299	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	261
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1292
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1292
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1292	-
HCM Lane V/C Ratio	-	-	-	0.256	-
HCM Control Delay (s)	0	-	-	8.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	1	-

2040 Plus Project PM Peak Hour
2: Road 156 & Mineral King Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	82	133	251	260	8	310	8	239	9	12	10
Future Volume (veh/h)	7	82	133	251	260	8	310	8	239	9	12	10
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	1731	1731	1800	1731	1731	1800	1731	1731	1800	1800	1731	1800
Adj Flow Rate, veh/h	8	89	145	273	283	9	337	9	260	10	13	11
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	9	101	164	308	585	19	623	19	540	14	19	16
Arrive On Green	0.01	0.17	0.17	0.19	0.35	0.35	0.38	0.38	0.38	0.03	0.03	0.03
Sat Flow, veh/h	1648	593	967	1648	1668	53	1648	49	1429	475	617	522
Grp Volume(v), veh/h	8	0	234	273	0	292	337	0	269	34	0	0
Grp Sat Flow(s),veh/h/ln	1648	0	1560	1648	0	1721	1648	0	1479	1615	0	0
Q Serve(g_s), s	0.4	0.0	13.2	14.5	0.0	11.9	14.4	0.0	12.4	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	13.2	14.5	0.0	11.9	14.4	0.0	12.4	1.9	0.0	0.0
Prop In Lane	1.00		0.62	1.00		0.03	1.00		0.97	0.29		0.32
Lane Grp Cap(c), veh/h	9	0	264	308	0	604	623	0	559	48	0	0
V/C Ratio(X)	0.89	0.00	0.89	0.89	0.00	0.48	0.54	0.00	0.48	0.70	0.00	0.00
Avail Cap(c_a), veh/h	49	0	272	379	0	645	623	0	559	48	0	0
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	0.00	1.00	1.00	0.00	1.00	0.82	0.00	0.82	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.7	0.0	36.5	35.7	0.0	22.8	21.9	0.0	21.3	43.3	0.0	0.0
Incr Delay (d2), s/veh	110.0	0.0	26.9	18.7	0.0	0.6	2.7	0.0	2.4	60.3	0.0	0.0
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	0.5	0.0	7.6	8.2	0.0	5.8	7.0	0.0	5.5	1.7	0.0	0.0
LnGrp Delay(d),s/veh	154.7	0.0	63.4	54.4	0.0	23.4	24.6	0.0	23.7	103.6	0.0	0.0
LnGrp LOS	F		E	D		C	C		C	F		
Approach Vol, veh/h		242			565			606			34	
Approach Delay, s/veh		66.4			38.4			24.2			103.6	
Approach LOS		E			D			C			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.3	22.1	20.6		8.0	5.8	36.9				
Change Period (Y+Rc), s		5.3	5.3	5.3		5.3	5.3	5.3				
Max Green Setting (Gmax), s		29.7	20.7	15.7		2.7	2.7	33.7				
Max Q Clear Time (g_c+I1), s		16.4	16.5	15.2		3.9	2.4	13.9				
Green Ext Time (p_c), s		2.3	0.3	0.1		0.0	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			38.7									
HCM 2010 LOS			D									
Notes												

2040 Plus Project PM Peak Hour
2: Road 156 & Mineral King Avenue

User approved pedestrian interval to be less than phase max green.

2040 Plus Project PM Peak Hour
3: SR 198 WB Off-Ramp & Mineral King Avenue

Intersection

Int Delay, s/veh 5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	329	0	0	324	196	5
Future Vol, veh/h	329	0	0	324	196	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	358	0	0	352	213	5




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	407	-	-
HCM Lane V/C Ratio	0.537	-	-
HCM Control Delay (s)	23.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.1	-	-

2040 Plus Project PM Peak Hour
4: Mineral King Avenue & Road 158

Intersection

Int Delay, s/veh	9.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	232	102	110	96	80	217
Future Vol, veh/h	232	102	110	96	80	217
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, %	4	4	4	4	4	4
Mvmt Flow	252	111	120	104	87	236

Major/Minor	Major1	Major2		Minor2	
Conflicting Flow All	224	0	-	0	787
Stage 1	-	-	-	-	172
Stage 2	-	-	-	-	615
Critical Hdwy	4.14	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	2.236	-	-	-	3.536
Pot Cap-1 Maneuver	1333	-	-	-	358
Stage 1	-	-	-	-	853
Stage 2	-	-	-	-	536
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1333	-	-	-	286
Mov Cap-2 Maneuver	-	-	-	-	286
Stage 1	-	-	-	-	682
Stage 2	-	-	-	-	536




Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	560
HCM Lane V/C Ratio	0.189	-	-	-	0.576
HCM Control Delay (s)	8.3	0	-	-	19.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	3.6

2040 Plus Project PM Peak Hour
5: West Project Driveway & Noble Avenue

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	2	19	137	12	48
Future Vol, veh/h	166	2	19	137	12	48
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, %	4	4	4	4	4	4
Mvmt Flow	180	2	21	149	13	52

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	182
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1381
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1381
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	794	-	-	1381	-
HCM Lane V/C Ratio	0.082	-	-	0.015	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

2040 Plus Project PM Peak Hour
6: Noble Avenue & SR 198 EB Ramps

Intersection

Int Delay, s/veh 7.4





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	168	134	167	247	22
Future Vol, veh/h	46	168	134	167	247	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
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, %	4	4	4	4	4	4
Mvmt Flow	50	183	146	182	268	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	328	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1220	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1220	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	20.2
HCM LOS			C




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1220	-	-	-	524
HCM Lane V/C Ratio	0.041	-	-	-	0.558
HCM Control Delay (s)	8.1	0	-	-	20.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.4

2040 Plus Project PM Peak Hour
7: Road 156 & Noble Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	34	194	27	18	28	160	343	48	20	254	120
Future Volume (veh/h)	186	34	194	27	18	28	160	343	48	20	254	120
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	1731	1731	1800	1731	1731	1800	1731	1731	1800	1731	1731	1800
Adj Flow Rate, veh/h	202	37	211	29	20	30	174	373	52	22	276	130
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	234	43	243	34	43	65	406	601	84	246	342	161
Arrive On Green	0.14	0.19	0.19	0.02	0.07	0.07	0.25	0.40	0.40	0.15	0.31	0.31
Sat Flow, veh/h	1648	225	1280	1648	626	939	1648	1487	207	1648	1114	525
Grp Volume(v), veh/h	202	0	248	29	0	50	174	0	425	22	0	406
Grp Sat Flow(s),veh/h/ln	1648	0	1505	1648	0	1565	1648	0	1694	1648	0	1638
Q Serve(g_s), s	10.8	0.0	14.4	1.6	0.0	2.8	8.0	0.0	17.9	1.0	0.0	20.5
Cycle Q Clear(g_c), s	10.8	0.0	14.4	1.6	0.0	2.8	8.0	0.0	17.9	1.0	0.0	20.5
Prop In Lane	1.00		0.85	1.00		0.60	1.00		0.12	1.00		0.32
Lane Grp Cap(c), veh/h	234	0	286	34	0	108	406	0	685	246	0	504
V/C Ratio(X)	0.86	0.00	0.87	0.86	0.00	0.46	0.43	0.00	0.62	0.09	0.00	0.81
Avail Cap(c_a), veh/h	251	0	401	104	0	278	406	0	685	246	0	504
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.52	0.00	0.52
Uniform Delay (d), s/veh	37.8	0.0	35.3	43.9	0.0	40.3	28.6	0.0	21.3	33.0	0.0	28.7
Incr Delay (d2), s/veh	24.4	0.0	13.4	41.7	0.0	3.1	0.7	0.0	4.2	0.1	0.0	7.2
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	6.5	0.0	7.1	1.1	0.0	1.3	3.7	0.0	9.2	0.5	0.0	10.3
LnGrp Delay(d),s/veh	62.2	0.0	48.8	85.7	0.0	43.4	29.3	0.0	25.5	33.1	0.0	35.9
LnGrp LOS	E		D	F		D	C		C	C		D
Approach Vol, veh/h		450			79			599			428	
Approach Delay, s/veh		54.8			58.9			26.6			35.7	
Approach LOS		D			E			C			D	
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	18.7	41.7	7.1	22.4	27.5	33.0	18.1	11.5				
Change Period (Y+Rc), s	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3				
Max Green Setting (Gmax), s	2.7	36.4	5.7	24.0	13.3	25.8	13.7	16.0				
Max Q Clear Time (g_c+I1), s	3.0	19.9	3.6	16.4	10.0	22.5	12.8	4.8				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.7	0.1	0.8	0.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			38.9									
HCM 2010 LOS			D									

2040 Plus Project PM Peak Hour
8: Road 156 & Northeast Project Driveway

Intersection

Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	25	23	454	371	105
Future Vol, veh/h	98	25	23	454	371	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	4	4	4	4	4	4
Mvmt Flow	107	27	25	493	403	114




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1003	460	517	0	-	0
Stage 1	460	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	266	597	1039	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	257	597	1039	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.5	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1039	-	291	-	-
HCM Lane V/C Ratio	0.024	-	0.459	-	-
HCM Control Delay (s)	8.6	0	27.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.3	-	-

2040 Plus Project AM Peak Hour
9: Road 156 & North Project Roadway

Intersection

Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	15	375	428	47
Future Vol, veh/h	7	4	15	375	428	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	5	5	5	5	5	5
Mvmt Flow	8	4	16	408	465	51




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	931	491	516	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	293	571	1035	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	287	571	1035	-	-	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1035	-	350	-	-
HCM Lane V/C Ratio	0.016	-	0.034	-	-
HCM Control Delay (s)	8.5	0	15.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2040 Plus Project AM Peak Hour
10: Road 156 & Middle Project Roadway

Intersection

Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	32	372	327	105
Future Vol, veh/h	18	6	32	372	327	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	5	5	5	5	5	5
Mvmt Flow	20	7	35	404	355	114




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	886	412	469	0	-	0
Stage 1	412	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	311	633	1077	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	633	1077	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1077	-	343	-	-
HCM Lane V/C Ratio	0.032	-	0.076	-	-
HCM Control Delay (s)	8.5	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

2040 Plus Project AM Peak Hour
11: Road 156 & South Project Roadway

Intersection

Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	2	34	381	220	113
Future Vol, veh/h	23	2	34	381	220	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	5	5	5	5	5	5
Mvmt Flow	25	2	37	414	239	123

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	789	301	362	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	355	732	1180	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	340	732	1180	-	-	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	611	-	-	-	-	-




Approach	EB	NB	SB
HCM Control Delay, s	16	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1180	-	355	-	-
HCM Lane V/C Ratio	0.031	-	0.077	-	-
HCM Control Delay (s)	8.1	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

2040 Plus Project PM Peak Hour
9: Road 156 & North Project Roadway

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	10	5	439	384	12
Future Vol, veh/h	38	10	5	439	384	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	5	5	5	5	5	5
Mvmt Flow	41	11	5	477	417	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	911	424	430
Stage 1	424	-	-
Stage 2	487	-	-
Critical Hdwy	6.45	6.25	4.15
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	2.245
Pot Cap-1 Maneuver	301	624	1114
Stage 1	654	-	-
Stage 2	612	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	299	624	1114
Mov Cap-2 Maneuver	299	-	-
Stage 1	650	-	-
Stage 2	612	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0.1	0
HCM LOS	C		




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	335	-	-
HCM Lane V/C Ratio	0.005	-	0.156	-	-
HCM Control Delay (s)	8.2	0	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

2040 Plus Project PM Peak Hour
10: Road 156 & Middle Project Roadway

Intersection

Int Delay, s/veh 2.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	81	26	9	363	366	28
Future Vol, veh/h	81	26	9	363	366	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	5	5	5	5	5	5
Mvmt Flow	88	28	10	395	398	30

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	828	413	428	0	-	0
Stage 1	413	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	337	633	1116	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	333	633	1116	-	-	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	18.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

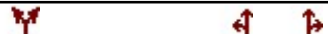
Capacity (veh/h)	1116	-	376	-	-
HCM Lane V/C Ratio	0.009	-	0.309	-	-
HCM Control Delay (s)	8.3	0	18.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

2040 Plus Project PM Peak Hour
11: Road 156 & South Project Roadway

Intersection

Int Delay, s/veh 2.6

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 86 28 9 286 361 31

Future Vol, veh/h 86 28 9 286 361 31

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

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, % 5 5 5 5 5 5

Mvmt Flow 93 30 10 311 392 34

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 740 409 426 0 - 0

Stage 1 409 - - - - -

Stage 2 331 - - - - -

Critical Hdwy 6.45 6.25 4.15 - - -

Critical Hdwy Stg 1 5.45 - - - - -

Critical Hdwy Stg 2 5.45 - - - - -

Follow-up Hdwy 3.545 3.345 2.245 - - -

Pot Cap-1 Maneuver 380 636 1117 - - -

Stage 1 664 - - - - -

Stage 2 721 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 376 636 1117 - - -

Mov Cap-2 Maneuver 376 - - - - -

Stage 1 657 - - - - -

Stage 2 721 - - - - -

Approach EB NB SB

HCM Control Delay, s 17.2 0.3 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1117 - 418 - -

HCM Lane V/C Ratio 0.009 - 0.296 - -

HCM Control Delay (s) 8.3 0 17.2 - -

HCM Lane LOS A A C - -

HCM 95th %tile Q(veh) 0 - 1.2 - -

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Attachment 3

Comments Received from
Southern California Gas (SoCalGas)
February 1, 2019
and
County Response to Comments

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RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277.
PHONE (559) 624-7000
FAX (559) 730-2653

Aaron R. Bock Economic Development and Planning
Reed Schenke Public Works
Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 11, 2020

SENT VIA EMAIL

Karen W. Kwan, Principal Environmental Specialist
Environmental Services
Southern California Gas Company
Sempra Energy Utilities
555 Fifth Street, GTO2A2
Los Angeles, CA 930013

Subject: Response to Comments – SEQUOIA DRIVE-IN BUSINESS PARK (TSM 834),
SCH# 2019011039

Dear Ms. Kwan:

Thank you for providing the Southern California Gas Company (SoCalGas) letter response (dated February 1, 2019) regarding the Draft Environmental Impact Report (DEIR) for the Sequoia Drive-In Business Park Project, State Clearinghouse #2017011027.

The County of Tulare (County) acknowledges and recognizes SoCalGas' authority and expertise regarding energy (i.e., natural gas) issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

Comment Subject 1: Location of SoCalGas high pressure lines – should the project require SoCalGas to abandon and/or relocate, or modify any portion of natural gas lines, SoCalGas requests coordination via email.

Response: *A condition of approval will require the project proponent to coordinate with SoCalGas where applicable.*

Comment Subject 2: The project may require SoCalGas to extend new natural gas service.

Response: *A condition of approval will require that the applicant coordinate with SoCalGas in the event an extension of natural gas service to the project site is required.*

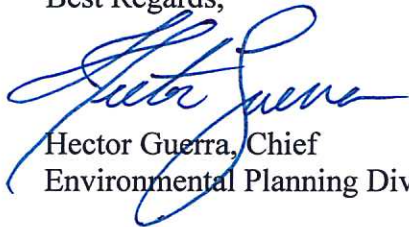
The project will be heard before the Tulare County Planning Commission on September 9, 2020 for consideration of certifying the Final EIR and approving the project. The Final EIR will be available on August 28, 2020 at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/sequoia-drive-in-business-park/>

In closing, we sincerely appreciate SoCalGas' comments which will be useful toward ensuring that the proposed Project complies with SoCalGas' requirements and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Best Regards,



Hector Guerra, Chief
Environmental Planning Division

Attachment: SoCalGas comment letter dated February 1, 2019

Cc: File



Karen W. Kwan
Principal Environmental Specialist

Southern California Gas Company
Sempra Energy utilities
555 Fifth Street, GT02A2
Los Angeles, CA 90013
Tel: 213.237.7335

February 1, 2019

Mr. Hector Guerra
Chief Environmental Planner
Tulare County Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277

Re: Sequoia Drive-In Business Park Project (State Clearinghouse #2017011027)

Dear Mr. Guerra:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the Sequoia Drive-In Business Park Project (Project) Draft Environmental Impact Report (DEIR). SoCalGas understands that a 358,370 square foot business park is proposed on a 46.17-acre site and will include 30 buildings, access roads, and storm water retention basins. We respectfully request that the following comments be incorporated in the DEIR.

- SoCalGas has a 6" high pressure line to the north of the Project site and several 2" high pressure lines adjacent to the Project, mostly within roadways.
- Although it does not appear that SoCalGas pipelines run through the proposed parcels, should it be determined that the Project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that the County and/or the Project proponent coordinate with us by emailing: NorthwestDistributionUtilityRequest@semprautilities.com
- Should it be determined that the Project may require SoCalGas to extend new natural gas service:
 - SoCalGas respectfully requests that project proponent coordinate with us by calling (800) 427-2000 to follow-up on this matter and/or submit a "Non-Residential Request for New Gas Services" application.
 - The Project's DEIR should also recognize that, in order to provide service, natural gas lines may have to be extended from existing off-site locations to the Project site. A discussion of the following issues with appropriate diagrams, including specific environmental impact analyses related to these activities, if necessary, may help to reduce the time and cost associated with the extension of new natural gas service to the Project.
 - The number and description of any new natural gas facilities that will have to be constructed or installed, to provide natural gas service to the Project.
 - Identification and description of any temporary areas required for construction and/or staging of material related to new gas service relocation or construction.
 - Identification of any actions that would require permitting or acquisition of new right-of-way or easements for natural gas service to the Project.

Once again, we appreciate the opportunity to comment on the Project's DEIR. If you have any questions, please feel free to contact SoCalGas Environmental Review at Envreview@semprautilities.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen W. Kwan". The signature is fluid and cursive, with the first name "Karen" and last name "Kwan" clearly distinguishable.

Karen W. Kwan
Principal Environmental Specialist
Environmental Services
Southern California Gas Company

Attachment 4

Table Mountain Rancheria Tribal Government Office
February 5, 2019
and
County Response to Comments

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RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277.
PHONE (559) 624-7000
FAX (559) 730-2653

Aaron R. Bock Economic Development and Planning
Reed Schenke Public Works
Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 11, 2020

SENT VIA EMAIL

Robert Pennel, Tribal Cultural Resources Director
Table Mountain Rancheria
Tribal Government Office
23736 Sky Harbour Road
P.O. Box 410
Friant, CA 93626

Subject: Response to Comments – SEQUOIA DRIVE-IN BUSINESS PARK (TSM 834),
SCH# 2019011039

Dear Mr. Pennel:

Thank you for providing the Southern California Gas Company (SoCalGas) letter response (dated February 1, 2019) regarding the Draft Environmental Impact Report (DEIR) for the Sequoia Drive-In Business Park Project, State Clearinghouse #2017011027.

The County of Tulare (County) acknowledges and recognizes Tribes' authority and expertise regarding energy tribal cultural resource issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

Comment Subject 1: Table Mountain Rancheria Tribal Government Office declines participation in consultation and would appreciate being notified in the unlikely event that cultural resources are identified.

Response: *The County appreciates communication from the Tribe and will notify the tribe should cultural resources be identified during project implementation.*

The project will be heard before the Tulare County Planning Commission on September 9, 2020 for consideration of certifying the Final EIR and approving the project. The Final EIR will be available on August 28, 2020 at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/sequoia-drive-in-business-park/>

In closing, we sincerely appreciate the Table Mountain Rancheria's comments which will be useful toward ensuring that the proposed Project complies with Table Mountain Rancheria's requirements and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Best Regards,


Hector Guerra, Chief
Environmental Planning Division

Attachment: Table Mountain Rancheria's comment letter dated February 5, 2019

Cc: File



TABLE MOUNTAIN RANCHERIA

TRIBAL GOVERNMENT OFFICE

CERTIFIED 3675 1264

February 5, 2019

Tulare County
Resource Management Agency

FEB 11 2019

REC'D

Leanne Walker-Grant
Tribal Chairperson

Beverly J. Hunter
Tribal Vice-Chairperson

Craig Martinez
Tribal Secretary/Treasurer

Matthew W. Jones
Tribal Council Member

Richard L. Jones
Tribal Council Member

Hector Guerra, Chief Environmental Planner
Tulare County Resource Management Agency
5961 S Mooney Blvd.
Visalia, Ca. 93277

RE: Sequoia Drive-In Business Park Project, State Clearing House No.
2017011027

Dear: Hector Guerra

This is in response to your letter regarding, Sequoia Drive-In Business Park Project, State Clearing House No. 2017011027. Thank you for notifying us of the potential development and the request for consultation.

We decline participation at this time but would appreciate being notified in the unlikely event that cultural resources are identified.

Sincerely,

Robert Pennell
Tribal Cultural Resources Director
rpennell@tmr.org
559.325.0351

23736

Sky Harbour Road

Post Office

Box 410

Friant

California

93626

(559) 822-2587

Fax

(559) 822-2693

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Attachment 5

Letter from State of California, Office of Planning and
Research, State Clearinghouse Unit, February 5, 2019

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Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

February 5, 2019

Tulare County
Resource Management Agency

FEB 08 2019

REC'D

Hector Guerra
Tulare County
5961 South Mooney Boulevard
Visalia, CA 93277-9394

Subject: Sequoia Drive-In Business Park Project
SCH#: 2017011027

Dear Hector Guerra:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 4, 2019, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017011027
Project Title Sequoia Drive-In Business Park Project
Lead Agency Tulare County

Type EIR Draft EIR

Description The construction of the Sequoia Drive-In Business Park in Tulare County, CA will comprise of 4 separate phases of development. A total of 30 buildings (46 units) and 358,370 sf of building space will be constructed for the complete buildout for all phases of construction.

Phase 1 will include a convenience market with gas pumps and an attached fast-food restaurant, along with 5 separate commercial buildings for a total combined square footage of 68,340. Direct access into the development of phase 1 will occur on Road 156, and will eventually connect access from Noble Ave during phase 3.

Phase 2 will result in the development of 14 commercial buildings for a total combined square footage of 88,000, leaving a remainder lot for the existing cellular tower. Two access points into the development will occur on Road 156, providing a circle drive connecting part of phase 1, and all of phases 2 and 4.

Phase 3 will include 10 separate commercial buildings with 1 remaining lot for a stormwater retention ponding basin in the event of extreme rainfall. The total sf buildout for phase 3 will be 104,000.

Phase 4, the final phase, will include 13 commercial buildings with 1 remaining lot for a second stormwater retention pond. The total sf buildout for phase 4 will be 98,030.

To accommodate the proposed development, the following two actions will need to occur: update the existing development agreement, and Tulare County approval of a tentative subdivision map (including the environmental impact report).

Lead Agency Contact

Name	Hector Guerra	
Agency	Tulare County	
Phone	559-624-7121	Fax
email		
Address	5961 South Mooney Boulevard	
City	Visalia	State CA Zip 93277-9394

Project Location

County	Tulare	
City	Visalia	
Region		
Lat / Long	36° 19' 30.84N" N / 119° 13' 37.13W" W	
Cross Streets	Ave 296 (Noble Ave) & Rd 156	
Parcel No.	101-090-014,-015& 101-100-009,-010	
Township	16S	Range 22E Section 26 Base MDB&E

Proximity to:

Highways	198
Airports	
Railways	Burlington Northern Santa Fe
Waterways	Tulare Irrigation Canal, Cameron Creek, Packwood Creek, Oakes Ditch, Evans Ditch, Mill Creek, Ka
Schools	J.E Hester Elementary, Farmersville Jr. High, Farmersville High,
Land Use	The site is currently in an unproductive state of agricultural use. The Tulare Irrigation District canal runs through the middle of site. The site was previously a drive-in movie theater (south portion). There is currently a mobile communication tower on the site. Annual grassland and ruderal ground occupy the site.
	The entire project site is zoned PD-C-3-SC.
	The Visalia area land use plan a component of the planning framework, land use, and transportation and circulation elements of Tulare County GP designates the site "ag"; located within the urban development boundary and urban area boundary for the city of Visalia

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report
State Clearinghouse Data Base**

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Housing; Job Generation; Landuse; Minerals; Noise; Other Issues; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Social; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Aesthetic/Visual

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Department of Conservation; Department of Fish and Wildlife, Region 4; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 6; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Fresno); Air Resources Board; State Water Resources Control Board, Division of Water Quality

Date Received 12/21/2018 **Start of Review** 12/21/2018 **End of Review** 02/04/2019

**DEPARTMENT OF TRANSPORTATION
DISTRICT 6**

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7396
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

WWR
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E



Making Conservation
a California Way of Life.

Governor's Office of Planning & Research

JAN 30 2019

STATE CLEARINGHOUSE

January 30, 2019

06-TUL-198-13.62

2135-IGR/CEQA

DEIR

SEQUOIA DRIVE-IN BUSINESS PARK

SCH # 2017011027

Mr. Hector Guerra
Chief Environmental Planner
Tulare County Resource Management Agency
5961 S Mooney Blvd.
Visalia, CA 93277

Dear Mr. Guerra:

Thank you for the opportunity to review the Draft Environmental Impact Report for the Sequoia Drive-In Business Park (Project). The approximately 46-acre Project site is located at 29421 Road 156, at the southwest corner of Noble Avenue and Road 156, directly south of the State Route (SR) 198/Road 156 interchange (IC) eastbound (EB) off-ramps.

The Applicant is proposing to construct a 358,370 square-foot (sq.ft.) business park consisting of a total of 30 buildings (46 units), access roads, and stormwater retention basins to be constructed in four (4) separate phases:

- Phase 1 will include a convenience market with gas pumps and an attached fast-food restaurant, along with five (5) separate commercial buildings for a total of 68,340 sq. ft. Access into the development will occur on Road 156 and will eventually connect access from Noble Avenue during Phase 3.
- Phase 2 will construct 14 commercial buildings for a total of 88,000 sq. ft., leaving a remainder lot for the existing cellular tower. Two access points into the development will occur on Road 156, providing a circle drive connecting part of Phase 1, and all of Phase 2 and Phase 4.
- Phase 3 will include 10 separate commercial buildings for a total of 104,000 sq. ft. and a retention pond on the remaining lot. A stormwater retention pond will be installed for on-site water storage in the event of extreme weather.
- Phase 4, the final phase, will include 13 commercial buildings for a total of 98,030 sq. ft. and 2nd stormwater retention pond for on-site water storage.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient

development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

TIS:

1. Page ES-4, first paragraph under "Parking", Caltrans requests that parking not be allowed on Noble Avenue near the EB ramps intersection.
2. Page ES-4, including Figure 2-4, second paragraph under "Roads and Hardscape", Caltrans recommends the proposed driveway (western access) on Noble Avenue be located at least 500 feet from the eastbound ramps intersection, per the Highway Design Manual (HDM) section 504.3(j)(3).
3. Page ES-4, last paragraph under "Project Locations", the second sentence should be corrected to read, "... located at the southwest corner of Noble Avenue ...". Same comment on page 2-1.
4. Page 3.16-17 and Table 3.16-6 (Level of Service Summary); Caltrans previous comments on the Notice of Preparation (NOP) of DEIR requested that Freeway Ramp Junction (Merge/Diverge Segments) analysis be completed especially for the 2040 with projects build-out condition. Please clarify why analysis was not done.
5. Page 3-16-20, under "Mitigation Measures" for the "2040 Plus Project" at the SR 198 EB ramps and Noble Avenue intersection, please be advised that the "three-way-stop-control" alternative/option would not be an optimal solution due to the existing signal control at Noble Avenue and Road 156. The vehicular queue from the All Way Stop Control (AWSC) could potentially queue back to the intersection. A signal at the ramp intersection would be a better alternative because both signals can be coordinated.
6. Page 3-16-21, Please verify that the forecast volume for the 2040 model includes the proposed Road 148 IC. It appears that the model (or the 2040 forecast volume) did include the future Road 148 IC because traffic volume for the future year (shown in Figure 8 & 9 in Appendix G) increases only slightly, especially on the north side of the freeway (Mineral King Avenue side) compared to the existing traffic in 2018 (shown in Figure 5 in Appendix G). Caltrans anticipates that future traffic volume would be higher at this interchange if the future Road 148 IC is not included in the model. It may be necessary to run the analysis in two scenarios, one scenario would include Road 148 IC, and the other is without Road 148 IC.

Appendix G (in TIS):

7. Page 7, it appears that traffic volumes illustrated in Figures 8 and 9 assumes that the Road 148 IC would be constructed in the future to relieve future traffic demand at Lovers Lane IC and in the eastside of the City. Without the Road 148 IC, Caltrans anticipates that the interchanges at Lovers Lane and Road 156 would carry much higher traffic volumes in the future year.

Therefore, it is necessary to see how the Project and cumulative projects in the area impact the Road 156 IC. Please fill in the values for "XX..." in this paragraph. Also, please refer to previous comments for page 3-16-21 (comment #6).

8. Page 9, first bullet under "The project is proposing 5 access points", Please be advised that the western driveway on Noble Avenue should be at least 500 feet away from the ramp intersection per the Highway Design Manual (HDM) section 504.3(j)(3). Caltrans recommends that this Project driveway only be opened for Phase 3.
9. Figure 5, intersection 2: Mineral King and Road 156 intersection shows no traffic volume for the north leg on both AM and PM. Please verify.
10. Figure 6, it appears that the Project trips indicated in Figure 3 were not added to the existing traffic volume in Figure 5 at some intersections. Please verify and update.
11. Figure 8, it appears that some of the movements at the intersections, for year 2040, especially on Mineral King Avenue, have lower traffic volumes than the existing volumes for 2018 as shown in Figure 5. Please verify.
12. Page 28, under "7.2 Recommended Improvements", please be advised that the "three-way-stop-control" alternative/option would not be an optimal solution at the SR 198 EB ramp intersection with Noble Avenue due to the existing signal control at Noble Avenue and Road 156 (approximately 700 feet to the east). The vehicular queue from the AWSC at Noble Avenue and Road 156 could potentially queue back to the SR 198 ramp intersection. A signal control at the SR 198 ramp intersection would be a better alternative because both signals can be coordinated.
13. Page 29, under "7.3 Project Requirements" Caltrans agrees with the proposed mitigation requirement that the project contribute its fair share for project improvements. However, in the second paragraph where it states "It is anticipated the improvement project of this type ..."; the cost estimate for improvements at the east bound ramp intersection appears low with respect to the current construction cost for a traffic signal. Caltrans anticipates that the off-ramp approach will need to be widened to accommodate the proposed storage demands. The current interchange at SR 198 and Road 156 was constructed to handle low traffic capacity and the existing ramp terminal does not have capacity to carry higher traffic volumes.

Appendix C (in TIS):

14. Regarding the "Traffic Signal Warrant Analysis", Peak Hour traffic volume for future year (2040) at the intersection of Mineral King and SR 198 westbound (WB) off-ramp is lower than the peak hour volume in year 2018 (existing condition). Please verify or clarify.

Synchro Files:

15. Appendix H: The 2040 Plus Project v2 PM Peak Hour run is missing the "Percent Heavy Vehicle %" for the southbound approach. Caltrans recommends that if the percentage of heavy vehicles is unknown, please use the default value.

Mr. Hector Guerra – Sequoia Drive-In Business Park
January 30, 2019
Page 4

16. For all the synchro output report files, Caltrans recommends using the "HCM 6th Control Delay" instead of "HCM 2010 Control Delay" (which showed at the bottom left of the output printout).

DEIR:

17. Please revise the TIS and submit to Caltrans for review.
18. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:
- a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
 - b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.
 - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning - North

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Sequoia Drive-In Business Park
FEIR (SCH# 2017011027)

II. MITIGATION MONITORING AND REPORTING PROGRAM

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Mitigation Monitoring and Reporting Program

Chapter 9

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and based upon the findings of the Final Environmental Impact Report (EIR) for the proposed Project. The MMRP lists mitigation measures recommended in the Draft EIR for the proposed Project and identifies monitoring and reporting requirements.

The CEQA Public Resources Code Section 21081.6 requires the Lead Agency decision making body is going to approve a project and certify the EIR that it also adopt a reporting or monitoring program for those measures recommended to mitigate or avoid significant/adverse effects of the environment identified in the EIR. The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The MMRP is to contain 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 by whom and compliance will be monitored and reported and to whom it will be report. As necessary the reporting should indicate any follow-up actions that might be necessary if the reporting notes the impact has not been mitigated.
- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon the recommendations by those responsible for the MMRP. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program

Table 9-1 presents the Mitigation Measures identified for the proposed Project in this EIR. Each Mitigation Measure is identified by the impact number. For example, 4-1 would be the first Mitigation Measure identified in the Biological analysis of the Draft EIR.

The first column of **Table 9-1** identifies the Mitigation Measure. The second column, entitled “Monitoring Timing/Occurrence,” identifies the time the Mitigation Measure should be initiated. The third column, “Frequency of Monitoring,” identifies the frequency of the monitoring that should take place to assure the mitigation is being or has been implemented to achieve the desired outcome or performance standard. The fourth column, “Agency Responsible for Monitoring,”

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names the party ultimately responsible for ensuring that the Mitigation Measure is implemented. The fifth column, “Method to Verify Compliance,” identifies the requirements for verification that the Mitigation Measure has been implemented. The last three columns will be used by the Lead Agency (County of Tulare) to ensure that individual Mitigation Measures have been complied with and are monitored.

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<p style="text-align: center;">Table 9-1 Mitigation Monitoring and Reporting Program</p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
BIOLOGICAL RESOURCES							
<i>Protection of Swainson's hawks and other raptors and migratory birds (including Loggerhead Shrike)</i>							
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 start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Field survey by a qualified Biologist.			
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 construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<p>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:</p> <ul style="list-style-type: none"> • 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. • If other nesting birds (particularly non-raptor species listed on the MTBA) 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 DFW and/or the USFWS shall be consulted and alternative protection measures required by the CDFW and/or the USFWS shall be followed. 	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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Table 9-1
Mitigation Monitoring and Reporting Program

Table 9-1 Mitigation Monitoring and Reporting Program							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<i>Protection of San Joaquin kit fox</i>							
4-4. 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 construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-5. Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible.	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-6. 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	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
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.							
4-7. 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 construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-8. 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 construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-9. 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	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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					Initials	Date	Remarks
be reduced to 10-mph. Off-road traffic outside of designated project areas shall be prohibited.							
4-10. 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 4-17.	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-11. 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	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
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.							
4-12. 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.	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-13. 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 and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-14. 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 and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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Table 9-1
Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
4-15. 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 and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-16. 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	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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Table 9-1
Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
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.							
4-17. 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 and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			
4-18. New sightings of kit fox shall be reported to the California Natural Diversity Database (CNDDDB). A copy of the reporting form and a topographic map	Prior to and during construction-	Retention of professional biologist/ongoing monitoring/ submittal	County of Tulare Planning Department	Qualified biologist.			

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<p style="text-align: center;">Table 9-1 Mitigation Monitoring and Reporting Program</p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<p>clearly marked with the location of where the kit fox was observed shall also be provided to Fish and Wildlife at the address below.</p> <p>Endangered Species Division 2800 Cottage Way, Suite W2605 Sacramento, California 95825-1846 (916) 414-6620 or (916) 414-6600</p>	related activities.	of Report of Findings, if applicable					
<i>Protection of Burrowing Owl</i>							
<p>4-19. In accordance with CDFG's 2012 <i>Staff Report on Burrowing Owl Mitigation</i>, a qualified biologist shall conduct three surveys for burrowing owls where potential burrowing owl habitat occurs within 500 feet of Project activities. Surveys shall occur during the peak breeding season for this species (15 April through 15 July), and spaced three weeks apart. If active burrowing owl burrows are identified within 500 feet of the Project site, then avoidance, take avoidance surveys, site surveillance, minimization, and buffer mitigation measures shall be implemented, in accordance with the 2012 CDFG <i>Staff Report</i> and direct consultation with CFW.</p>	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

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Table 9-1
Mitigation Monitoring and Reporting Program

Table 9-1 Mitigation Monitoring and Reporting Program							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
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.	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			
5-2. The project proponent 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	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a	A qualified archaeologist shall document the results of field evaluation and shall recommend			

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Table 9-1
Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
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.			qualified archaeologist	further actions that shall be taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			
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	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be			

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Table 9-1
Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<p>Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental [that is, unanticipated] discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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 				taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			

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Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<p>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</p> <p>2. Where the following conditions occur, the landowner or his/her 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.</p> <p>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.</p> <p>b. The descendant fails to make a recommendation; or</p> <p>c. The landowner or his authorized representative rejects the recommendation of the descendent.</p>							

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<p style="text-align: center;">Table 9-1 Mitigation Monitoring and Reporting Program</p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
HYDROLOGY AND WATER QUALITY							
9-1. Once the well is retrofitted for the proposed project, a second round of sampling and analysis shall be conducted. The southern well that was not sampled shall also be sampled with analysis once it is retrofitted for the proposed project. Sampling and analysis shall occur during the initial phases of retrofitting; specifically, during pump testing. If water quality does not meet the State of California standards as discussed above, steps shall be taken during the design of the site such as disinfection, to ensure the water is potable for proposed project use. Once the redesign is completed, the well shall undergo another round of sampling and analysis. This procedure shall continue until the quality of water produced by the well meets the State of California standards.	Prior to and during Construction	Tested water is to State of California standards.	TCEHSD	TCEHSD			
9-2. The project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) according to the latest regulations to be retained onsite. The SWPPP must include best management practices that, when implemented, prevent storm water quality degradation to the extent practical by preventing sediments and other pollutants from leaving the Project site.	Prior to Construction	SWPPP acceptance.	County of Tulare Planning Department	Construction Contractor			

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Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
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 Permit.	Submittal of disposal system design.	TCEHSD	TCEHSD			
9-4. A tertiary treatment plant shall be constructed on site which will allow sewer effluent to meet the State of California standards set in place for water reuse. Tertiary treated water shall be utilized for landscape irrigation.	During construction.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			
9-5. 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 Permit.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			
9-6. The proposed Project shall conform to the Tulare County Water Efficient Landscaping Ordinance.	Prior to Issuance of Building Permit.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			

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Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
9-7. No ground water shall be transported off-site for any use.	Prior to Issuance of Building Permit.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			
TRANSPORTATION/TRAFFIC							
16-1. The Project Applicant will be responsible for paying fair share fees as identified in the Project Impact Contribution Percentage analysis (62.8%) for the improvements needed under the 2040 Plus Project scenario at Noble Avenue at SR 198 EB Ramps. The Applicant will work with Tulare County and/or Caltrans to establish timing and fee amounts to ensure implementation of the improvements listed in this analysis. This shall be made a condition of Project approval.	Prior to Issuance of Building Permit.	Payment of Fees	Tulare County Planning Department	Tulare County Planning Department			
TRIBAL CULTURAL RESOURCES							
17-1. In the event that historical, 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 provide recommendations for measures necessary to protect any site determined to	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	Tulare County Planning Department	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource			

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Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
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.				or human remains found, consistent with all applicable laws including CEQA.			
17-2. 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:	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	Tulare County Planning Department	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			

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<p style="text-align: center;">Table 9-1 Mitigation Monitoring and Reporting Program</p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<p>a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and</p> <p>b. If the coroner determines the remains to be Native American:</p> <p>i. The coroner shall contact the Native American Heritage Commission within 24 hours.</p> <p>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.</p> <p>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</p> <p>2. Where the following conditions occur, the landowner or his authorized</p>							

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Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
representative shall reburial 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.							

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FEIR (SCH# 2017011027)

III. ERRATA

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ERRATA AND AFFECTED AND CORRECTED PAGE(S) OF THE DEIR

Revisions and clarifications to the DEIR made in response to comments and information received on the DEIR are indicated by strikeout text (e.g. ~~strikeout~~), indicating deletions, and underline text (e.g. underline), indicating additions.

CLARIFICATION REGARDING THE PROJECT DESCRIPTION

The Project site is approximately 125-acres (exactly 127.362 acres) in size. As such, a plus-minus sign (\pm) has been added throughout the EIR (unless already specified with the word "approximately") to clearly indicate the approximate size. Due to the large number of references to Project size in the EIR, only those references that were inadvertently not changed from the template language are identified below.

The lots range in size from 2.50 acres to 2.40 acres; average lot size is not 2.14 acres as indicated on pages ES-2, 2-3, and 6.7. The 2.14 acres is a remnant of an earlier iteration of the Project and the Project description was inadvertently not updated to reflect the Project as currently proposed. As such, references to the 2.14 acres have been updated as identified below.

The Project does not require approvals of Exceptions to the Subdivision Ordinance, Sections 7-01-2230 and 7-01-1245 as indicated on pages ES-2, 1-1, 2-1, 3.12-4, 3.16-2, and 3.16-18 of the Draft EIR. The exceptions were a part of an earlier iteration of the Project and the Project description was inadvertently not updated to reflect the Project as currently proposed. As such, references to the exceptions have been deleted as identified below. As the references to the exceptions on pages 3.12-4, 3.16-2, and 3.16-8 are direct quotes from technical studies, they have not been deleted.

The Project does not require approval of a Specific Plan. The references to a specific plan are a remnant of the document template and were inadvertently not removed from the template language. References to a specific plan being included in the Project have been deleted as follows.

➤ **Page ES-2;Project Description:**

The Antelope Valley Subdivision Plan is a proposed 43-unit single-family residential subdivision on a total of ~~approximately \pm 125 acres~~ (exactly 127.32 acres), with ~~average lot sizes ranging of 2.14 from 2.50 acres to 4.20 acres, in the PD-F-M (Planned Development-Foothill-Combining-Special Mobilehome) Zone.~~ The Project is located west of Road 220 and north of Avenue 360, north of Woodlake (APNs 064-140-17, 18, 19, 24, 25, 26, 27, & 32; Section 18, Township 17 South, Range 27 East, MDB&M). ~~The Project will also require approvals of~~

~~Exceptions to the Subdivision Ordinance, Sections 7-01-2230, and 7-01-1245 pertaining to exceeding the maximum access easement length of 660 feet in non-mountainous areas under 10 acres, and interior road widths.~~

➤ **Page ES-4; Project Objectives & Benefits:**

Contribute to Regional Preservation Planning: Provision for design and flexibility in single-family homes that conserves natural features and open space to the end of stimulating a more desirable living and working environment while implementing the general and specific plans through a planned development approach.

➤ **Page 1-1; Project Summary:**

The County of Tulare is proposing the Redfield Subdivision Development Project to allow the development of the Redfield Subdivision Development Plan (Tentative Subdivision Map No. TM 805) as a Tentative Subdivision Map and Final Site Plan to divide ± 125 acres into 43 lots ranging in size from 2.50 acres to 4.20 acres ~~(2.00-acre minimum lots)~~ in the PD-F-M (Planned Development-Foothill Combining-Special Mobilehome) Zone located on the west side of Road 220, approximately a quarter mile north of Avenue 360, north of the City of Woodlake. ~~Included as part of the proposal is one Exception to the Subdivision Ordinance from Section 7-01-2230 pertaining to the exceedance of the maximum access easement length of 660 feet in a non-mountainous area. Access to the site is by Avenue 360.~~

➤ **Page 2-1; Project Description:**

This EIR examines the potential environmental impacts of a proposed Project including approval by the County of Tulare as Lead Agency that would:

- Develop a 43-unit residential subdivision on approximately ± 125 acres (exactly 127.32 acres) of unincorporated County land.
- ~~Require approvals of Exceptions to the Subdivision Ordinance, Sections 7-01-2230, and 7-01-1245 pertaining to the exceedance the maximum access easement length of 660 feet in non-mountainous areas under 10 acres, and interior road widths.~~

The Redfield Subdivision Development Project is a proposed plan for development of a 43-unit residential subdivision (43 single-family units) on a total of ± 125 acres.

Open Space/Parks and Recreation and Public Services.

The proposed Project includes no plans for parks or recreation areas. Design and flexibility will be incorporated into the planning process to stimulate a more desirable living and working environment, encourage innovative and creative approaches to land use and development, provide a means to reduce development costs, conserve natural features and

open space, and implement the general ~~and specific~~ plans which requires a planned development approach.

➤ **Page 2-3; Project Design Features:**

Lot sizes of the single family residential units will range in size from ~~4.49~~2.50 acres to ~~2.56~~4.20 acres. ~~The average lot size is 2.14 acres and~~ ~~the overall density is 0.35 units per~~ acre.

➤ **Page 2-4; Project Objectives:**

Complete Comprehensive Planning for the Antelope Valley Subdivision Area: Formulate ~~a specific plan, related~~ land use planning documents, and regulatory approvals for the Antelope Valley Subdivision Site Plan Area as a means of developing the unincorporated areas of the County of Tulare in an orderly manner, accommodating the area's share of future regional population growth, being compatible with surrounding land uses, and providing new benefits to the County.

➤ **Page 2-5; Project Objectives:**

Contribute to Regional Preservation Planning: Provision for design and flexibility in single-family homes that conserves natural features and open space to the end of stimulating a more desirable living and working environment while implementing the general ~~and specific~~ plans through a planned development approach.

➤ **Page 2-5; Actions Required for Implementation:**

To accommodate the proposed Project, the following actions will need to occur:

- Tulare County approval of a Tentative Map
- ~~Tulare County approval of a Specific Plan~~

➤ **Page 3.1-2; Existing Visual Conditions:**

The ~~409~~±125-acre proposed Project site lies north of the City of Woodlake and as such, land uses in the Project area consist of agricultural, farmed and pastured land. The proposed Project site is within an unincorporated area of Tulare County (approximately ~~409~~125 acres). The proposed Project site can be characterized as agricultural land with scattered rural residences. Surrounding agricultural lands consist of olive orchards, grape and other farmed lands Figures 3.1-1 and 3.1-2 show existing site conditions.

➤ **Page 3.2-9; Proposed Project Site – Soils:**

The ~~54~~±125-acre proposed Project site is composed of two different soil types of varying slope, as depicted in Table 3.2-4.

➤ **Page 3.6-5; Soils:**

The ~~109~~±125-acre proposed Project site is composed of two different soil types with differing gradients, described below:¹⁴...

➤ **Page 3.9-25; Checklist Item b) Project Impact Analysis:**

The proposed development map shown (see Water Supply Report Appendix) contains ~~108~~±125 acres and is proposed to create 43 residential units.

(Note, the Water Supply Report does calculate agricultural water use based on 108 acres. Based on the ±125-acre site agricultural water usage would be approximately 375 acre-feet per year, or 51 acre-feet greater than reported. However, there will be some acreage, such as paved roadways and storm drainage/open space, that would not contribute to residential water use.)

➤ **Page 3.10-7; Checklist Item a) Project Impact Analysis:**

The proposed Project is a residential subdivision that will be located on ~~109~~±125 acres of agricultural land immediately north (approximately 0.5 miles) of the City of Woodlake.

➤ **Page 3.18-14 (page 3.18-15 of the Final EIR); Checklist Item d) Project Impact Analysis:**

“The proposed development map shown in the Appendix [of the WSSR] occupies ~~108~~±125 acres and is proposed to create 43 residential units....”

➤ **Page 3.19-4; Environmental Setting:**

The ~~54~~±125-acre proposed Project site is located in agricultural lands of the San Joaquin Valley, ~~with portions of the site in Tulare County, Fresno County and the City of Kingsburg.~~ The site in its entirety is ~~within the~~ located approximately one mile north of the City of Kingsburg Sphere of Influence Woodlake city limits. The site is bordered to the east by ~~Rd. 16~~Road 220, to the south by Avenue ~~396~~360, to the west by ~~City of Kingsburg urban uses,~~ and ~~to the north by urban~~rural residential and agricultural uses. The site is currently in agricultural production ~~with minor portions intermittently fallowed (olive orchard).~~

➤ **Page 6-5; Evaluation Criteria 2: Project Objectives:**

Contribute to Regional Preservation Planning: Provision for design and flexibility in single-family homes that conserves natural features and open space to the end of stimulating a more desirable living and working environment while implementing the general ~~and specific~~ plans through a planned development approach.

➤ **Page 6-7; Description of the Reduced Density Alternative:**

Description of the Reduced Density Alternative: This alternative involves development of the site with reduced residential densities. It is assumed for purposes of analysis that the project would ~~not include the multi-family developments and~~ an approximate 25% reduction in density of single-family units (i.e., 10 units) on the same amount of land. The development footprint would remain the same, but the lot sizes would increase. The proposed project includes an average lot size of approximately ~~2.142.84~~ acres (or approximately ~~93,285~~123,710 sq. ft. for single-family housing. Under the reduced density alternative, lot sizes could average an increase in area of 25% to approximately ~~116,606~~154,637 sq. ft. (or from an average of ~~2.142.84~~ acres to ~~2.673.54~~ acres). The resulting project would result in 33 larger estate-type lots. Potential population of the project would be reduced from 145 (based on 3.37 persons per unit as described in Section 3.13 Population and Housing) to ~~122~~111 persons.

➤ **Pages 8-2 to 8-3; Project Objectives and Benefit Statements:**

The Project Objectives are presented in full in Chapter Two of this EIR. The purpose of the proposed Project is to provide for design and flexibility in a rural subdivision composed of single-family homes with the goal of creating a more desirable living and working environment, encouraging innovative and creative approaches to land use and development, providing a means to reduce development costs, conserving natural features and open space, and implementing the general and specific plans which requires a planned development approach.

CHAPGER 3.2 AGRICULTURAL RESOURCES

The following information and discussions in the Draft EIR has been clarified to reflect project-specific information. The clarifications to the farmland designations does not change the conclusion that the Project would have a Less Than Significant Impact on Agricultural Resources.

➤ **Page 3.2-10, Table 3.2-4 Project Site Soils and Storie Index:**

The table has been updated to reflect current Web Soil Survey data (as of October 2, 2018).

Table 3.2-4 Project Site Soils and Storie Index⁴⁹				
Soil Type	Acreage	Site %	Storie Index	Characteristics
San Joaquin Loam	113.70 <u>1</u>	88.60 <u>1</u>	Grade 4 (Poor)	0-2% slopes, alluvium derived from acid igneous rock, moderately well drained, no frequency of <u>flooding or ponding</u> , low available water storage (~3.2")
<u>San Joaquin Loam</u>	<u>111.6</u>	<u>88.3</u>	<u>Grade 4 (Poor)</u>	<u>2-9% slopes, alluvium derived from acid igneous rock, moderately well drained, no frequency of flooding or ponding, low available water storage (~3.2")</u>

Table 3.2-4 Project Site Soils and Storie Index⁴⁹				
Yettem Sandy Loam	14.6 8.9	11.3 7.0	Grade 1 (Excellent)	0-2% slopes, alluvium derived from granitoid rock sources, well drained, <u>very low runoff class</u> , no frequency of <u>flooding or ponding</u> , very high <u>available water storage</u> (~13.8")
<u>Yettem Sandy Loam</u>	<u>5.8</u>	<u>4.6</u>	<u>Grade 1 (Excellent)</u>	<u>2-5% slopes, alluvium derived from granitoid rock sources, well drained, very low runoff class, no frequency of flooding, no frequency of ponding, very high available water storage (~13.8")</u>
<u>Acreage is estimated based on the NRCS mapping tool and may not match actual acres.</u>				

➤ **Pages 3.2-13 to 3.2-14 (page 3.2-14 of the Final EIR); Checklist Item a) Project Impact Analysis:**

The Project would ~~not~~ result in the conversion of approximately 15 acres of pPrime agricultural Farmland and approximately 112 acres of Farmland of Statewide Importance to non-agricultural use. As indicated in Table 3.2-4, the Natural Resources Conservation Service Web Soil Survey⁵⁸ identifies on-site soil as predominantly San Joaquin Loam, 2-9% slopes (approximately 88% of the Project site), which is considered by the Farmland Mapping and Monitoring Program (FMMP) to be Farmland of Statewide Importance for Tulare County⁵⁹ and the Statewide Soils Spreadsheet. The remaining portion of the Project site (approximately 12%) is classified as Yettem Sandy Loam, which is considered by the FMMP to be Prime Farmland. The FMMP defines Farmland of Statewide Importance as being similar to Prime Farmland but with shortcomings, such as greater slopes or less ability to store moisture, and lands must have been used for irrigated agricultural production sometime within the four year period prior to the mapping date). The *Tulare County Important Farmland 2016* (Rural Land Mapping Edition, Sheet 1) map identifies the Project site as Farmland of Local Importance, which is similar to Prime Farmland or and Farmland of Statewide Importance except for the lack of irrigation water (see ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/tul16_no.pdf). As the Project site is not irrigated, the site is not capable of growing common cultivated crops and pasture plants over a long period without deterioration. Therefore, the Project would ~~not~~ result in the conversion of ±125 acres of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. However, as indicated in Table 3.2-2, as of 2014 there were 698,722 acres of Prime, Unique, or Farmland of Statewide Importance and 1,299,134 total acres of agricultural lands within the County. The ±125-acre Project site represents 0.018% of the County's Prime, Unique, or Farmland of Statewide Importance and 0.0096% of the County's total agricultural lands. As such the Project would result in a ***Less Than Significant Impacts*** related to this Checklist Item will occur.

➤ **Page 3.2-14; Checklist Item a) Cumulative Impact Analysis:**

The geographic area of this cumulative analysis is Tulare County and the entire State of California. This cumulative analysis is based on the information contained in the Statewide FMMP map, the fact that irrigation is required to sustain crop productivity, and the site has been subjected to decades of agricultural and other ground-disturbing practices such that native soil characteristics are no longer expected to be present.

As previously noted, the Project site represents 0.0096% of the County's total agricultural lands. Therefore, *Less Than Significant Cumulative Impacts* related to this Checklist Item will occur.

➤ **Page 3.2-14 (page 3.2-15 of the Final EIR); Checklist Item b) Project Impact Analysis:**

This impact analysis evaluates the potential for the proposed Project to conflict with any existing Williamson Act Contract on the site or conflict with the existing zone designation. The Project site does include one parcel (APN 064-140-032) that is currently in a not have a Williamson Act contract (contract 05756, preserve 0002097); however, this contract will expire on January 1, 2019.⁶⁰ Construction of the Project cannot begin until project approval is granted and grading/building permits are issued, which will be after the Williamson Act contract has expired; as such, there would be no impact to a Williamson Act Contract. The site is zoned PD-F-M (Planned Development – Foothill Combining – Special Mobile Home) on the approximately 125 acres that makes up the Project site. The Project site is being used for agricultural production (olives); however, the site is not zoned for exclusive agricultural use. Therefore, there is no requirement to the overall zoning language changes to create new districts in each jurisdiction. As such, there would be *No Impact* with existing zoning or a Williamson Act Contract.

➤ **Page 3.2-14 (page 3.2-15 of the Final EIR); Checklist Item b) Project Impact Analysis:**

Footnote 60 was deleted as it was a remnant from a previous non-related project and inadvertently not removed from the template document.

➤ **Page 3.2-14 (page 3.2-15 of the Final EIR); Checklist Item b) Cumulative Impact Analysis:**

As noted earlier, the proposed Project site has one parcel that is not under a Williamson Act Contract; however, that contract will expire before Project construction will begin. ~~and~~ Therefore, the Project will not conflict with the overlaying Zone District. Therefore, *No Impacts* related to this Checklist Item will occur.

CHAPTER 3.4 BIOLOGICAL RESOURCES

➤ **Starting a Page 3.4-10; Checklist Items 3.4 a) through 3.4 f):**

The mitigation measures identified in Chapter 3.4 were taken from the Biological Evaluation Report (BER) prepared for the Project and included as Appendix “B” to the

Draft EIR. The California Department of Fish and Wildlife (CDFW) offered recommendations to edit some of the measures to clearly define the requirements of said measures. The County has incorporated the CDFW's recommendations into the Final EIR; however, as the measures presented in Chapter 3.4 were quoted from the BER, the recommendations will be included only in the Mitigation Monitoring and Reporting Program (MMRP) presented as Table 9-1 in the Executive Summary and in Chapter 9 of the Final EIR.

See "MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)" below for the clarifications made to mitigation measures identified in Table 9-1.

➤ **Page 3.4-14; Checklist Item 3.4 a):**

Implementation of Mitigation **Measures 4-94-5 thru 4-9** will reduce potential project-related impacts to the San Joaquin kit fox to *Less Than Significant Impact With Mitigation* and will ensure that future construction activities are carried out in compliance with state and federal laws protecting this species.

➤ **Page 3.4-22; Checklist Item 3.4 c):**

As noted previously, **Mitigation Measure 4-184-19** addresses any potential impacts that might occur to this offsite resource. Therefore, potential impacts the vernal pool(s) adjacent to this site would result in a *Less Than Significant Impact With Mitigation*.

CHAPTER 3.18 UTILITIES AND SERVICE SYSTEMS

The first paragraph of *Chapter 3.18 Utilities and Service Systems* is a remnant of the template document. As such, the paragraph has been replaced to reflect the Project's potential impact on utilities and the study that the analyses were based upon as follows:

➤ **Page 3.18-1; Summary of Findings:**

The proposed ~~Three Rivers Community Plan Update~~ (Project) will result in *Less Than Significant* impacts to Utilities and Service Systems ~~with mitigation~~. A "Water Supply sustainability Report, Redfield Estates Residential Subdivision" was prepared for the Project by consultants Roberts Engineering and 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.

CHAPTER 3.14 PUBLIC SERVICES

➤ **Page 3.14-9; Checklist Item 3.14 a) regarding Police Protection:**

The duplicative “Cumulative Impact Analysis: *Less Than Significant Impact*” has been deleted.

CHAPTER 3.19 MANDATORY FINDINGS OF SIGNIFICANCE

The Impact Analysis discussions have been clarified as follows:

➤ **Pages 3.19-7 and 3.19-8; Checklist Item 3.19 a) regarding Checklist Item 3.4 c):**

3.4 c) ***No Less Than Significant Impact With Mitigation***

As discussed earlier in the Environmental Setting section of Chapter 3.4 Biological Resources, the proposed Project site currently consists of land that is under active agricultural production, accessed by several dirt roads and loading areas, and features two agricultural basins, and a residence.

“Waters of the U.S. and sensitive natural communities are absent from the project site itself, but a vernal pool that potentially meets the criteria of a jurisdictional wetland adjoins the site to the north. In the absence of a formal wetland delineation, it is unknown whether the pool would be regulated by the U.S. Army Corps of Engineers, or whether it is hydrologically isolated and subject only to the jurisdiction of the Regional Water Quality Control Board. As discussed, future site preparation activities such as grading and excavation have the potential to impact this vernal pool through siltation and erosion. Regardless of whether the pool is considered a Water of the U.S. or Water of the State, project-related impacts to the pool would be considered significant under CEQA because vernal pools are sensitive natural communities upon which many native flora and fauna depend.”⁷

Mitigation Measure(s): ***See Mitigation Measure 4-184-19.***

Conclusion: ***Less Than Significant Impact With Mitigation*** related to this Checklist Item will occur through implementation of ***Mitigation Measure 4-184-19***

➤ **Page 3.19-8 and 3.19-9; Checklist Item 3.19 a) regarding the Cumulative Impact Analysis for Checklist Item 3.19 a):**

Note, the Cumulative Impact Analysis presented on page 3.19-8 is the discussion for the Cumulative Impact Analysis for the entirety of Checklist Item 3.19 a) and is not specific to the discussion of Checklist Item 3.4 f), and has been clarified as follows:

Cumulative Impact Analysis: ***No Less Than Significant Impact With Mitigation***

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, there will be ***No Less***

Than Significant Project or Cumulative Impacts With Mitigation related to biological resources.

Mitigation Measure(s): ~~None—Required~~ **See Mitigation Measures 4-1 through 4-19.**

Conclusion: ~~No~~ **Less Than Significant Impact With Mitigation**

Potential Project-specific and cumulative impacts to biological resources will result in a ***Less Than Significant Impact With Mitigation.***

➤ **Page 3.19-9; Checklist Item 3.19 a) regarding California History and Prehistory:**

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

As indicated in Chapter 3.5 Cultural Resources and Chapter 3.17 Tribal Cultural Resources, based on the available evidence, the Project will not cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5. Due to a lack of on-site historical resources, decades of agricultural disturbance having occurred on the site, and no known historical incidence of historical resources being located or documented at the site, impacts related to this Checklist Item will be mitigated to a level considered Less Than Significant Impact.

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.***

Mitigation Measure(s): ***See Mitigation Measures contained in Chapters 3.4 and 3.53-17.***

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

Less Than Significant Project-specific and Cumulative Impacts with Mitigation to biological and cultural resources will occur.

➤ **Page 3.19-10; Checklist Item 3.19 c):**

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

~~bBackground Report, and the Tulare County 2030 General Plan EIR and the 1990 City of Kingsburg General Plan.~~

There are no significant environmental adverse effects from this Project to human beings.

CHAPTER 5 SUMMARY OF CUMULATIVE IMPACTS

Tables 5-2, 5-3, and 5-4 of *Chapter 5 Summary of Cumulative Impacts* has been clarified to reflect the impact analyses presented in Chapters 3.1 through 3.19 as follows:

➤ **Page 5-11; Table 5-2:**

<p style="text-align: center;">Table 5-2 Checklist Items with Less Than Significant Impact with Mitigation</p>		
Impact Section	Checklist Item No.	Checklist Criteria
Biological Resources	3.4 a)	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?
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?
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?
Hydrology & Water Quality	3.9 a)	Violate any water quality standards or waste discharge requirements?
Hydrology & 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)?
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?
<u>Noise</u>	<u>3.12 d)</u>	<u>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</u>
Tribal Cultural Resources	3.17 a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined

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<p style="text-align: center;">Table 5-2 Checklist Items with Less Than Significant Impact with Mitigation</p>		
Impact Section	Checklist Item No.	Checklist Criteria
		in Public Resources Code Section 5020.1(k)?
<u>Tribal Cultural Resources</u>	<u>3.17 b)</u>	<u>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?</u>
<u>Mandatory Findings</u>	<u>3.19 a)</u>	<u>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?</u>
<u>Mandatory Findings</u>	<u>3.19 b)</u>	<u>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)?</u>

➤ **Pages 5-12 through 5-15 ; Table 5-3:**

<p style="text-align: center;">Table 5-3 Checklist Items with a Less Than Significant Impact</p>		
Impact Section	Checklist Item No.	Checklist Criteria
Aesthetics	3.1 a)	Have a substantial adverse effect on a scenic vista?
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?
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?
<u>Agricultural Lands & Forestry</u>	<u>3.2 e)</u>	<u>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</u>
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?

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<p style="text-align: center;">Table 5-3 Checklist Items with a Less Than Significant Impact</p>		
Impact Section	Checklist Item No.	Checklist Criteria
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 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?
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 a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction?
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?
Greenhouse Gas Emissions	3.7 a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
Greenhouse Gases	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 a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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<p style="text-align: center;">Table 5-3 Checklist Items with a Less Than Significant Impact</p>		
Impact Section	Checklist Item No.	Checklist Criteria
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 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 & 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?
Hydrology & Water Quality	3.9 e)	Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
Hydrology & Water Quality	3.9 f)	Otherwise substantially degrade water quality?
Hydrology & 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?
Land Use & Planning	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) adopted for the purpose of avoiding or mitigating an environmental effect?
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 d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
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)?

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<p style="text-align: center;">Table 5-3 Checklist Items with a Less Than Significant Impact</p>		
Impact Section	Checklist Item No.	Checklist Criteria
Public Services	<u>3.14 a)</u>	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: <u>Fire Protection</u> <u>Police protection?</u> <u>Schools?</u> <u>Parks?</u> <u>Other Public Facilities?</u>
	3.14 a)	Fire protection?
	3.14 a)	Police protection?
	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?
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 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?
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?
Tribal Cultural Resources	3.17 b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?

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Table 5-3 Checklist Items with a Less Than Significant Impact		
Impact Section	Checklist Item No.	Checklist Criteria
Utilities	3.18 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	3.18 d)	Have sufficient water supplies available to serve the project been identified from existing entitlements and resources, or are new or expanded entitlements needed?
Utilities	3.18 f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
Utilities	3.18 g)	Comply with federal, state, and local statutes and regulations related to solid waste?
<u>Mandatory Findings</u>	<u>3.19 c)</u>	<u>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</u>

➤ **Pages 5-16 through 5-18; Table 5-4:**

Table 5-4 Checklist Items with No Impact		
Impact Section	Checklist Item No.	Checklist Criteria
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 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)	Result in the loss of forest land or conversion of forest land to non-forest use?
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?
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?

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Table 5-4 Checklist Items with No Impact		
Impact Section	Checklist Item No.	Checklist Criteria
Geology & Soils	3.6 a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?
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 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 & 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 & 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 & Water Quality	3.9 h)	Place within a 100-year flood hazard structures which will impede or redirect flood flows.
Hydrology & Water Quality	3.9 j)	Inundation by seiche, tsunami, or mudflow?
Land Use & Planning	3.10 a)	Physically divide an established community?
Land Use & Planning	3.10 c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?
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 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?
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?
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?

Table 5-4 Checklist Items with No Impact		
Impact Section	Checklist Item No.	Checklist Criteria
Transportation	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?
Tribal Cultural Resources	3.17 a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?
Utilities	3.18 a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
Utilities	3.18 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	3.18 e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

CHAPTER 6 ALTERNATIVES

The discussion regarding the Environmentally Superior Alternative, specifically Alternative 3, inadvertently included remnant language from the template document. As such, the discussion has been edited to remove language that does not pertain to the proposed project:

➤ **Page 6-9; Alternative 3 – Reduced Density:**

Alternative 3 – Reduced Density (Same Footprint). The environmental impacts associated with this alternative would be less than the proposed Project because it would result in fewer overall housing units and a smaller population. Therefore, impacts associated with air quality, greenhouse gas emissions, water use, traffic, noise, and infrastructure would be slightly reduced. More open space would occur with this Alternative. However, this Alternative would not meet all of the project objectives as it would reduce the mix of housing choices, ~~eliminate some of the lower cost housing associated with multi-family units and smaller single-family lots,~~ and would reduce the ability of the ~~City and~~ County to meet their respective regional housing needs allocations. As such, Alternative ~~4~~3 is not superior to the proposed Project and is not considered a viable alternative.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

The Mitigation Monitoring and Reporting Program (MMRP) has been clarified to reflect project-specific mitigation as follows.

➤ **Executive Summary, Table 9-1, Pages ES-11 to ES-22:**

See the mitigation measures below for the clarifications made to mitigation measures identified in Table 9-1 of the Executive Summary.

➤ **Page 9-1; Mitigation Monitoring and Reporting Program:**

This ~~Draft~~ Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and based upon the findings of the Draft Environmental Impact Report (EIR) for the proposed Project. The MMRP lists mitigation measures recommended in the ~~d~~Draft EIR for the proposed Project and identifies monitoring and reporting requirements.

The CEQA Public Resources Code Section 21081.6 requires the Lead Agency decision making body ~~is going to~~ approve a project and certifying the EIR ~~that it~~ to also adopt a reporting or monitoring program for those measures recommended to mitigate or avoid significant/adverse effects of the environment identified in the EIR. The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The MMRP is to contain the following elements:

➤ **Page 9-1; Mitigation Monitoring and Reporting Program:**

Table 9-1 presents the Mitigation Measures identified for the proposed Project in this EIR. Each Mitigation Measure is identified by the impact number. For example, 4-1 would be the first Mitigation Measure identified in the Biological analysis of the ~~d~~Draft EIR.

➤ **Pages 9-1 to 9-2; Mitigation Monitoring and Reporting Program:**

The first column of **Table 9-1** identifies the Mitigation Measure. The second column, entitled “When Monitoring is to Occur,” identifies the time the Mitigation Measure should be initiated. The third column, “Frequency of Monitoring,” identifies the frequency of the monitoring that should take place to assure the mitigation is being or has been implemented to achieve the desired outcome or performance standard. The fourth column, “Agency Responsible for Monitoring,” names the party ultimately responsible for ensuring that the Mitigation Measure is implemented. The fifth column, “Method to Verify Compliance,” identifies the requirements for verification that the Mitigation Measure has been implemented. The last three columns will be used by the Lead Agency (County of Tulare) to ensure that individual Mitigation Measures have been complied with and monitored.

➤ **Table 9-1, Mitigation Measure 4-3 for California Tiger Salamander:**

4-3. (Avoidance and Exclusion) A focused survey for California tiger salamander (CTS) shall be conducted on and in the vicinity of the project site by a qualified biologist prior to the start of ground disturbance associated with future development of the project site. The survey shall be conducted according to methods described in the “Interim Guidance on Site Assessment and Field Surveys for Determining Presence

or a Negative Finding of the California Tiger Salamander” (USFWS 2003). A focused survey will be repeated following any lapses in construction of 30 days or more. If the survey indicates CTS are present on the project site or the immediate vicinity, the Fresno Field Office of CDFW shall be contacted immediately to determine the best course of action and the following actions shall be implemented:

- sSilt fencing will be installed along the boundary of the project site establishing a minimum 100-foot buffer area wherever the site adjoins areas of wetland and/or annual grassland habitat. The silt fencing will prevent CTS associated with surrounding grassland from wandering onto the project site during construction, and potentially experiencing construction mortality. It will also ensure that project personnel and equipment do not encroach on off-site CTS habitat. The silt fencing will be maintained in good condition for the duration of construction.
- A minimum 50-foot no disturbance buffer area shall be established around small mammal burrows within and/or adjacent to the construction footprint. If burrow avoidance is not feasible, CDFW shall be contacted to determine if take can be avoided. If CDFW determines that take cannot be avoided, an Incidental Take Permit shall be obtained prior to the start of ground disturbing activities.

➤ **Table 9-1, Mitigation Measures 4-5, 4-6, and 4-9 for San Joaquin Kit Fox:**

- 4-5.** (Preconstruction Surveys) Preconstruction surveys for the San Joaquin kit fox (SJKF) shall be conducted pursuant to the “Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance” (USFWS 2011) on and within 200 feet of the project site, no less than 14 days and no more than 30 days prior to the beginning of initial ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on the project site and evaluate their use by kit foxes. If an potentially active kit fox den is detected within or immediately adjacent to the area of work, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to determine the best course of action and a minimum 3-day focused survey shall be conducted using a tracking medium and/or infrared camera to determine use. Preconstruction surveys will be repeated following any lapses in construction of 30 days or more.
- 4-6.** (Avoidance of Active Dens) Should active or potentially active kit fox dens be detected during preconstruction or focused surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately. A minimum 50-foot disturbance-free buffer will be established around the potential or atypical (manmade) burrows and 100-foot disturbance-free buffer around known or previously occupied dens, or as otherwise determined to be appropriate pursuant to ~~in~~ consultation with the USFWS and CDFW, ~~to~~ Buffer areas shall be maintained until an agency-approved biologist has determined that the burrows have been abandoned. If CDFW determines that take cannot be avoided, an Incidental Take Permit shall be obtained prior to the start of ground disturbing activities.

- 4-9.** (Mortality Reporting) The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately (by phone, email, in person) and in writing within three working days in case of the accidental death or injury to a San Joaquin kit fox during construction. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.

➤ **Table 9-1, Mitigation Measures 4-11 and 4-12 for Burrowing Owl:**

- 4-11.** (Avoidance of Active Nest) If future construction activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are identified within, or adjacent to, project impact areas, a 200-meter disturbance-free buffer will be established around these burrows, or alternate avoidance measures implemented in consultation with the Fresno Field Office of the CDFW. The buffers will be enclosed with temporary fencing designed to minimize impacts to other special status species (specifically, California tiger salamander) to prevent construction equipment and workers from entering the setback area. Buffers will remain in place for the duration of the breeding season, unless otherwise arranged with CDFW. After the breeding season (i.e. once all young have left the nest), passive relocation of any remaining owls may take place as described below.
- 4-12.** (Avoidance or Passive Relocation of Resident Owls) During the non-breeding season (September 1-January 31), resident owls occupying burrows in project impact areas may either be avoided, or passively relocated to alternative habitat. If avoidance is the preferred strategy, a 50-meter disturbance-free buffer designed to minimize impacts to other special status species (specifically, California tiger salamander) will be established around active owl burrows, or alternate avoidance measures implemented in consultation with CDFW. The buffers will be enclosed with temporary fencing, and will remain in place until a qualified biologist determines that the burrows are no longer active. If passive relocation is used, this activity will be conducted in accordance with a relocation plan prepared by a qualified biologist.

➤ **Table 9-1, Mitigation Measure 4-14 for Nesting Migratory Birds:**

- 4-14.** (Preconstruction Survey) If future tree removal or construction activities are to occur between February 1 and August 31, a qualified biologist will conduct preconstruction surveys for active migratory bird nests ~~within 14~~no more than 10 days prior to the start of work. Should any active nests be discovered in or near proposed construction zones, the biologist shall establish a behavioral baseline of all identified nests and will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently. Identified nests shall be monitored to detect

behavioral changes. If behavioral changes occur, the biologist shall consult with the Fresno Field Office of the CDFW to determine the best course of action.

➤ **Table 9-1, Mitigation Measures 4-15 through 4-18 for Roosting Bats:**

- 4-16.** (Preconstruction Surveys) If any removal of mature trees or buildings is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to scheduled removal, a qualified biologist will conduct a survey for roosting bats. The biologist will visually inspect all potential roost sites for individual bats, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If bats are observed to be roosting, the Fresno Field Office of CDFW shall be consulted to determine the best course of action and to determine whether a Bat Eviction Plan is required. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.
- 4-17.** (Minimization) If a non-breeding bat colony is found in disturbance areas, the individuals will be humanely evicted from trees and/or buildings, under the direction of a qualified biologist. To ensure that no harm or “take” of any bats occurs as a result of construction activities, the colony site shall be monitored to ensure that all bats have exited the roost.
- 4-18.** (Avoidance of Maternity Roosts) If a maternity colony is detected during preconstruction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist determines that the nursery is no longer active. The disturbance-free buffer will range from a minimum of 50 to 100 feet as determined by the biologist.

➤ **Table 9-1, Mitigation Measure 4-19 for Waters of the US and Natural Communities:**

- 4-19.** Prior to the start of ground disturbance associated with future development of the project site, silt fencing will be installed along the boundary of the project site wherever the site adjoins annual grassland habitat. The silt fencing will prevent construction-related siltation and erosion of off-site vernal pool or wetland habitat, and will ensure that project personnel and equipment do not encroach on this habitat. The silt fencing will be maintained in good condition for the duration of construction. Prior to the start of ground-disturbing activities, the Fresno Field Office of the CDFW shall be notified to determine if a Wetland Delineation and a Lake or Streambed Alteration Agreement will be required.

➤ **Table 9-1, Mitigation Measure 16-1 for Transportation/Traffic:**

- ~~**16-1.** The Project Applicant will be responsible for paying fair share fees as identified in Table 3.16-11 through payment of standard City traffic impact fees and an additional ad hoc mitigation fee of \$175 per dwelling unit. The Applicant will pay~~

~~the fee amounts at building permit. This shall be made a condition of Project approval.~~