TULARE COUNTY
RESOURCE MANAGEMENT AGENCY



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DRAFT 2023 KINGSBURG AREA COMMUNITY PLAN

Draft Environmental Impact Report
SCH# 2021120339

August 2023

Tulare County Resources Management Agency
Economic Development and Planning Branch
Environmental Planning Division

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- *"Technical Memorandum, Air Quality and Greenhouse Gas Assessment"* prepared by Tulare County Resource Management Agency, August 2023.

Appendix B: Biological Resources Assessment

- *"Supplemental Technical Memorandum: Biological Species Evaluation*" prepared by Tulare County Resource Management Agency, July 2023.

Appendix C: Cultural and Tribal Cultural Resources

- Southern San Joaquin Valley Information Center, California State University, Bakersfield Record Search 20-278, August 11, 2020.
- Native American Heritage Commission Sacred Land File Search Results and Tribal Contacts List, July 30, 2020.
- Tribal Notification and Consultation Summary Table, Project Notification Form, and Consultation Requests

Appendix D: Traffic Impact Study

- "*Traffic and Vehicle Miles Traveled Study Report"* prepared by VRPA Technologies, Inc., April 2022.

Appendix E: Draft Kingsburg Area Community Plan 2023

- "*Draft Kingsburg Area Community Plan 2023"* prepared by Tulare County Resource Management Agency, August 2023..

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- NOP Tracking Table
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Executive Summary

This Draft Environmental Impact Report (DEIR or EIR) will conclude that the Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** to all resources. A Statement of Overriding Considerations is not necessary as there will be no significant and unavoidable impact.

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

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

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

The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public disclosure document designed to provide local and state governmental agency decision makers with an objective analysis of potential environmental consequences to support informed decision-making. This EIR (**State of California Clearinghouse No. 2021120339**) has been prepared by Tulare County in accordance with CEQA Guidelines §15120 through §15131 and §15161 regulating EIRs to evaluate the environmental consequences of the a comprehensive update of the 2023 Kingsburg Area Community Plan, General Plan Amendment, and Zone Ordinance Amendment, to discuss alternatives to the proposed Project, and to propose mitigation measures that will offset, minimize or avoid identified significant environmental impacts. This document focuses on issues determined to be potentially significant as discussed in the Initial

Study and the public scoping process completed for this project, as well as comments received on the Notice of Preparation (NOP) circulated by Tulare County from December 15, 2021 through January 15, 2022.

PROJECT DESCRIPTION

On October 15, 2019, the Tulare County Board of Supervisors (BOS) approved the Planning Branch proposal to prepare the Draft 2023 Kingsburg Area Community Plan. The Draft 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed, generally triangular-shaped, CACUDB boundary includes an assessment of potential project impacts from the proposed land use changes, southwest of the Fresno County/Tulare County boundary, along Road 16 on the east (generally south of State Route 201 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 2-5**. The Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Draft 2023 Kingsburg Area Community Plan components are described later in this section and will be consistent with the Tulare County General Plan 2030 Update, and will include the following primary goals and objectives.

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional State Route 99 Corridor in order to implement the following General Plan goals:
   a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
   b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
   c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
   d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
   e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the recently adopted (August 2012) General Plan Update and Housing Element; and
c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

PROJECT LOCATION

Tulare County is located in central California in the heart of the San Joaquin Valley **(see Figure ES-1)**. The County is composed of eight incorporated cities and numerous unincorporated communities. Most of the unincorporated communities and all of the cities are located on the Valley floor. The foothills and Sequoia and Kings Canyon National Parks form the eastern half of the County.

The existing CACUDB (or UDB) area (see **Figure 2-6)** consists of approximately 286.4acres (including rights-of-way). According to the KACP, there are approximately 118.8 acres currently zoned for urban uses, and approximately 174.6 acres are zoned for a for agricultural uses within the existing UDB. Overall, there are approximately 246.8 acres suitable for urban-type development while approximately 39.5 acres are dedicated for rights-of-way. The KACP planning area currently consists of rural residences adjacent to or part of agriculturally-productive lands. Rural residential areas in the KACP planning area generally consist of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. Commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and; north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational.

Figure ES-1 - Vicinity Map
Kingsburg Area Community Plan Vicinity Map

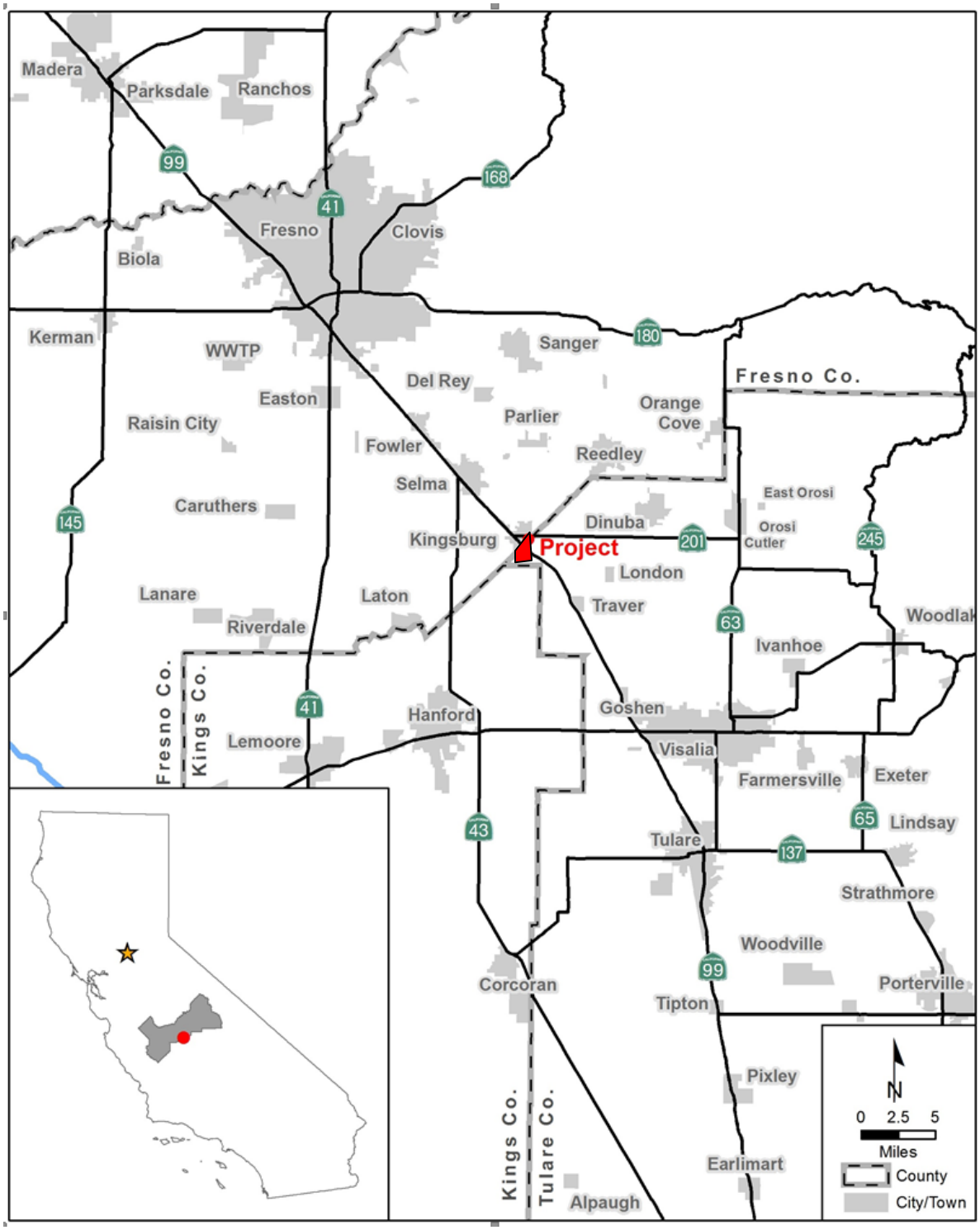
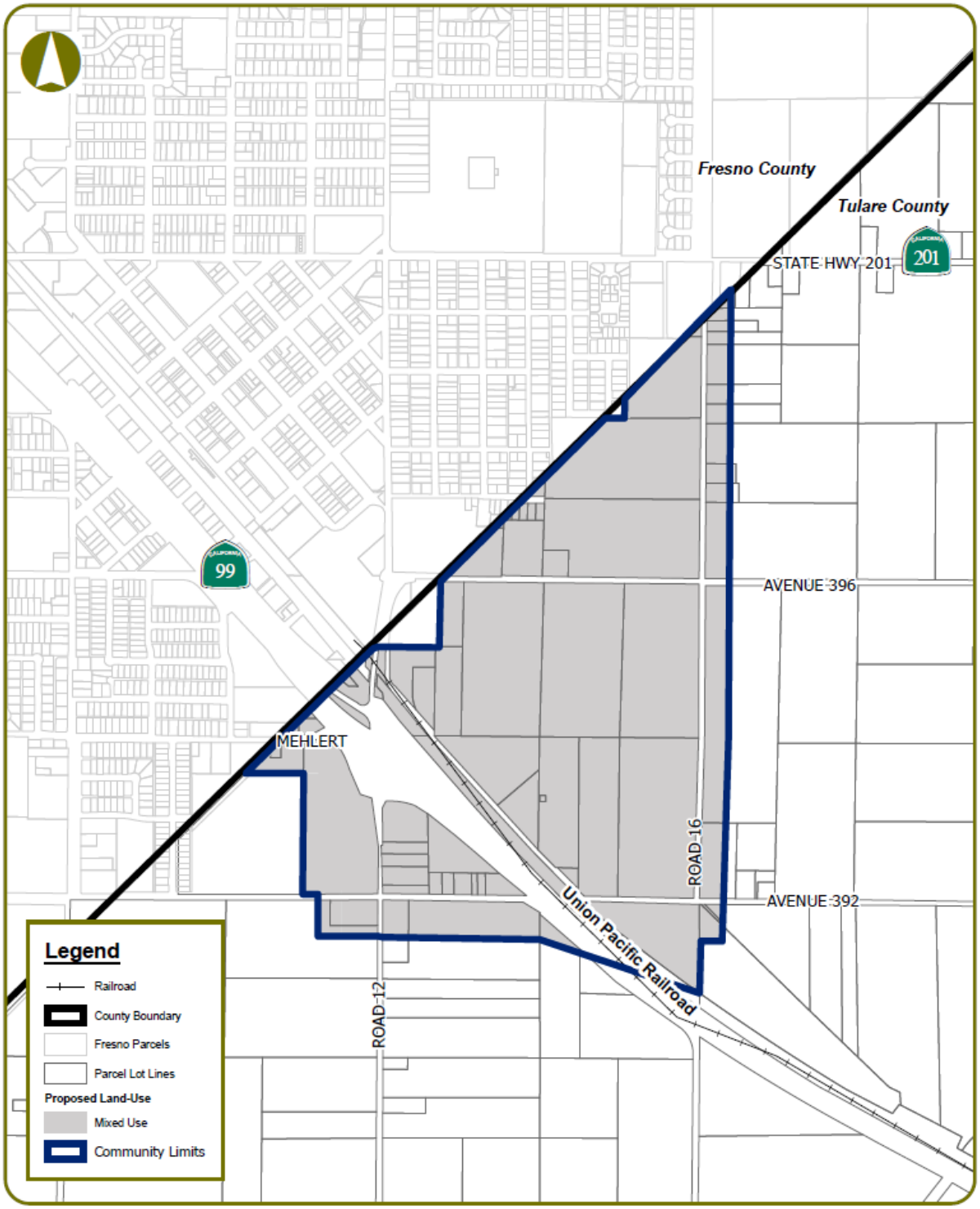


Figure ES-2
Proposed 2023 Kingsburg Area Community Plan
Planning Area with Proposed Land Use and UDB



PROJECT COMPONENTS

The Draft 2023 Kingsburg Area Community Plan components are described later in this section will become consistent with the Tulare County General Plan 2030 Update, and will include the following primary goals and objectives.

This DEIR will evaluate potential impacts from the buildout of the Draft 2023 Kingsburg Area Community Plan at the program level, as well as the project level for specific proposals, as identified below.

a) Land Use and Rezoning. Tulare County is proposing new land use and zoning designations. These changes will update the land use and zoning to be consistent with the Tulare County General Plan, and will bring existing non-compliant properties into conformity with the Tulare County Zoning Code. This process involved looking at the existing properties, meetings with the Community, and review of aerial maps and County records to analyze and decide on which properties were to be updated.

b) Mixed-Use Zone. The Draft 2023 Kingsburg Area Community Plan includes a mixed use zone. This Community Plan requires the updating the Tulare County Zoning Code to reflect a mixed-use zoning district specifically within the Kingsburg Area Community Plan planning area in compliance with the mixed-use designation in the General Plan.

c) Complete Streets. The Draft 2023 Kingsburg Area Community Plan's Complete Streets Program was approved by the Board of Supervisors on October 15, 2019, for inclusion in the Circulation Element of this Community Plan Update. The Kingsburg Area Community Plan Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, and pedestrian circulation. The Complete Streets Program also contemplates use of alternative transportation and facilities for all users from the elderly to children and will be useful in proposing Safe Routes to School and other Public Benefit Projects in the Community.

PROJECT OBJECTIVES & BENEFITS

Objectives of the Project

The following objectives have been outlined in the "Goals, Objectives, and Policies" section of the Kingsburg Area Community Plan.

- Objective 1: Prevent premature urban-type development on agriculturally productive lands.
- Objective 2: Promote concentrations of similar or compatible uses.
- Objective 3: Provide for appropriate buffers between areas set aside for commercial activities and single family residential uses.
- Objective 4: Encourage land uses adjacent to State Route 99 and the Atchison Topeka Santa Fe Railroad which are consistent with noise impacts.

- Objective 5: Urbanization in the planning areas should be contiguous and compact.
- Objective 6: Encourage merger of existing vacant substandard lots within the town site of Cutler/Orosi.
- Objective 7: Encourage development to receive service from the City of Kingsburg and SKF regarding water and/or wastewater needs during the planning period.
- Objective 8: Reduce deficiencies in existing housing stock.
- Objective 9: Encourage new housing construction within the community to meet the needs of low- and moderate-income residents.
- Objective 10: Provide a role for mobile homes in satisfying community housing needs.
- Objective 11: Provide sufficient land for industrial and commercial development to meet the needs of the community and region and strengthen and maintain a viable community economy.
- Objective 12: Provide the services necessary to support new industrial and commercial development.
- Objective 13: Provide the necessary safe guards to attract quality industrial and commercial development to the community.
- Objective 14: Upgrade the level of community health, sanitation and safety.
- Objective 15: Provide sufficient open space for community recreation needs.
- Objective 16: Protect Agricultural Lands.
- Objective 17: Prohibit to the extent allowed by law activities that will have a significant adverse effect on the environmental quality of the KACP planning area and City of Kingsburg.

Project Benefits

Project Benefit # 1 – Implementation of AB 32

AB 32 has defined plans and programs for Year 2020, with the vision of Year 2050 that sets a goal to have an 80% reduction of greenhouse gas (GHG) emissions compared to the 1990 base year. AB 32 resulted in the adoption of the AB 32 Scoping Plan in 2008 that included a series of measures adopted by the California Air Resources Board (CARB). The key components of AB 32 are a reduction of (GHG) emission to 1997 models by the year 2020 and implements the objectives for the Year 2050 goal.

Project Benefit # 2: - Sustainability

Tulare County Climate Action Plan (CAP). In light of AB 32, the County of Tulare Board of Supervisors adopted its General Plan 2030 Update on August 28, 2012 and included a Climate Action Plan (or CAP). This Climate Action Plan identifies specific General Plan policies that encourage solid waste reduction. The proposed Project was developed to support and implement the efforts made by Tulare County to address climate change through its General Plan and Climate Action Plan.

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. Nine (9) General Plan policies that relate to Sustainability; below is a summary of some of those policies.

PF-3.4 Mixed Use Opportunities
LU-1.1 Smart Growth and Healthy Communities
LU-1.8 Encourage Infill Development
LU-7.15 Energy Conservation
LU-7.16 Water Conservation
LU-7.17 Shared Parking Facilities
AQ-3.3 Street Design
AQ-3.5 Alternative Energy Design
AQ-3.6 Mixed Land Uses

Draft TCAG 2022 Regional Transportation Plan/Sustainable Communities Strategy

Assembly Bill (AB) 32 has defined plans and programs for Year 2020, with the vision of Year 2050 that sets a goal to have an 80% reduction of greenhouse gas (GHG) emissions compared to the 1990 base year. AB 32 resulted in the adoption of the AB 32 Scoping Plan in 2008 that included a series of measures adopted by the California Air Resources Board (CARB). The key components of AB 32 are a reduction of GHG emissions to 1997 levels by the Year 2020 and implementation of the objectives for the Year 2050 goal.

Project Benefit # 3 - Lessen Significant Impacts

Each alternative should be analyzed to assess the potential to reduce significant impacts. (On a cumulative basis, alternative sites generally require the construction of duplicate buildings. The creations of additional buildings require the use of additional resources, which on a cumulative basis would increase impacts to environment in general.)

Project Benefit # 4 - Physical Feasibility (Land Size and Configuration Constraints)

Physical feasibility is required because if a site for a particular alternative is too small, or if the components of the proposed Project cannot be configured on the site, then the alternative would not be feasible and should be eliminated from review.

Project Benefit # 5 - Project Specific Elements

Overall, all elements (including land use designation and zoning/rezoning of properties, road construction and maintenance programs) within the proposed planning area were studied.

a) Land Use and Rezoning. The County is not proposing any new land use designations; however, six (6) new zoning districts are being proposed. These changes are reflective of updating the designations to be consistent with the land uses within the General Plan and to bring existing non-compliant properties into conformity with the Tulare County

Zoning Code. This required a review of existing properties, meetings with the Community, review of aerial maps, and review of County records to analyze and ultimately determine which properties would be updated.

b) Mixed-Use Zone. The Kingsburg Area Community Plan includes a mixed-use zone. This Community Plan requires an update of the Tulare County Zoning Code to reflect a mixed-use zoning district specifically within the Kingsburg Area Community Plan planning area in compliance with the mixed-use designation in the Tulare County General Plan 2030 Update.

c) Complete Streets. The Kingsburg Area Community Plan Complete Streets Program was approved by the Board of Supervisors in October 2019 for inclusion in the Circulation Element of this Community Plan Update. The Kingsburg Area Community Plan Complete Streets Program has analyzed alternative forms of transportation, including transit, bicycle ways, and pedestrian circulation. The Complete Streets Program also contemplates use of alternative transportation and facilities for all users from the elderly to children and will be useful in proposing Safe Routes to School and other Public Benefit Projects in the Community.

d) Residential and Commercial Projects. The Draft Community Plan is being analyzed in this EIR (see **Figures 3.11-3** and **3.11-4**; in this Draft EIR) to evaluate residential densities and potential impacts to Kingsburg Area Community Plan planning area:

   i. Low Density Residential: The Low Density areas are planned to accommodate single-family homes on individual lots where urban services (i.e. community water and sewer) are provided. Properties designated low density residential generally lack adequate infrastructure to warrant higher densities, or serve as a transitional use between urban and agricultural uses. This residential designation promotes a rural environment where livestock and small farming operations are allowed.

   ii. Medium Density Residential: Medium Density Residential areas are planned to accommodate single-family homes on individual lots where urban services (i.e.) community water and sewer) are provided, at higher densities than the area designated for Low Density Residential Development. Medium Density Residential is applied to most of the residential land in the KACP planning area. Properties with this designation are, or will become, the single-family neighborhoods of each community. This designation is generally applied to properties that are free of excessive noise and through traffic, are in close proximity to parks and schools, are provided with off-site sewer and water, and are within the immediate service area of fire and police services. The Summerlyn subdivision project northwest of Avenue 396 and Road 16 includes (at the time of preparation of this draft EIR) approximately 180 new single-family residential units within its approximately 50-acre area.

iii. General Commercial: Commercial and ag-service uses are located both east and west of SR 99. Commercial uses along Avenue 396/Kern Avenue (at the time of preparation of this draft EIR) include Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport.

iv. Service Commercial: Commercial uses west of SR 99 along Road 12 (at the time of preparation of this draft EIR) include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Valero gas station/mini mart).

v. Light Industrial: Light manufacturing uses (at the time of preparation of this draft EIR) are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication]); Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction); Avenue 396/Kern Avenue (Foster Commodities [animal feed], and east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication]). An approximately 37-acre solar farm is located northeast of Clarkson Road and Avenue 392. One light industrial facility along Clarkson Road is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur, and vacant land.

e) Preferred Alternative: Alternative B. Proposed Land Use Plan and Expansion of the UDB – A summary of Alternative B's ability to meet the proposed project objectives is provided in Table 5-2. Alternative B meets the Project objectives and provides additional opportunities for a small unincorporated area, especially when considering the proximity of the City of Kingsburg, to grow, address public health and safety concerns, and improve their quality of life. As such, the proposed Community Plan Update will expand the existing approximately 286-acre UDB (see **Figure 2-6**) by approximately 27%, for a total UDB area of approximately 363.64 acres. As part of this Project, the County is adopting a change to the Zoning Code to allow a Mixed-Use Zoning District consistent with the General Plan's new Mixed-Use land use designation. Also, the Project would result in expansion of the KACP's Urban Development Boundary to accommodate projected growth and land use needs. The Community Plan also includes a Complete Streets Program, which has been developed concurrently with this process and has been found to be in consistent with the requirements of the Complete Streets Program.

f) Environmentally Superior Alternative: Alternative C. Proposed Land Use and No Expansion of the UDB - This is the only alternative that would reduce the significance of most environmental impacts associated with the proposed Project. As described above, build-out of Alternative C would convert less open space and prime agricultural farmland than the proposed Project. Although Alternative C is the Environmentally Superior Alternative as it has the potential to result in fewer impacts to water and sewer, it does not meet the economic development objectives of the Draft Kingsburg Area Community Plan.

Project Benefit # 6: Implementation of Countywide General Plan Policies

Tulare County's General Plan Policies that are in with the Project's purpose and objectives are included in each CEQA Checklist Resource chapter contained in Chapters 3-1 thru 3-20. Two

hundred seventy (270) General Policies apply to this Project. Following is a summarized listing and numerical accounting of applicable General Policies by resource:

I. AESTHETICS – 14 Policies
II. AGRICULTURAL LANDS & FORESTRY RESOURCES – 12 Policies
III. AIR QUALITY – 31 Policies
IV. BIOLOGICAL RESOURCES – 10 Policies
V. CULTURAL RESOURCES – 8 Policies
VI. ENERGY - 5 Policies
VII. GEOLOGY AND SOILS – 5 Policies
VIII. GREENHOUSE GAS EMISSIONS – 6 Policies
IX. HAZARDS AND HAZARDOUS MATERIALS – 4 Policies
X. HYDROLOGY AND WATER QUALITY - 40 Policies
XI. LAND USE AND PLANNING - 23 Policies
XII. MINERAL RESOURCES – 6 Policies
XIII. NOISE – 17 Policies
XIV. POPULATION AND HOUSING – 33 Policies
XV. PUBLIC SERVICES – 10 Policies
XVI. RECREATION – 6 Policies
XVII. TRANSPORTATION/TRAFFIC – 11 Policies
XVIII. TRIBAL CULTURAL RESOURCES - 7 Policies
XIX. UTILITIES AND SERVICE SYSTEMS - 22 Policies
XX. WILDFIRE - 0 Policies

SUMMARY OF CHAPTERS

Chapter 1 Introduction

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

The Draft 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. In addition, a Complete Streets Program was approved by the Board of Supervisors in October 2019 for inclusion in the Circulation Element of this Plan Update. The KACP Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, pedestrian circulation.

The areas within the KACP planning area will be assessed for potential project impacts as a result of proposed changes to land use designations, for the areas generally southwest of the

Fresno County/Tulare County boundary, Road 16 on east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 2-6**. The project EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA.

The project study area boundary (which is coterminous with the proposed CACUADB) is shown in **Figure 2-6;** while the Existing Urban Development Boundary (UDB) and Land Use Designations are shown in **Figure 2-4**,

The County is not proposing any new land use designation; however, it will propose a total of 14 zoning designations (including a Mixed-Use zone; see **Figures 2-6 and 2-7**) and an update to the Zoning Code to include a mixed-use zoning district consistent with the mixed-use designation in the 2030 General Plan. As provided in greater detail in Chapter 5 Alternatives, the preferred Project Alternative is Alternative B. This scenario proposes an expansion of the UDB by approximately 74 acres to accommodate projected growth and land use needs through the Year 2030 planning horizon. Over time, the Plan would also allow new residential uses (through a mixed-use zoning overlay) on Commercial designated land uses (located south of Avenue 396/Kern Street), some which are near Lincoln Elementary School. Commercial uses would generally remain along Avenue 396/Kern Street east of SR 99; and along Mehlert Street/Avenue 394 and Road 12 (north of Avenue 392) west of SR 99. Light Industrial land uses would remain along Clarkson Drive between Avenue 396/Kern Street and Avenue 392, east of SR 99.

- 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 planning period for the 2015 Housing Element is eight years (December 31, 2015 through December 31, 2023). The 2015 Housing Element (GPA 15-003) was adopted by Tulare County Board of Supervisors on November 17, 2015 (BOS Resolution # 2015-0964), and was approved (certified) by the State Department of Housing and Community Development (HCD) by letter dated December 9, 2015.

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

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

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

- ..Organization of the EIR: Summarizes the content of each Chapter in the EIR.

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

Chapter 2 Project Description, Setting, & Objectives

In order to orient the reader to this EIR, Chapter 2 provides an Introduction which describes the need for this EIR. The Draft 2023 Kingsburg Area Community Plan is being prepared to implement the 2030 Tulare County General Plan (2012). Among the components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The total KACP planning area is approximately 363 acres.

In summary, Chapter 2 contains the following:

- Project Location: The Project will be generally located within the existing and proposed County Adopted City Urban Development Boundary (CACUBD or UDB) in an unincorporated area of Tulare County, southwest of the City of Kingsburg, California.
- Vicinity of Project Site: Northwestern Tulare County on the San Joaquin Valley floor as shown in **Figure ES-1**.
- Surrounding Land Uses: The Project area contains a mix of agricultural, residential, commercial, industrial, and public facilities (e.g., schools, sheriff and fire department substations, library, community park, etc.).
- Project Setting: Describes the proposed use, summary of facilities of the Project, construction at the site, operational parameters, and a detailed description of the Project. Regulatory Setting: Applicable statutes, rules, regulations, standards, policies, etc. of the County of Tulare, local or special districts, utilities, and State and Federal government.
- Project Objectives and Benefits: (See pages ES-6 through ES-10)

Chapter 3 Impact Analysis [of Resources]

The CEQA Guidelines includes a Checklist of resources that must be addressed in an EIR. These resources are listed earlier on page ES-1. There are 20 specific resources and a Mandatory Findings of Significance discussed in Chapter 3. The resources are discussed in separate sections of Chapter 3 and each section is structured as follows:

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

- References.

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

Chapter 4 Summary of Cumulative Impacts

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

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

1. The proposed Project is geographically located in Tulare County and the County of Tulare is the Lead Agency;
2. Tulare County General Plan policies apply to the proposed Project; and
3. The proposed Project is within the planning area of the proposed Kingsburg Area Community Plan.

The basis for other resource specific cumulative impact analysis includes:

- Land Use Impacts are: based on the County of Tulare 2030 General Plan and the Kingsburg Area Community Plan, (GPA 20-001);
- Air Quality and Green House Gas Emissions are: based on the San Joaquin Valley Air Basin;
- Mandatory Findings of Significance are: based on the San Joaquin Valley, the State California, and the Western United States;
- Biological Resources are: based on the San Joaquin Valley, the State of California, and the Western United States; and,
- Hydrology is: based on the Tulare County, the Tulare Lake Basin, and, the Tule Lake Sub-basin aquifer.

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

Significant and Unavoidable Impacts. Less than Significant Impacts with Mitigation are summarized in **Table 4-2**. (See Chapter 8 for a complete list of Mitigation Measures to be implemented as part of the proposed Project.)

Chapter 5 Alternatives

CEQA Guidelines Section 15126.6 requires that a reasonable range of Alternatives to the proposed Project be discussed in the EIR. The proposed Project site is the superior location. The conclusion contained in Chapter 5 is based on the criteria established for the site, an evaluation of a reasonable potential site, and the three (3) reasonable Alternatives. The three Alternatives evaluated are:

Alternative A - No Project;
Alternative B – Proposed Land Use Plan and Expansion of the CACUDB; and
Alternative C - Proposed Land Use Plan and No Expansion of the CACUDB.

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

Alternative A. No Project Alternative – This Alternative would be inconsistent with the Tulare County General Plan 2030 Update which includes special consideration of neighboring/adjacent cites both north and south of Tulare County. As contained in the General Plan, "Tulare County borders four other counties: Fresno to the north; Kings to the west; Inyo to the east; and Kern to the south. In addition, there are four three [sic] cities that abut Tulare County: Kingsburg (Fresno County) and Reedley (Fresno County) to the north and Delano (Kern County) to the south."[1] "The cities of Delano and Kingsburg plan on developing general plans which may become two additional County Adopted City General Plans. Delano and Kingsburg have established Urban Development Boundaries and the Plans will become components of the [Tulare County] general plan when adopted."[2] "Just as land use decisions in neighboring counties are out of Tulare County's control, land use decisions made by the cities that abut Tulare County are also beyond Tulare County control. However, coordination with these jurisdictions can assist in ensuring consistent growth patterns and adequate services for both the cities' and county's residents along the common borders." [3]

"The City of Kingsburg is located in Fresno County just north of Tulare County on [both sides of] SR 99. Kingsburg is comprised of 9,199 (U.S. Census Bureau, 2000) residents and is similar to other SR 99 cities having much of its growth centered along the highway, which it also relies on for distribution, transit, and economic growth. Kingsburg makes up a triad of cities, including

[1] Tulare County General Plan 2030 Update. Background Report. Page 3-75. Accessed August 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.
[2] Ibid. 3-70.
[3] Op. Cit. 3-77.

Reedley (Fresno County) and Dinuba, which rely on each other for residential growth, employment, and retail."[4] It is also noted that preparing, and ultimately implementing, the KACP is consistent with General Plan Policy PF-4.16 Coordination with Cities in Adjacent Counties which states, "The policies set forth in this Section (PF-4) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove and Reedley), except Policy PF-4.4. Policy PF-4.4 Planning in UDBs states, "The County acknowledges that the cities have primary responsibility for planning within their UDBs and are responsible for urban development and the provision of urban services within their UDBs.""[5]

The No Project Alternative will not eliminate the environmental impacts in this EIR. Population growth and urban development will still occur in the Kingsburg planning area, even without adoption of a Community Plan. Without the adoption of the Community Plan, the County of Tulare will be required to accommodate future urban development through numerous general plan amendments, zone changes, and conditional use permits. This approach to managing urban development in a community is disjointed, inefficient, does not comply with the objectives and benefits of the project in creating a sustainable, integrated, and healthy community planning area. For these reasons, the No Project Alternative has been rejected by the County of Tulare.

Alternative B. Proposed Land Use Plan and Expansion of the UDB – Under this scenario, the Community Plan's County Approved City Urban Development Boundary (CACUDB or UDB) would include all of the City of Kingsburg and areas of Selma-Kingsburg-Fowler Sanitation District Spheres-of-Influence (SOI) within Tulare County as applicable to the KACP planning area beyond those areas identified in the proposed Project. The Community Plan proposes an approximately 77-acre expansion to the existing Urban Development Boundary (UDB) to approximately 363 acres, and amendments to land use designations and zoning classifications (including an update to the zoning map). As such, the proposed Community Plan will expand the existing approximately 286-acre UDB (see **Figure 2-5**) by approximately 27%, for a total UDB area of approximately 363 acres. As part of this Project, the County is adopting a change to the Zoning Code to allow a Mixed-Use Zoning District consistent with the General Plan's new Mixed Use land use designation (see **Figure 2-5**). Also, the Project would result in limited expansion of the KACP's UDB to accommodate projected growth and land use needs. The Community Plan will also include a Complete Streets Program, which has been developed concurrently with this process.

Alternative C. Proposed Land Use Plan No Expansion of UDB – Under this scenario, there would be no expansion of the current CACUDB (or UDB) which has been in existence since 1988. This alternative would be limited to addressing land use and zoning inconsistencies. This approach is too narrow to meet the economic development objectives contained in the Draft Kingsburg Area Community Plan and would not accommodate land uses needed as the area's population grows. Without the proposed expansion of the UDB, the Plan would not achieve the

[4] Op. Cit. 3-78.

[5] Tulare County General Plan 2030 Update. Goals and Policies Report. Page 2-11. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2008/Goals%20and%20Policies%20Report%20(Component%20A).pdf

objectives or the benefits of the Community Plan. For the reasons stated above, *Alternative C* (No Expansion of UDB) has been rejected by the County of Tulare.

As summarized in the **Table 5-1**, the Environmentally Superior Alternative for this project would be *Alternative C* (Proposed Land Use Plan and No Expansion of UDB). Other than the *Alternative A* (No Project Alternative), this is the only alternative that would reduce the significance of most environmental impacts associated with the proposed Project. As described above, build-out of *Alternative C* would convert less open space and prime agricultural farmland than the proposed Project. Although *Alternative C* is the Environmentally Superior Alternative as it has the potential to result in fewer impacts to water and sewer, it does not meet the economic development objectives of the Draft 2023 Kingsburg Area Community Plan.

Alternatives Eliminated From Further Consideration

None of the alternatives includes consideration of an alternative location. The CEQA Guidelines (Section 15126.6(3) (f) (2)) recommend considering an alternative location to reduce potential impacts of a project. However, the goals and policies of the proposed project are specific to the geographic context of the Kingsburg planning area. Build-out consistent with the goals and policies of the proposed Project at another location does not make sense for a community plan that applies only to selected properties under the County's jurisdiction within the KACP planning area. Thus, this EIR does not evaluate an Alternative Location alternative.

Chapter 6 Economic, Social, & Growth Inducing Effects

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

- Economic Effects - The proposed Project will not result in negative impacts to the region. It will result in increases in economic benefits to the region over time (i.e., the Year 2030 planning horizon). Overall, the Project will result in temporary construction-related jobs and permanent jobs in retail, highway commercial, services, and light industrial sectors. Over time, the proposed Project will result in employment of additional persons

- Social Effects - The proposed Project will not result in a disproportionate effect on minority populations, low income populations, or Native Americans. The proposed Project does not pose any adverse environmental justice issues that would require mitigation.

- Growth Inducing Effects - The proposed Project will not result in significant growth inducing impacts. The intent of the Project is to provide opportunities, such as Mixed-Use land use designations, to stimulate economic development to meet the needs of existing and future community and nearby residents. Development in proximity to State Route 99 is anticipated to capture pass through traffic. As such, the Project will not result

in new housing outside of that which is accounted for during the Year 2030 planning horizon. Growth inducing impacts will be Less Than Significant.

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

Chapter 7 Immitigable Impacts

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

This Project is not anticipated to result in a significant and unavoidable cumulative impact to any resource. As such, the cumulative impact from this Project would not have the potential to adversely impact humans and will not result in an adverse Mandatory Finding of Significance. All resource impacts have been found to be less than significant, or have been mitigated to a level considered less than significant. Based on the analysis contained in the No Environmental Impacts That Cannot Be Avoided and the No Irreversible Impact sections contained in Chapter 7, a Statement of Overriding Considerations is not necessary for any Resource. The Project's merits and objectives are discussed in the Project Description and are found to be consistent with the intent of the County of Tulare, the Tulare County General Plan 2030 Update, and the Draft 2023 Kingsburg Area Community Plan.

Thus, the Project will not result in any unavoidable and unmitigable impacts to warrant a Statement of Overriding Considerations. The findings in Chapter 7 show that all cumulative environmental effects will remain insignificant and effective mitigation can be implemented, as applicable. Tulare County concludes that mitigation measures, as applicable to an effected resource, would effectively avoid and/or mitigate all potentially significant impacts.

Chapter 8 Mitigation Monitoring and Reporting Program

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

- **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

Chapter 9 Report Preparation

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

The sitting Tulare County Board of Supervisors; the sitting Planning Commission; Jason T. Britt, County Administrative Officer; Reed Schenke, Tulare County Resource Management Agency Director/Environmental Assessment Officer; Michael Washam, Associate RMA Director, Aaron Bock, Assistant Director, Economic Development and Planning; Hector Guerra (Project Manager), Chief, Environmental Planning Division; and staff (Jessica Willis, Planner IV Environmental Planning Division; Planner IV, Danielle Folk, Planner III, Environmental Planning Division; Brenda Alcantar, Planning Technician I, Environmental Planning Division; Russell Kashiwa, Planner I, Project Processing Division; Pedro Ornelas, Engineering Technician IV, GIS Graphics, Public Works Branch; and Gloria Jimenez Garcia, GIS Graphics, Engineering Technician I, Public Works Branch) are noted. Jessica Willis, Planner IV, also prepared the Air Quality and Greenhouse Gas Analysis Technical Memorandum, and Biological Memorandum (with assistance from Brenda Alcantar).

This DEIR could not have been accomplished without the consulting firm that prepared the Traffic Impact Assessment: VRPA Technologies, Inc.

SUMMARY OF POTENTIAL IMPACTS & MITIGATION MEASURES

The following is a summary of the Mitigation Monitoring and Reporting Program (MMRP). The MMRP can be found in its entirety in at Table 8-1 in Chapter 8 of the DEIR.

Table ES-1
Mitigation Monitoring Reporting Program

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Chapter 3.4 Biological Resources							
3.2.1	***(Preconstruction Surveys).*** Prior to the start of construction of any project within an "FMMP area" of the Project area, as applicable, the Applicant shall demonstrate compliance with the Tulare County *Agricultural Conservation Easement Program* (ACEP). The Applicant shall implement one (1) of the five (5) options below: Option 1 (Mitigation Fees): Applicant(s) may submit in-lieu mitigation fees to Tulare County for the purpose of procuring agricultural lands for farmland conservation easement(s). These fees will be used by Tulare County to purchase farmland easement(s) at a minimum ratio of one to one (1:1) or its functional equivalent to the loss of define agricultural lands, on behalf of the Applicant. These easements must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement shall protect the designated farmland in perpetuity. Option 2 (On-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The on-site land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, within the boundaries of the project site/property. The easement(s) must be of	Prior to a project's initiation	Issuance of building permit	County of Tulare RMA			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement shall protect the designated farmland in perpetuity. Option 3 (Off-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, unless otherwise agreed upon by all parties involved, including the Applicant(s), Tulare County, and/or selling Land Owner(s). The easement(s) must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement(s) shall protect the designated farmland in perpetuity. Option 4 (Combined On- and Off-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, unless otherwise agreed upon by all parties involved, including the Applicant(s), Tulare County, and/or selling Land Owner(s). The easement(s) must be of substantially the same quality, have or could acquire access to water, and could otherwise						

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	be feasibly cultivated. The easement(s) shall protect the designated farmland in perpetuity. Option 5 (Planned Development Overlay): The Applicant(s) can enter into a Planned Development Agreement with Tulare County to establish a Planned Development Overlay for the project area. This agreement will include conditions that require all future developments to undergo a Site Plan Review, which will include mandatory mitigation, including farmland easements, for the conversion of agricultural lands.						
3.2-2	Prior to the start of construction of any project within an "FMMP area" of the Project, as applicable, the Applicant shall demonstrate compliance with the Tulare County Agricultural Conservation Easement Program (ACEP). The Applicant shall enter into a Farmland Conservation Easement Agreement with Tulare County pursuant to the provisions and administrative protocols of the ACEP. If the Farmland Conservation Easement Agreement is approved by the Board of Supervisors, these properties shall be protected in perpetuity.	Prior to a project's initiation	Issuance of building permit	County of Tulare RMA			
Swainson's hawks and Other Raptors and Migratory Birds (including Loggerhead Shrike)							
3.4.1.a	***(Preconstruction Surveys).*** 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 5th. 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	Prior to a project's initiation	Issuance of building permit	County of Tulare Planning and Public Works (RMA); California Department of Fish and Wildlife (CDFW)			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	obtained from California Department of Fish and Wildlife.						
3.4.1.b	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 initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.1.c	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 (1 January through 15 September). See **Table 3.4-2** in Chapter 3.4 Biological Resources.	Prior to a project's initiation	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.1.d	If Swainson's hawks are detected to be actively nesting in trees within 2,640 feet of the construction area, construction shall not occur within this zone until after young Swainson's hawks have fledged (this usually occurs by early June). The nest shall be monitored by a qualified biologist to determine fledging date.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.1.e	If Swainson's hawks (foraging) or other raptors are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed, the CDFW shall be consulted and alternative protection measures required by the CDFW shall be followed.						
3.4.1.f.	If other nesting birds (particularly non-raptor species listed on the MBTA) are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed within this zone, the CDFW and/or the USFWS shall be consulted and alternative protection measures required by the CDFW and/or the USFWS shall be followed.						
3.4.1.g	CDFW recommends that in the event an active SWHA nest is detected, and a ½-mile no-disturbance buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot						

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.						
3.4.1.h	CDFW recommends compensation for the loss of SWHA foraging habitat as described in CDFW's "Staff Report Regarding Mitigation for Impacts to Swainson's Hawks" (CDFG 1994) to reduce impacts to foraging habitat to less than significant. The Staff Report recommends that mitigation for habitat loss occur within a minimum distance of 10 miles from known nest sites. CDFW has the following recommendations based on the Staff Report (as shown in its entirety in Chapter 3.4 Biological Resources :						
Project-related Impacts to San Joaquin Kit Fox							
3..2.a	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 and during construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.b	Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible.	Prior to and during construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.c	If a natal/pupping den is discovered within the Project area or within 200-feet of the site boundary, USFWS shall be immediately notified and under no circumstances should the den be disturbed or destroyed without prior authorization. If the pre-construction/pre-activity survey reveals an active natal pupping or new information, the Project applicant shall	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	contact USFWS immediately to obtain the necessary take authorization/permit.						
3.4.2.d	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.e	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.f	Project-related vehicles shall observe a daytime speed limit not to exceed 20-mph throughout the site in all proposed Project areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. Night-time construction shall be minimized to the extent possible. However, if it does occur, then the speed limit shall be reduced to 10-mph. Off-road traffic outside of designated project areas shall be prohibited.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.g	To prevent inadvertent entrapment of kit fox or other animals during the construction phase of the proposed Project, all excavated, steep-walled holes or trenches more than 2-feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS and the California Department of Fish and Wildlife shall be contacted as noted under Mitigation Measure 4-20 referenced below.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
3.4.2.h	Kit fox are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit fox before the pipe is used or moved, buried, or capped in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the CDFW 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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.i	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.j	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.k	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.l	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.m	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	During construction	Issuance of building permit	County of Tulare RMA and CDFW			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program shall include the following: A description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the Project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during Project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to the previously referenced people and anyone else who may enter the Project site.						
3.4.2.n	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	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.o	New sightings of kit fox shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to Fish and Wildlife at the address below. Endangered Species Division 2800 Cottage Way, Suite W2605	During construction	Issuance of building permit	County of Tulare RMA and CDFW			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Sacramento, California 95825-1846 (916) 414-6620 or (916) 414-6600						
Project-Related to Burrowing Owl							
3.4.3.a	In accordance with CDFG's 2012 *Staff Report on Burrowing Owl Mitigation*, a qualified biologist shall conduct three surveys for burrowing owls (BUOW) 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 *Staff Report* and direct consultation with CFW.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.3.b	Should a BUOW be detected, CDFW recommends that no-disturbance buffers, as outlined in the "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. See **Table 3.4-3**.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4-4.c	If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), excluding birds from burrows is not a take avoidance, minimization, or mitigation method and is instead considered a potentially significant impact under CEQA. However, if it is necessary for Project implementation, CDFW recommends that burrow	Prior to initiation of construction	Issuance of building permit	County of Tulare and CDFW			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of one (1) burrow collapsed to one (1) artificial burrow constructed (1:1) to mitigate for evicting BUOW and the loss of burrows. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance at a rate that is sufficient to detect BUOW if they return.						
Amphibians and Reptiles							
3.4.4.a	Preconstruction surveys shall be conducted during a period of high hydrological activity for the Slough. This may coincide with irrigation deliveries to downstream agriculture, typically an initial release from dams occurs in February-March and May-July. These surveys will detect tiger salamanders (early survey) and western pond turtles (late survey, if present. For spadefoots, survey shall be conducted after they emerge subsequent to 1-2 inches of precipitation at the start of the rainy season (usually around the beginning of December). If surveys detect these species, they shall be allowed to passively relocate off of the site before construction on the Slough begins.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
California Tiger Salamander							
3.4.4.b	Avoidance of Potential Aestivation Burrows - Where the project site is directly adjacent to grassland habitat, project activities will be confined to the pavement to the extent feasible. Where ground-disturbing activities in these areas must occur outside of pavement, potential CTS aestivation burrows in grassland edges will be avoided by a minimum distance of 50 feet, as practicable.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.4.c	Construction Timing - If feasible, the project will be constructed entirely during the non-rainy season, when CTS	During construction	Issuance of building				

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	are less likely to be traveling overland. Construction will be initiated after the vernal pools of the SCER have dried and concluded before the first significant fall rains.		permit				
3.4.4.d	Exclusion Fencing - An exclusion fence will be installed around any portion of the project site in which work is to occur after the first significant fall rains. The fence will be designed to exclude, to the maximum extent possible, all rodent burrows located in portions of the project site that adjoin annual grassland habitat. Where such burrows cannot be fully excluded, one-way escape ramps will be constructed at regular intervals along the fence interior, allowing CTS to leave, but not reenter, the project site. Fence installation will be continuously monitored by a qualified biologist.	During construction	Issuance of building permit				
3.4.4.e	Biological Monitoring - If construction is to occur during the rainy season, a qualified biologist will monitor any open trenches or other excavations on the project site a minimum of once per day, and will monitor the exclusion fence a minimum of once per week.	During construction	Issuance of building permit				
3.4.4.f	Environmental Awareness Training - Prior to the start of construction, a qualified biologist will provide training on the CTS to all construction personnel. This training will include a description of the CTS and its habitat needs; a report of the occurrence of the species in the project vicinity; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to CTS during project implementation. Attendance will be documented on a sign-in sheet. Attendees will be provided a handout that summarizes all of the training information. The applicant will use this handout to train any construction personnel that were not in attendance at the first meeting, prior to those personnel starting work on the site.	During construction	Issuance of building permit				
3.4.1.g	CDFW recommends that in the event an active SWHA nest is detected, and a ½-mile no-disturbance buffer is not						

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.						
3.4.1.h	CDFW recommends compensation for the loss of SWHA foraging habitat as described in CDFW's "Staff Report Regarding Mitigation for Impacts to Swainson's Hawks" (CDFG 1994) to reduce impacts to foraging habitat to less than significant. The Staff Report recommends that mitigation for habitat loss occur within a minimum distance of 10 miles from known nest sites. CDFW has the following recommendations based on the Staff Report (as shown in its entirety in Chapter 3.4 Biological Resources :						
American Badger							
3.4.5.a	If potential habitat is present, CDFW recommends that a qualified biologist conduct focused surveys for applicable species and their requisite habitat features to evaluate potential impacts resulting from ground and vegetation disturbance	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.5.b	Avoidance whenever possible is encouraged via delineation and observance a 50-foot no-disturbance buffer around American badger dens.	During construction	Issuance of building permit				
Cultural Resources							
3.5.1	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 contain or constitute an historical resource, a unique	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist / ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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.						
3.5.2	The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the project.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist / ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			
3.5.3	Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than	Prior to issuance of grading permits Ongoing monitoring during subsurface	Retention of professional paleontologist / ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	a dedicated cemetery, the following steps should be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission. b. The descendant fails to make a	excavation					

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendent..						
Geology & Soils (Paleontology)							
3.7.1	The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the Project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the Project.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist / ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			
Hydrology & Water Quality							
3.10.1	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 grading permits.	Issuance of building permit.	County of Tulare RMA			
3.10.2	The proposed Project shall conform to the Tulare County Water Efficient Landscaping Ordinance.	Prior to issuance of grading	Issuance of building permit.	County of Tulare RMA			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
		permits.					
3.10.3	No ground water shall be transported off-site for any use.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
Tribal Cultural Resources							
3.18.1	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 contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist / ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			
3.18.2	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	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist / ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission. b. The descendant fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendent.						

Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Utilities and Services							
3.19.1	Install water meters and adopt a use-weighted rate schedule to encourage reduced usage by the rate-payers.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.2	Retrofit homes with water-efficient faucets, showers, and toilets.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.3	Limit permissible landscape area for each residence to 2,500 square feet or less.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.4	Adopt limited outdoor watering days and hours (now in force statewide, as of August 1, 2014, by order of the Department of Water Resources).	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.5	Mandate use of native and drought-tolerant species for all landscaping.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			

Introduction
Chapter 1

PROJECT SUMMARY

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) is being prepared to implement the Tulare County General Plan 2030 Update (2012). As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Consistent with the General Plan, land uses and alternative land use patterns were considered based on expansion to the County Adopted City Urban Development Boundary and their impacts to the environment.

On October 15, 2019, via GPI 19-004 (Resolution No. 19-0884), the Tulare County Board of Supervisors (BOS) approved the Planning Branch proposal to prepare the Kingsburg Area Community Plan. The proposed generally triangular-shaped CACUDB boundary includes an assessment of potential project impacts from the proposed land use changes, southwest of the Fresno County/Tulare County boundary, along Road 16 on the east (generally south of State Route 201 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 2-5**.

The Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Draft 2023 Kingsburg Area Community Plan components are described later in this section and will be consistent with the Tulare County General Plan 2030 Update and will include the following primary goals and objectives.

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional State Route 99 Corridor in order to implement the following General Plan goals:

a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;

d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:
a) With faster project processing resulting from an adopted community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
b) Increased housing grant awards are more likely to occur based on an adopted community plans that are consistent with the policies of the recently adopted General Plan Update (2012) and Housing Element (2015); and
c) With adopted community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

In addition, a Complete Streets Program was approved by the Board of Supervisors in December 2016 for inclusion in the Circulation Element of this Community Plan. The KACP Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways (facilities), and pedestrian circulation.

The project study area boundary (which is coterminous with the proposed CACUADB), will assess the potential project impacts from the proposed land use changes for the proposed generally triangular-shaped CACUDB boundary. Its area is generally southwest of the Fresno County/Tulare County boundary, Road 16 on east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 2-5**. The project Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA.

The County is not proposing any new land use designations; however, it will propose 14 total zoning designations (including a Mixed-Use zone; see **Figure 3.11-3**) and an update to the Zoning Code to include a mixed-use zoning district consistent with the mixed-use designation in the 2030 General Plan. As noted in Chapter 5 Alternatives, the preferred Project Alternative is Alternative B. Under this scenario, Community Plan would incorporate proposed land use designations, zoning classifications, and a slightly expanded CACUDB that encompasses the Selma-Kingsburg-fowler Sanitation District within the KACP planning area. The KACP proposes an approximately 77-acre expansion to the existing CACUDB to approximately 286 acres, and amendments to land use designations and zoning classifications. As such, the proposed Community Plan would expand the existing 286-acre UDB (see **Figure 3.11-3**) by approximately 27%, for a total UDB area of approximately 363-acres. As part of this Project, the County is adopting a change to the Zoning Code to allow a Mixed-Use Zoning District consistent with the General Plan's new Mixed-Use land use designation. Also, the Project would result in minor expansion of the Plan's County Adopted City Urban Development Boundary to accommodate projected growth and land use needs. The Community Plan also includes a Complete Streets Program, which has been developed concurrently with this process and has been found to be in consistent with the requirements of the Complete Streets Program.

PROJECT LOCATION

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. As shown in **Figure 2-5**, it is generally southwest of the Fresno County/Tulare County boundary, with Road 16 on the east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12)**.** The KACP is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. The predominant urban-type land uses are rural residential, single-family residential, commercial, and industrial within the KACP planning area. The proposed KACP planning area is located southeast of and adjacent to the City of Kingsburg in Fresno County. The KACP planning area currently consists of rural residences adjacent to or part of agriculturally productive lands. Commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication]), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], and McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Pemex gas station/mini mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur, and vacant land. Rural residential areas in the KACP planning area generally consist of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. The unused light industrial facility consists of buildings, containers, and paved surfaces.

Figure 2-1 (in Chapter 2) shows the Vicinity Map; **Figure 2-5** includes the Project's planning area that is entirely within the proposed County Adopted City Urban Development Boundary.

LOCAL REGULATORY CONTEXT

The Tulare County General Plan Update 2030 (GPU) was adopted on August 28, 2012. An EIR and background report, which contained contextual environmental analyses, were prepared for the GPU. The Housing Element was adopted on November 17, 2015, and certified by the State of California Department of Housing and Community Development on December 9, 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 of evaluation to address the potential environmental impacts of the proposed project. A project level EIR is described in Section 15161 of the State CEQA Guidelines as one that examines the environmental impacts of a specific development project. A project level EIR must examine all phases of the project, including planning, construction, and operation.

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

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

(1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
(2) Identify ways that environmental damage can be avoided or significantly reduced.
(3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
(4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved."[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… An EIR is prepared when the public agency finds

[1] CEQA Guidelines. Section 15002 (a).

substantial evidence that the project may have a significant effect on the environment… When the agency finds that there is no substantial evidence that a project may have a significant environmental effect, the agency will prepare a "Negative Declaration" instead of an EIR..."[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 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)

[2] CEQA Guidelines. Section 15002 (f).
[3] Ibid. Section 15021.
[4] Op. Cit. Section 15002 (h).

This Draft 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]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services.

The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[5]

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.

[5] Ibid. Section 15126.2.

(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 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]

[6] Ibid. Section 15126.4.

ORGANIZATION OF THE EIR

Executive Summary

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

CHAPTER 1

Provides a brief introduction to the Environmental Analysis Required by the California Environmental Quality Act (CEQA).

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.

CHAPTER 3

Includes the Environmental Analysis by each resource. Within each resource the analysis includes the following:

Summary of Findings

Each chapter notes a summary of findings.

Introduction

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

Environmental Setting

Each environmental resource analysis in Chapter 3 will outline the environmental setting for that resource. In addition, methodology is explained when complex analysis is required.

Regulatory Setting

Each environmental analysis resource in Chapter 3 will outline the regulatory setting for that resource.

Project Impact Analysis

Each evaluation criteria will be reviewed for Project-specific potential impacts.

Cumulative Impact Analysis

Each evaluation criteria will be reviewed for cumulative potential impacts.

Mitigation Measures

Mitigation Measures will be proposed as deemed applicable.

Conclusion

Each conclusion will outline 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 will be identified.

Definitions/Acronyms

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

References

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

CHAPTER 4

Summarizes the cumulative impacts addressed in Chapter 3.

CHAPTER 5

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

CHAPTER 6

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

CHAPTER 7

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

CHAPTER 8

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

CHAPTER 9

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

APPENDICES

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

ENVIRONMENTAL REVIEW PROCESS

Notice of Preparation

Pursuant to CEQA Guidelines §15082, the Notice of Preparation (NOP) for the proposed Project was circulated for review and comment beginning on December 15, 2021, and circulated for a 30-day comment period ending on January 15, 2022. Tulare County RMA received four (4) written comments on the NOP. Comments were received from the following agencies, individuals, interested parties, and/or organizations:

- David Deel, Associate Transportation Planner, California Department of Transportation, District 6, January 5, 2022
- Brian Clements, Director of Permit Services, San Joaquin Valley Air Pollution Control District, January 6, 2022
- David E. Fey, Executive Officer, Fresno Local Agency Formation Commission, January 6, 2022
- Julie Vance, Regional Manager, California Department of Fish and Wildlife, Central Region, January 12, 2022

A copy of the Amended NOP, and letters received in response to the original and amended NOP, are in Appendix "F" of this 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 entitles have a response to make and may ignore a late response."[7]

[7] CEQA Guidelines, Section 15103

The Scoping Meeting was held on Thursday January 6, 2022, at 1:30 PM in Conference Room "F" at the County of Tulare Resource Management Agency's Main Conference Room. The NOP was available for viewing at: Environmental Impact Reports - RMA (ca.gov).

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

Draft Environmental Impact Report

As noted in CEQA Guidelines Section 15105 (a), 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 approved for exceptional circumstances (CEQA, Section 15205(d)). This Draft Environmental Impact Report will be circulated publicly for a **45-day review** period beginning on **August 22, 2023**. Following completion of the 45-day public review period ending **October 6, 2023**, staff will prepare responses to comments and a Final Environmental Impact Report will be prepared. The Final Environmental Impact Report will then be forwarded to the Tulare County Tulare Planning Commission for a recommendation to the Tulare County Board of Supervisors (Board) for consideration of certification/adoption. If certified/adopted by the Board, a Notice of Determination will then be filed with the County of Tulare Clerk and also forwarded to the State of California Office of Planning and Research State Clearinghouse (OPR/SCH).

ORGANIZATIONS CONSULTED

1) **State and Federal:**
   a) California Air Resources Board
   b) California Department of Conservation, Division of Land Resource Protection, CA Geological Survey
   c) California Department of Fish and Wildlife Region #4
   d) California Department of Food & Agriculture
   e) California Department of Forestry & Fire Protection
   f) California Department of General Services
   g) California Department of Resources Recycling and Recovery (CalRecycle)
   h) California Department of Toxic Substance Control
   i) California Department of Transportation (Caltrans) District #6
   j) California Department of Transportation Planning
   k) California Highway Patrol
   l) Native American Heritage Commission
   m) Natural Resources Agency
   n) Office of Historic Preservation
   o) Public Utilities Commission
   p) State Water Resources Control Board (Water Quality)
   q) United States Army Corps of Engineers

r) United States Department of Agriculture Natural Resources Conservation Service
s) United States Fish and Wildlife Service

2) **Local and Regional:**
t) Regional Water Quality Control Board, Central Region
u) San Joaquin Valley Unified Air Pollution Control District (Air District)
v) Selma-Kingsburg-Fowler County Sanitation
w) Consolidated Irrigation District
x) City of Kingsburg Planning Department
y) Kingsburg Elementary Charter School District
z) Kingsburg Joint Union High School District
aa) Fresno County Local Agency Formation Commission
bb) Fresno County Public Works and Planning Department
cc) Tulare County Resource Management Agency:
dd) Public Works Branch
ee) Flood Control
ff) Fire
gg) Economic Development and Planning Branch: Project Review, Environmental Planning, and Building and Housing Divisions
hh) Tulare County Agricultural Commissioner
ii) Tulare County Health and Human Services Agency, Environmental Health Services Division
jj) Tulare County Local Agency Formation Commission
kk) Tulare County Farm Bureau
ll) Tulare County Association of Governments
mm) Tulare County Fire Warden
nn) Tulare County Sheriff's Office
oo) Southern California Edison
pp) Southern California Gas Company

Potential Approvals Required:

The following agencies may have jurisdiction over elements of the proposed Project:

- California Department of Fish and Wildlife
- California Department of Transportation
- City of Kingsburg
- County of Tulare Resource Management Agencies (Planning Branch, Public Works)
- County of Tulare Health and Human Services Agency
- Fresno Local Agency Formation Commission
- Regional Water Quality Control Board
- San Joaquin Valley Unified Air Pollution Control District
- Tulare County Local Agency Formation Commission
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers

REFERENCES

California Natural Resources Agency. California Environmental Quality Act (CEQA). Sections 15002(a), (f), and (h), 15021, 15091, 15105(a), 15093, 15103, 15126.2(a), 15126.4, 15145, 15146, 15151, 15161, 15204(a), and 15205(d). Significant Effect on the Environment. Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org). *Note: This web link guides the reader to the CEQA Guidelines contained in the Association of Environmental Professionals (AEP) website.*

Tulare County General Plan 2030 Update. August 2012. Accessed July 2023 at: Tulare County General Plan Update

Tulare County General Plan 2030 Update Background Report. February 2010. Accessed July 2023 at: Tulare County General Plan Background Report

Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (RDEIR), February 2010. Accessed July 2023 at: Tulare County General Plan Recirculated Draft EIR

Project Description, Setting, & Objectives Chapter 2

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000 et seq.), the County of Tulare Resource Management Agency (RMA) is preparing this Environmental Impact Report (EIR) to evaluate the potential environmental effects associated with preparation of the Draft 2023 Kingsburg Area Community Plan.

The Kingsburg County Adopted City Urban Development Boundary was originally adopted by the Tulare County Board of Supervisors (BOS) on August 30, 1988 (by Resolution No. 88-1051). The 1988 Kingsburg County Adopted City Urban Development Boundary is a collection of goals, objectives, and policies for the physical development of the community. **Figure 2-2** shows the 1988 Kingsburg County Adopted City Urban Development Boundary (CACUDB) which consists of approximately 286 acres. On October 15. 2019, the Tulare County Board of Supervisors (BOS) approved by Resolution No. 2019-0884, approved the Planning Branch proposal to prepare the Draft 2023 Kingsburg Area Community Plan.

The Governor's Office of Planning and Research (OPR) States in their Planner's Guide "Specific Plans differ from area and Community Plans in the following ways:

- A specific Plan is not a component of a general Plan. It is a separately adopted general Plan implementation document.
- Specific Plans are described by statute (§65450 et seq.). There are no statutes that specify the contents of area Plans.
- The purpose of a specific Plan is the "systematic implementation" (§65450) of the general Plan. Community Plans have an emphasis on implementation. They are used to refine the policies of the general Plan relating to a defined geographic area.
- Although a specific Plan must be "prepared, adopted, and amended in the same manner as general Plans" (§65453), it may be adopted by resolution or ordinance and may be amended as often as necessary. Community and area Plans may only be adopted or amended by resolution, and the number of amendments is subject to the limits set out in §65358 for general Plan amendments.

Specific plans are required under §65451(a)(2) to identify proposed major components of infrastructure needed to support planned land uses. Community plans and area plans may, but are not required to, contain similar analyses."[1]

[1] The Planner's Guide to Specific Plans. Page 5. Accessed July 2023 at: https://californiareleaf.org/wp-content/uploads/2019/06/OPR-A-Planners-Guide-to-Specific-Plans.pdf

The primary purpose of the KACP is to outline Community goals regarding physical development and to promote the general welfare of the Community. This Plan serves as a general guide for both public and private sector decisions affecting the Community and provides for the overall direction, density, and type of growth consistent with, and to meet with, the needs of the Community.

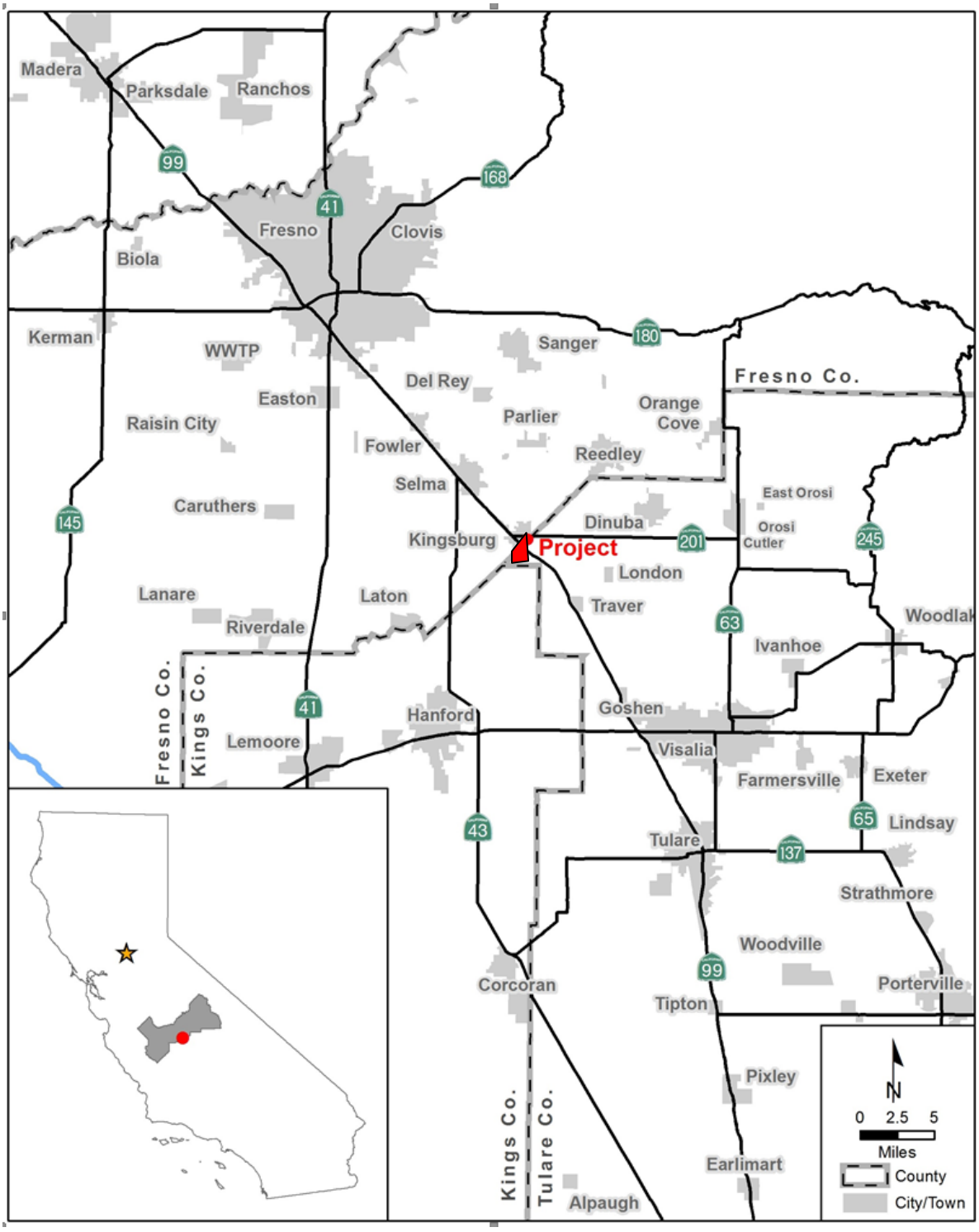
PROJECT LOCATION

Tulare County is located in central California in the heart of the San Joaquin Valley **(see Figure 2-1)**. The County is composed of eight incorporated cities and numerous unincorporated communities. Most of the unincorporated communities and all of the cities are located on the Valley floor. The foothills and Sequoia and Kings Canyon National Parks form the eastern half of the County.

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. As shown in **Figure 2-5**, it is generally southwest of the Fresno County/Tulare County boundary, with Road 16 on the east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12)**.** The KACP is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad.

The proposed KACP planning area is located southeast of and adjacent to the City of Kingsburg in Fresno County. The existing CACUDB (or UDB) area (see **Figure 2-6)** consists of approximately 286 acres (including rights-of-way). As shown in **Table 2-1** and **2-2**, there are approximately 247 acres currently zoned for urban uses(e.g., residential, commercial, light industrial, etc.), and approximately 40 acres of unclassified uses (e.g., rights-of-way) within the existing UDB. The KACP planning area currently consists of rural residences adjacent to or part of agriculturally-productive lands. Rural residential areas in the KACP planning area generally consist of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. Currently, commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and; north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational. The Summerlyn (formerly Hash Farms and Andersen Village) single-family residential subdivision consists of approximately 51 acres generally northeast of Avenue 392 and Road 12 to the Fresno County line.

Figure 2-1
Kingsburg Area Community Plan Vicinity Map



PROJECT DESCRIPTION

In October 20219, the Tulare County Board of Supervisors (BOS) approved the Planning Branch proposal to prepare the Draft 2023 Kingsburg Area Community Plan. The Draft 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed, generally triangular-shaped, CACUDB boundary includes an assessment of potential project impacts from the proposed land use changes, southwest of the Fresno County/Tulare County boundary, along Road 16 on the east (generally south of State Route 201 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 2-5**. The Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Draft 2023 Kingsburg Area Community Plan components are described later in this section and will be consistent with the Tulare County General Plan 2030 Update, and will include the following primary goals and objectives.

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional State Route 99 Corridor in order to implement the following General Plan goals:

a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;

b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the recently adopted (August 2013) General Plan Update and Housing Element; and
c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

PROJECT COMPONENTS

The Draft 2023 Kingsburg Area Community Plan components are described later in this section will become consistent with the Tulare County General Plan 2030 Update, and will include the following primary goals and objectives.

This DEIR will evaluate potential impacts from the buildout of the Draft 2023 Kingsburg Area Community Plan at the program level, as well as the project level for specific proposals, as identified below.

a) Land Use and Rezoning. Tulare County is proposing new land use and zoning designations. These changes will update the land use and zoning to be consistent with the Tulare County General Plan, and will bring existing non-compliant properties into conformity with the Tulare County Zoning Code. This process involved looking at the existing properties, meetings with the Community, and review of aerial maps and County records to analyze and decide on which properties were to be updated.

b) Mixed Use Zone. The Draft 2023 Kingsburg Area Community Plan includes a mixed-use zone. This Community Plan requires the updating the Tulare County Zoning Code to reflect a mixed-use zoning district specifically within the Kingsburg Area Community Plan planning area in compliance with the mixed-use designation in the General Plan.

c) Complete Streets. The Kingsburg Area Community Plan's Complete Streets Program was approved by the Board of Supervisors on October 15, 2019. for inclusion in the Circulation Element of this Community Plan Update. The Kingsburg Area Community Plan Complete Streets Program has thoroughly analyzed the alternative forms of

transportation, including transit, bicycle ways, and pedestrian circulation. The Complete Streets Program also contemplates use of alternative transportation and facilities for all users from the elderly to children and will be useful in proposing Safe Routes to School and other Public Benefit Projects in the Community.

SURROUNDING LAND USE

The Project planning area contains a mix of agricultural, residential, commercial, industrial, and public facilities (e.g., an elementary school, little league baseball) field.

The Project planning area is completely surrounded by agricultural land uses to the south, east, and southwest. Urban type development (i.e.; residential, commercial, light industrial, public uses, etc.) within the City of Kingsburg are directly adjacent to the north/northwest boundary of the CACUDB. Orchards, vineyards, and row crops are either immediately adjacent to, or close to the KACP planning area. According to the Tulare County General Plan Update, agricultural products are one of the County's most important resources. As seen in **Figure 3.2-2** (Farmland Mapping Monitoring Program (FMMP) Map) very limited areas/acreage of Prime Farmland remain within the KACP planning area and approximately 30% of the KACP planning area is designated as Farmland of Local Importance. **Figure 2-2A** shows an aerial view of Existing and Surrounding Land Uses Within Existing CACUBD Planning Area; while **Figure 2-2B** shows an aerial view of Existing and Surrounding Land Uses Within Proposed KACP CACUDB Planning Area.

Figure 2-2A
Existing and Surrounding Land Uses Aerial View
Within Existing CACUDB Planning Area



Figure 2-2B
Existing and Surrounding Land Uses Aerial View
Within Proposed CACUDB Planning Area



Generalized KCAP Planning Area

EXISTING ZONING AND LAND USE

Table 2-1 provides the acreage for each existing Zoning Classification (District), while **Table 2-2** shows KACP Land Use Designations; both total 286.4 acres. **Figures 2-3** and **2-4**, show Existing Zoning Classifications and Existing Land Use Designations (1988); respectively. **Figures 2-2** and **2-3** show Existing Zoning Classifications and Existing Land Use Designations; respectively. Proposed Zoning Classifications and Land Use Designations are shown in **Tables 2-3** and **2-4**; respectively

Table 2-1
Existing Kingsburg Area Zoning Classifications (Districts)

Zoning	Acres
A-1	159.9
AE-20	14.7
Anderson Village Specific Plan	46.9
C-2	0.5
C-3	5.6
C-3-SR	6.1
M-1	2.4
M-1-SR	3.8
Z	6.8
Unclassified (Right-of-Way)	39.5
Total	286.4

Table 2-2
Kingsburg Area Land Use Designations

Existing Land Use	Acres
Mixed-Use	246.8
Unclassified (Rights-of-Way)	39.5
Total	286.4

Figure 2-3
Existing Kingsburg Area Zoning Classifications

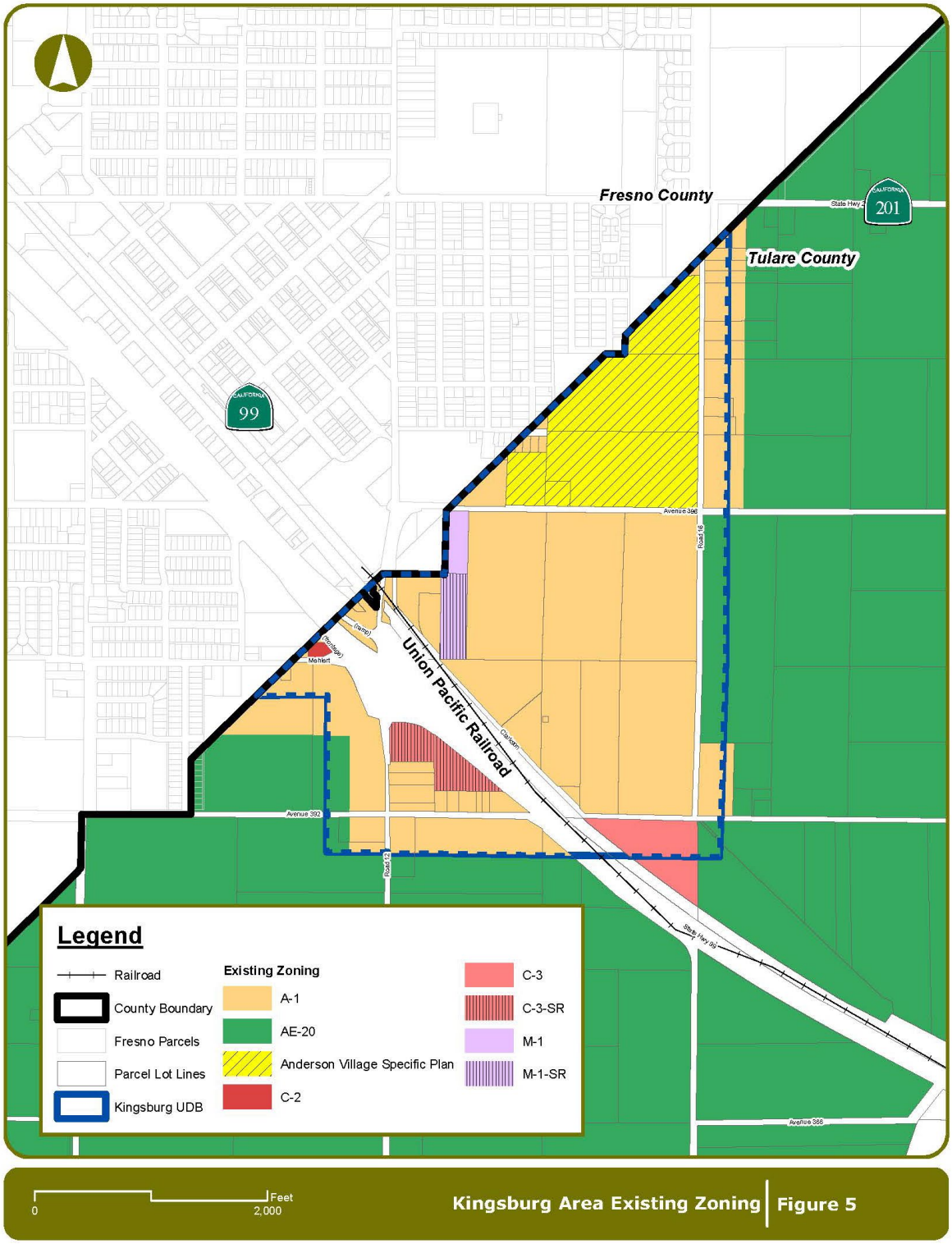
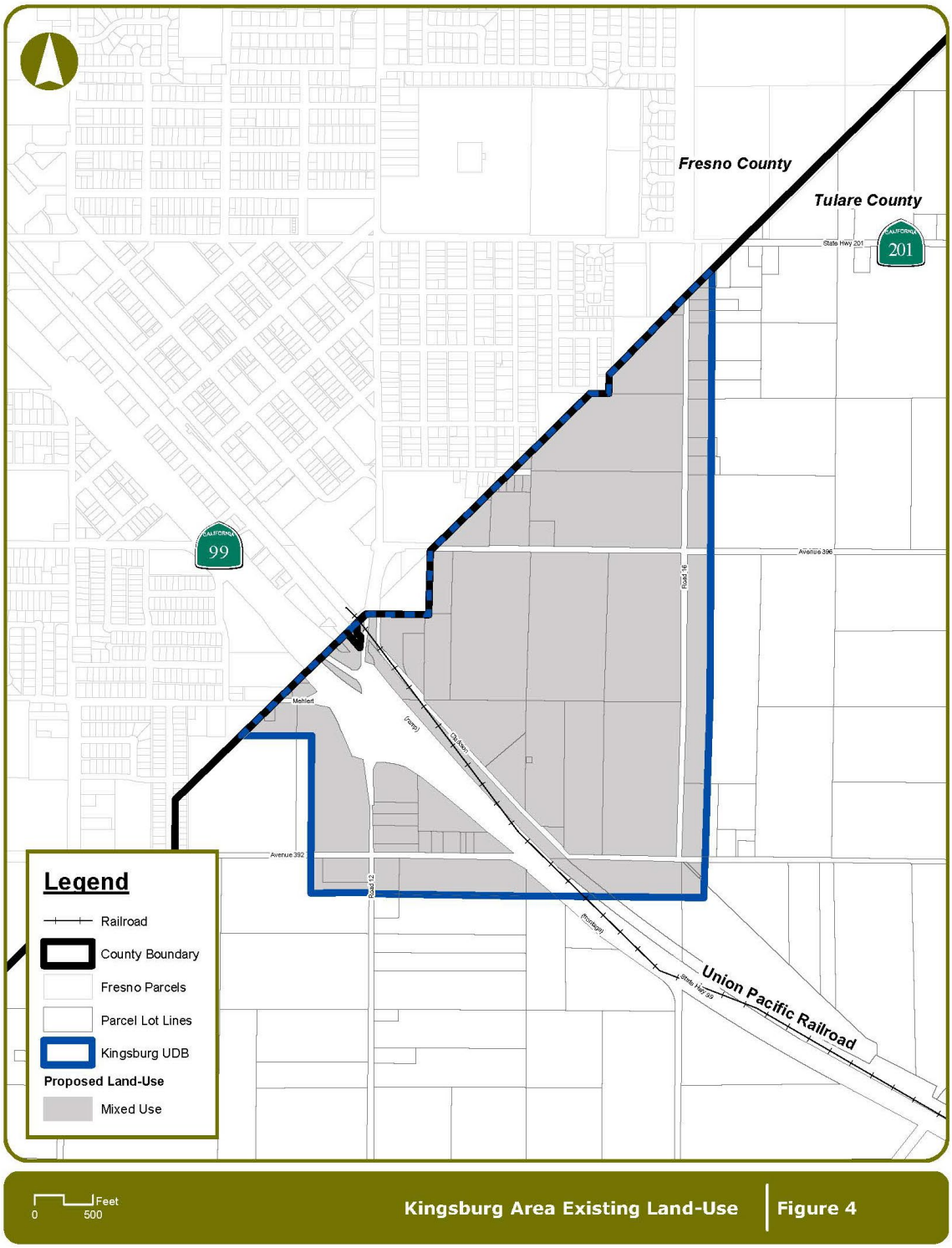


Figure 2-4
Existing/Adopted Kingsburg Area Land Uses Plan Designations



PROPOSED ZONING AND LAND USE DESIGNATIONS

The Draft 2023 Kingsburg Area Community Plan Update will implement the Tulare County General Plan, and increase the probability of receiving grant funding for the community. The Proposed Rezoning Maps contemplate both increases in Economic Development and compliance with the General Plan. The Tulare County General Plan was updated in 2012 with land use and policies changes that are inconsistent with the existing land use designations and zoning classifications (districts) within the KACP Urban Development Boundary. The proposed land uses and alternative land use patterns were based on (i) expansion to the Urban Development Boundary; (ii) their impacts to the environment; (iii) to improve economic development opportunities in the KACP planning area; and (iv) to be consistent with the General Plan and the Study Area Boundary.

The Project will add approximately 77 acres in area resulting in approximately 363 acres within the updated KACP planning area. **Table 2-3** summarizes the proposed Zoning Districts. The proposed Zoning Districts Map for the KACP is required to be compatible to the Land Use Map outlined in the General Plan. Zoning changes that need to occur to allow the General Plan and Zoning Ordinance to be in conformity with each other are shown in **Figure 2-4 Proposed Zoning Map**.

Table 2-3
Proposed Zoning Districts

Zoning Districts	Acres
A-1	33.19
AE-20	2.04
Anderson Village Specific Plan	51.52
C-2	1.14.7
C-3	29.98
M-1	37.93
M-1-MU	110.37
P-O	3.70
R-1	6.07
R-1-MU	29.06
R-A	61.16
R-1-MU	47.57
Total	**363.21**

Source: Tulare County GIS

The KACP defines the proposed Zoning Districts as follows:

The **MU (Mixed Use) Overlay Combining** Zone allows a mix of uses that promotes flexibility in the types of entitlements that can be issued. All uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 uses are allowed.

The **A-1 (Agricultural)** Zone is to insure that areas zoned A-1 develop in an manner consistent withy the General Plan and the public health, safety, and general welfare, and to prevent the introduction of incompatible commercial, manufacturing, subdivision, and other urban uses into predominantly agricultural areas of the County.

The **AE-20 (Exclusive Agricultural Zone 20 Acre Minimum)** The AE-20 Zone is an exclusive zone for intensive and extensive agricultural uses and for those uses, which are a necessary and integral part of intensive and extensive agricultural operations.

The **RA (Rural Residential)** Zone allows single family dwellings and farming uses.

The **R-1 (One Family)** Zone allows one-family dwellings units of a permanent character placed in permanent locations and one-family manufactured homes installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code which comply with Subsection G of this Section. Private garages to accommodate not more than three (3) cars.

The **C-1 (Neighborhood Commercial)** Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve.

The **C-2 (General Commercial)** Zone is intended for retail stores and businesses, which do not involve manufacturing and/or processing.

The **C-3 (Service Commercial)** Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packaging or processing of articles of merchandise for distribution and retail sales.

The **M-1 (Light Manufacturing)** Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes.

Mixed-Use - Any combination of retail/commercial, service, office, residential, hotel, or other use in the same building or on the same site typically configured in one (1) of the following ways:

- **Vertical Mixed Use**. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.

- **Horizontal Mixed Use – Attached**. A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.
- **Horizontal Mixed Use – Detached**. Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.

Mixed-Use allows for a variety of development projects. By allowing potential developers, businesses, etc., within and outside of the KACP planning area to respond to market forces, more opportunities are created for economic development and job development.

The **PO (Professional and Administrative Office)** Zone is any use permitted in the R-3, Multiple-Family Zone. Apothecary (limited to the sale of pharmaceuticals, medical and hygienic supplies and packaged confections). Clinic, dental or medical. Laboratory, dental or medical. Museum. Mortuary. Business and Professional office. Optician. Optometrist. Parking Lot: no servicing, repair, dismantling or commercial freight handling will be permitted. Post Office. Telephone exchange. Incidental and accessory structures and uses located on the same site with and necessary for the operation of a permitted use.

Proposed Land Use Plan

The proposed Land Use Designations shown in **Figure 2-6** are based on forecasted growth, the recommended Urban Development boundary, and on the economic Development/Market Analysis and Opportunities and Constraints analysis contained in the Draft Community Plan. **Table 2-4** summarizes the land use designations and acreage within the entire KACP planning area, while **Figure 2-6** shows proposed Land Use Designations.

Table 2-4
Proposed Land Use Designations[2]

Land Use	Sum Acres
Mixed-Use	363.21
Total	363.21

The following land use designations along with descriptions including density and intensity are recommended for the KACP planning area to address land demand needs through the 2030 planning horizon year.

Mixed-Use (MU) - This designation establishes areas appropriate for the planned integration of some combination of retail; office; single and multi-family residential; hotel; recreation; limited industrial; public facilities or other compatible use. Mixed Use areas allow for higher density and intensity development, redevelopment, or a broad spectrum of compatible land uses ranging from a single use on one parcel to a cluster of uses. These areas are intended to provide flexibility in design and use for contiguous parcels having multiple owners, to protect and enhance the

[2] KACP.

character of the area. The consideration of development proposals in Mixed Use areas should focus on compatibility between land uses, and the development potential of a given area compared to the existing and proposed mix of land uses and their development impacts. Density bonuses for residential units of 25 % to 35% may be granted, according to the Density Bonus Ordinance or State law, to Mixed Use areas to encourage the development of affordable housing units, compact development in the implementation of development strategies that support the use of mass transit, reduction of air impacts, and policies.

Maximum Density: 1-30.0 Dwelling Units/Acre
Maximum Intensity: 0.5 Floor-to-Area-Ratio (FAR)

Medium Density Residential (MDR) - This land designation establishes areas for single-family and low-density multi-family dwellings. Uses typically allowed include single-family dwellings, second units, townhomes, duplexes, triplexes, and mobile home parks. This designation is used only within UDBs.

Maximum Density: 4-14 Dwelling Units/Acre

Community Commercial (CC) - This designation establishes areas for a full range of retail commercial establishments serving multiple neighborhoods or an entire community and surrounding area. Uses typically allowed include: big box retail, eating and drinking establishments; food and beverage sales; hardware stores; gasoline service stations; public buildings; general merchandise stores; and professional and financial offices. Such facilities are typically arranged as a cluster of uses such as a shopping center. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

Highway Commercial (HC) - This designation establishes areas for retail, recreational, and service-based businesses which provide goods and services to tourists and commuters along major highways. Uses typically allowed include: big box retail; eating and drinking establishments; food and beverage retail sales; limited repair services; lodging (hotels and motels); and retail sales. Such facilities may range from a single use to a cluster of uses located at a freeway off ramp or major highway intersection. This designation is located primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

Highway Commercial (HC) - This designation establishes areas for retail, recreational, and service-based businesses which provide goods and services to tourists and commuters along major highways. Uses typically allowed include: big box retail; eating and drinking establishments; food and beverage retail sales; limited repair services; lodging (hotels and motels); and retail sales. Such facilities may range from a single use to a cluster of uses located at a freeway off ramp or major highway intersection. This designation is located primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

Light Industrial (LI) - This designation establishes areas for a range of non-intensive business park, industrial park, and storage uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses typically allowed include: warehousing; welding, and fabrication shops; manufacturing and processing; and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR"[3]

Heavy Industrial (HI) - This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include: manufacturing; processing; fabrication; ethanol plants; warehouses; asphalt batch plants; mills; wood processing yards; and support uses such as retail or eating establishments that support adjacent heavy industrial uses and employees. This designation is found both primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

Public/Quasi-Public (P/QP) - This designation establishes areas for public and quasi-public services and facilities that are necessary to maintain the welfare of County residents and businesses. Uses typically allowed include: churches; schools; civic centers; hospitals; fire stations; sheriff stations; liquid and solid waste disposal sites; cemeteries; airports; and public utility and safety facilities. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

Density/Intensity: None Specific

[3] Op. Cit. 197-199.

Figure 2-5
Proposed Kingsburg Area Community Plan Zoning

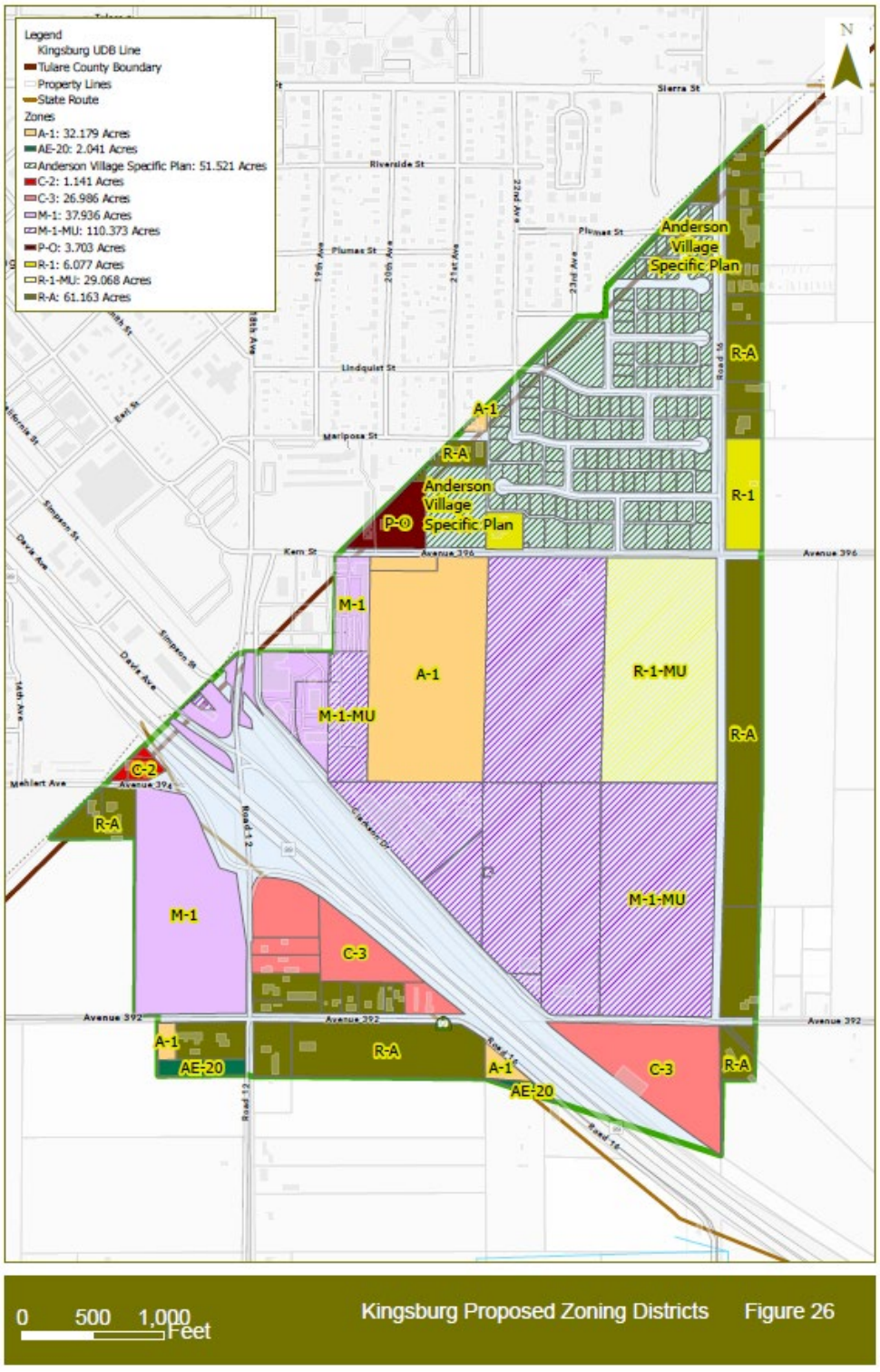
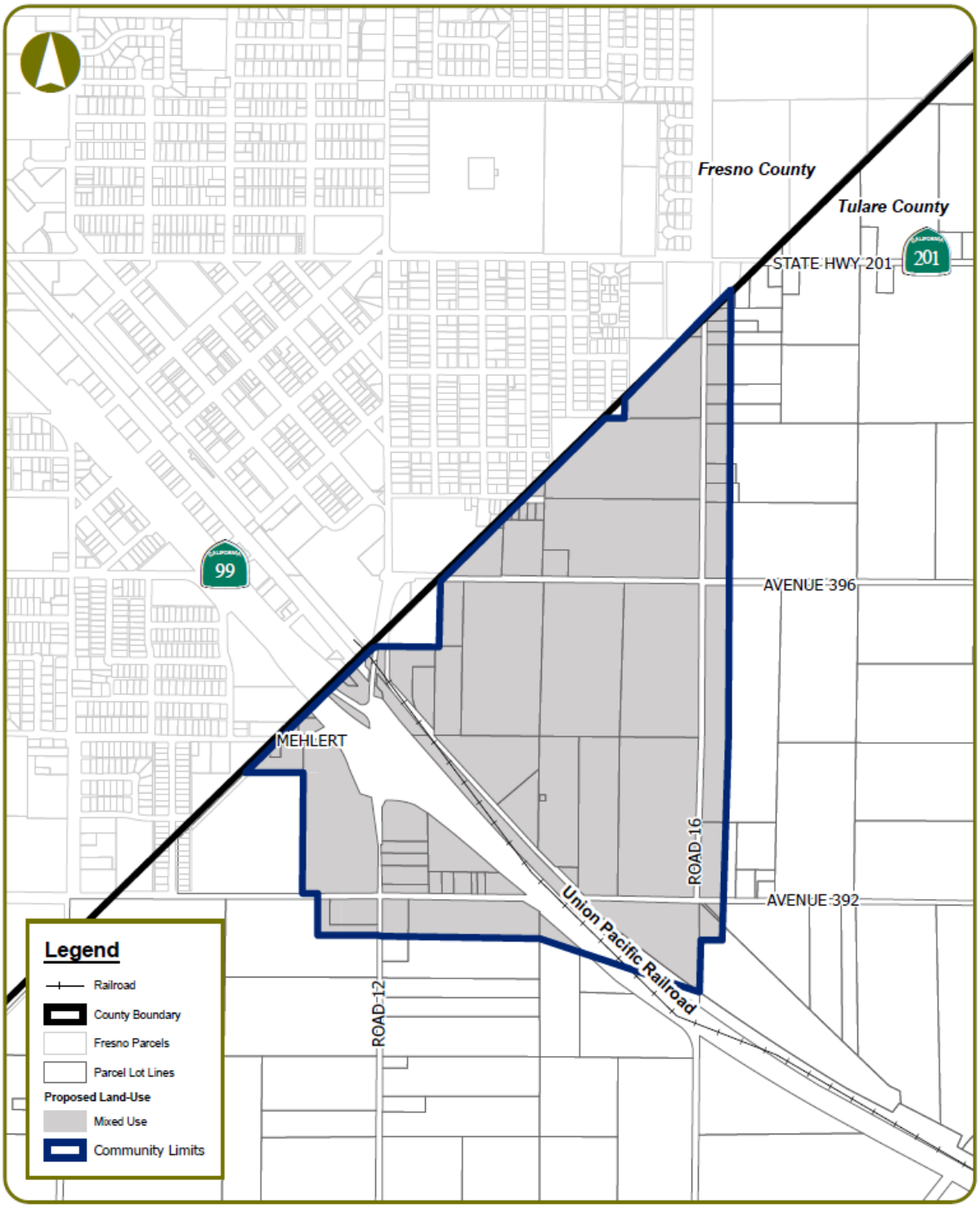


Figure 2-6
Proposed Kingsburg Area Community Plan Land Use Designations



REGULATORY SETTING

State and Federal:

- Central Valley Regional Water Quality Control Board – Region #5
- San Joaquin Valley Unified Air Pollution Control District
- California Department of Conservation – Division of Land Resource Protection
- California Department of Fish and Wildlife Region #4
- California Department of Toxic Substance Control
- California Environmental Protection Agency
- California Department of Transportation District #6
- California Department of Public Health
- California Energy Commission
- California Public Utilities Commission
- Native American Heritage Commission
- United States Fish & Wildlife Services

Local:

- City of Kingsburg
- Fresno County Local Agency Formation Commission
- Tulare County Association of Governments
- Health and Human Services Agency, Public Health Division
- Health and Human Services Agency, Environmental Health Division
- Selma-Kingsburg-Fowler Sanitation District
- Tulare County Resource Management Agency:
  - Tulare County Flood Control Division
  - Tulare County Fire Department
  - Planning Branch (Environmental Planning, Project Review, Building and Housing Divisions)
  - Public Works Branch
- Tulare County Local Agency Formation Commission

PROJECT OBJECTIVES

Objective 1: Implementation of AB 32

AB 32 has defined plans and programs for Year 2020, with the vision of Year 2050 that sets a goal to have an 80% reduction of greenhouse gas (GHG) emissions compared to the 1990 base year. AB 32 resulted in the adoption of the AB 32 Scoping Plan in 2008 that included a series of measures adopted by the California Air Resources Board (CARB). The key components of AB 32 are a reduction of (GHG) emission to 1997 models by the year 2020 and implements the objectives for the Year 2050 goal.

Objective 2: Sustainability

a) Tulare County Climate Action Plan (CAP).

In light of AB 32, the County of Tulare Board of Supervisors adopted its General Plan 2030 Update on August 28, 2012, and included a Climate Action Plan (or CAP). This Climate Action Plan identifies specific General Plan policies that encourage solid waste reduction. The proposed Project was developed to support and implement the efforts made by Tulare County to address climate change through its General Plan and Climate Action Plan.

b) Tulare County General Plan (Sustainability) Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to Sustainability include the following.

PF-3.4 Mixed Use Opportunities - Unless or until a traditional plan approach is requested by the hamlet and such a plan is adopted, land use designations within the HDB shall be the mixed-use land use designations as provided in Chapter 4-Land Use that promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities and services, and employment opportunities.

LU-1.1 Smart Growth and Healthy Communities - The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. Utilizing planned community zoning to provide for the orderly pre-planning and long-term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
12. Encouraging connectivity between new and existing development.

LU-1.8 Encourage Infill Development - The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-7.15 Energy Conservation - The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation - The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

LU-7.17 Shared Parking Facilities - The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include developments with different day/night uses.

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

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

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

TCAG Sustainable Communities Strategy (2018 Regional Transportation Plan)

"The primary objective of the 2018 RTP/SCS is to comply with applicable regulatory requirements, including federal transportation planning law, CTC Guidelines and SB 375, including SB 375's regional GHG reduction targets. TCAG's specific objectives for the 2018 RTP/SCS:

- Provide an efficient, integrated, multi-modal transportation system for the movement of people and goods that enhances the physical, economic, and social environment in the Tulare county region
- System Performance: Develop an efficient, maintained, and safe circulation network that maximizes circulation, longevity, and fiscal responsibility while minimizing environmental impacts.

- Transit: Provide a safe, secure, coordinated and efficient public transit system that can reasonably meet the needs of residents.

- Aviation: Support development of a regional system of airports that meets the air commerce and general aviation needs of the county.

- Rail: Promote safe, economical, convenient rail systems and schedules that meet the needs of passenger and freight services in the region.

- Goods Movement: Provide a transportation system that efficiently and effectively transports goods to, from, within, and through Tulare County.

- Active Transportation: Improve, enhance, and expand the region's bicycle and pedestrian systems and connectivity to those systems, while keeping them safe and convenient.

- Regional Roads and Corridors: Preserve and enhance regional transportation roads and corridors.

- Air Quality and Greenhouse Gases: Promote the improvement of air quality and GHG reductions through congestion management, coordination of land use, housing, and transportation systems, provision of alternative modes of transportation, and provision of incentives that reduce vehicle miles traveled.

- Public Health: Promote public health in the region by providing opportunities for residents to bicycle and walk to destinations such as home, work, school, medical facilities, and commercial and service businesses.

- TSM Strategies, TDM Measures, TCMS, and ITS Programs: Improve transportation mobility and operations by improving and utilizing TSM strategies, TDM measures, TCMS and ITS programs.

- Environmental Justice: Ensure that transportation investments do not discriminate on the basis of race, color, national origin, sex, age or disability.

- Emerging Technologies: Support the development and implementation of emerging technologies in the surface transportation system."[4]

"The RTP implementation strategies are compatible with the Tulare County General Plan policies."[5]

Objective 8: Lessen Significant Impacts
Each alternative should be analyzed to assess the potential to reduce significant impacts. (On a cumulative basis, alternative sites generally require the construction of duplicate buildings. The creations of additional buildings require the use of additional resources, which on a cumulative basis would increase impacts to environment in general.)

Objective 9: Physical Feasibility (Land Size and Configuration Constraints)
Physical feasibility is required because if a site for a particular alternative is too small, or if the components of the proposed Project cannot be configured on the site, then the alternative would not be feasible and should be eliminated from review.

[4] Tulare County Association of Governments (TCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy. SCH#20171010374. Draft Program Environmental Impact Report. May 2018. Pages 2.0-1 through 2.0-3. Prepared by Impact Sciences. Accessed July 2023 at: https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/environmental-impact-report/

[5] Op. Cit. 130.

Objective 10: Project Specific Elements – Overall, all elements (including Project's, Rezoning of Properties within the Study Area) were studied.

a) The County is not proposing six (6) any new land use and rezoning districts. These designations are intended to be consistent with the land uses within the General Plan and to bring existing non-compliant properties into conformity with the Tulare County Zoning Code. This required looking at the existing properties, meetings with the Community, and review of aerial maps and County records to analyze and decide on which properties were updated.

b) Mixed Use Zone. The KACP includes a mixed-use zone. This Community Plan Update requires the updating the Tulare County Zoning Code to reflect a mixed-use zoning district specifically within the Kingsburg Community in compliance with the mixed-use designation in the 2030 General Plan.

c) Complete Streets. The KACP Complete Streets Program was approved by the Board of Supervisors in December, 2016 for inclusion in the Circulation Element of this Community Plan Update. The KACP Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, and pedestrian circulation. The Complete Streets Program also contemplates use of alternative transportation and facilities for all users from the elderly to children and will be useful in proposing Safe Routes to School and other Public Benefit Projects in the Community.

g) As provided in greater detail in Chapter 5 Alternatives, the preferred Project Alternative is Alternative B. Under this scenario, the Community Plan's County Approved City Urban Development Boundary (CACUDB or UDB) would include all of the City of Kingsburg's Sphere-of-Influence (SOI) within Tulare County and areas of Selma-Kingsburg-Fowler Sanitation District's SOI within Tulare County as applicable to the KACP planning area beyond those areas identified in the proposed Project. The Community Plan proposes an approximately 77-acre expansion to the existing Urban Development Boundary (UDB) to approximately ___ acres, and amendments to land use designations and zoning classifications (including an update to the zoning map). As such, the proposed Community Plan will expand the existing 286-acre UDB (see **Figure 2-5**) by approximately 27%, for a total UDB area of approximately363-acres. As part of this Project, the County is adopting a change to the Zoning Code to allow a Mixed-Use Zoning District consistent with the General Plan's new Mixed Use land use designation (see **Figure 2-5**). Also, the Project would result in limited expansion of the KACP's UDB to accommodate projected growth and land use needs. The Community Plan will also include a Complete Streets Program, which has been developed concurrently with this process.

REFERENCES

Office of Planning and Research, Planner's Guide to Specific Plans (2001) Accessed July 2023 at: https://californiareleaf.org/wp-content/uploads/2019/06/OPR-A-Planners-Guide-to-Specific-Plans.pdf

Tulare County Association of Governments (TCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy. SCH#20171010374. Draft Program Environmental Impact Report. May 2018. Prepared by Impact Sciences. Accessed June 2021 at: https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/environmental-impact-report/

Tulare County. 1988 Kingsburg Area Community Plan

Tulare County. Draft 2023 Kingsburg Area Community Plan, included as Appendix "E" of this DEIR.

Tulare County. Tulare County General Plan 2030 Update. Background Report (2012). Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf.

Tulare County. Tulare County General Plan 2030 Update (2012). Recirculated Draft. Environmental Impact Report SCH No. 2006041162. Tulare County General Plan. Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf.

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Aesthetics
Chapter 3.1

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** to Aesthetics through the Year 2030 planning horizon. No mitigation measures will be required. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. A detailed review of potential impacts is provided in the analysis as follows.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

CEQA requires that significant impacts on the environment be identified and, where possible, measures be added to minimize or eliminate impacts (CEQA Guidelines Section 15382). A "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."[1] With respect to aesthetics, potentially significant CEQA impacts include visual impacts to scenic highways, the visual character of the site, and impacts from lighting.

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

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15382. Significant Effect on the Environment. Accessed July 2023 at: Section 15382 - Significant Effect on the Environment, Cal. Code Regs. tit. 14 § 15382 | Casetext Search + Citator

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

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

Thresholds of Significance:

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

ENVIRONMENTAL SETTING

Visual Character of the Region

Tulare County is located in a predominately agricultural region of central California. The terrain in the County varies. The western portion of the County includes a portion of the San Joaquin Valley (Valley), and is generally flat, with large agricultural areas with generally compact, interspersed towns. In the eastern portion of the County are foothills and the Sierra Nevada mountain range. The Project site is located on the Valley floor, which is very fertile and has been intensively cultivated for many decades. Agriculture and related industries such as agricultural packing and shipping operations, and small and medium sized manufacturing plants, make up the economic base of the Valley region. Many communities are small and rural, surrounded by agricultural uses such as row crops, orchards, and dairies. From several locations on major roads and highways throughout the County, electric towers and telephone poles are noticeable. Mature trees, residential, commercial, and industrial development, utility structures, and other vertical forms are visible in the region because of the flat terrain. Where such vertical elements are absent, views are expansive. Most structures are small; usually one story in height, though occasionally two story structures can be seen at commercial or industrial (such as agricultural-industrial) complexes. The County provides a wide range of views from both mobile and stationary locations… [2]

[2] County of Tulare. Page 3.1-11. Recirculated Draft, Environmental Impact Report SCH No. 2006041162. 2010. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf

REGULATORY SETTING

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

Federal Agencies & Regulations

None that apply the proposed Project.

State Agencies & Regulations

Title 24 Outdoor Lighting Standards

"The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Buildings whose permit applications are dated on or after January 1, 2020, must comply with the 2019 Standards. The California Energy Commission updates the standards every three years."[3] Title 24 Outdoor Lighting Standards were adopted by the State of California Energy Commission (Commission) (Title 24, Parts 1 and 6, Building Energy Efficiency Standards (Standards) went into effect on January 1, 2020. The changes focus on "four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements."[4] "The significant changes for outdoor lighting systems in the 2019 update to the Energy Standards include:

- Changes to outdoor lighting power allowances with the allowance values based on LED lighting technologies. Revisions to the general hardscape lighting values in Tables 140.7-A and the specific lighting application values in Table 140.7-B for all Lighting Zones (LZ) – Lighting Zone 1 thru Lighting Zone 4.
- Add separate lighting power allowance values for concrete-surfaced and for asphalt-surfaced hardscape lighting application in Table 140.7-A.
- Add new lighting power allowances for narrow band spectrum light sources used in applications for minimizing outdoor lighting impacts on professional astronomy and nocturnal habitat. (Table 140.7-A)
- Revision and streamlining outdoor lighting control requirements. (§130.2(c))
- Healthcare facilities overseen by the California Office of Statewide Health Planning and Development (OSHPD) have to comply with the Energy Standards including the outdoor lighting requirements for all outdoor areas of healthcare facilities."[5]

Outdoor Lighting Zones

[3] California Energy Commission (CEC). Accessed July 2023 at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency or 2019 Building Energy Efficiency Standards (ca.gov)

[4] CEC. Accessed July 2023 at: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation (ca.gov)

[5] CEC. Outdoor Lighting – Overview. 6.1. Overview. What's new for the 2019 California Energy Code. Page 6-1Accessed July 2023 at: Outdoor Lighting (ca.gov)

"The basic premise of the Energy Standards is to base allowable outdoor lighting power on the brightness of the surrounding conditions. The Energy Standards contain lighting power allowances for new lighting installations and specific alterations that are dependent on the lighting zone in which the project is located.

Five categories of outdoor lighting zones are defined, and they are LZ0, LZ1, LZ2, LZ3 and LZ4. Lighting zones with lower numbers are darker from LZ0 which is in national parks and other areas intended to be very dark at night to LZ4 for high intensity nighttime use, such as entertainment or commercial districts or areas with special security considerations requiring very high light levels. The eyes adapt to darker surrounding conditions and less light is required to properly see; when the surrounding conditions get brighter, more light is needed to see."[6]

"The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4. Lighting Zone 0 is intended for undeveloped spaces in parks and wildlife preserves and is very low ambient illumination.

The following summarizes the default locations for outdoor lighting zones as specified in §10-114:

- Lighting Zone 0 areas are undeveloped areas of government designated parks, recreation areas, and wildlife preserves;
- Lighting Zone 1 areas are developed portions of government designated parks, recreation areas and wildlife preserves;
- Rural areas are Lighting Zone 2;
- Urban areas are Lighting Zone 3;
- Lighting Zone 4 is a special use district that may be created by a local government through application to the Energy Commission."[7]

Scenic Highway Program

The California Scenic Highway Program was established by the state Legislature in 1963 for the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. The state laws governing the scenic highways program are found in The Streets and Highways Code Sections 260-263.[8] In Tulare County, portions of State Routes 180, 190, and 198 are designated as state scenic highways.[9]

[6] Ibid. Outdoor Lighting Zones. 6-4.

[7] Op. Cit.

[8] California Department of Transportation (Caltrans). Scenic Highway Program. Frequently Asked Questions. Accessed July 2023 at: Scenic Highways - Frequently Asked Questions | Caltrans

[9] County of Tulare. Tulare County General Plan 2030 Update. Goals and Policies Report. Designated Candidate Scenic and County Scenic Routes Figure 7-1. Page 7-5. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/GENERAL%20PLAN%202012.pdf

Local Policy & Regulations

The Tulare County General Plan Update 2030 Part 1: Goals and Policies Report (GPR) (August 2012) includes a number of goals and policies relating to scenic protection of County resources. The Goals and Policies Report Framework Concept No. 3 addresses Scenic Landscapes:

"The scenic landscapes in Tulare County will continue to be one of the County's most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent."[10]

Scenic Roadways

"Tulare County's existing General Plan identifies State designated scenic highways and County designated eligible highways **(see Figure 3.1-1)**. There are three highway segments designated as eligible by the State. These include State Route 198 from Visalia to Three Rivers, State Route 190 from Porterville to Ponderosa, and State Route 180 extending through Federal land in the northern portion of Tulare County. State Route 198 closely follows around Lake Kaweah and the Kaweah River, while State Route 190 follows around Lake Success and the Tule River. Both Scenic Highways travel through agricultural areas of the valley floor to the foothills and the Sierra Nevada Range.[11]

Tulare County General Plan Policies

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

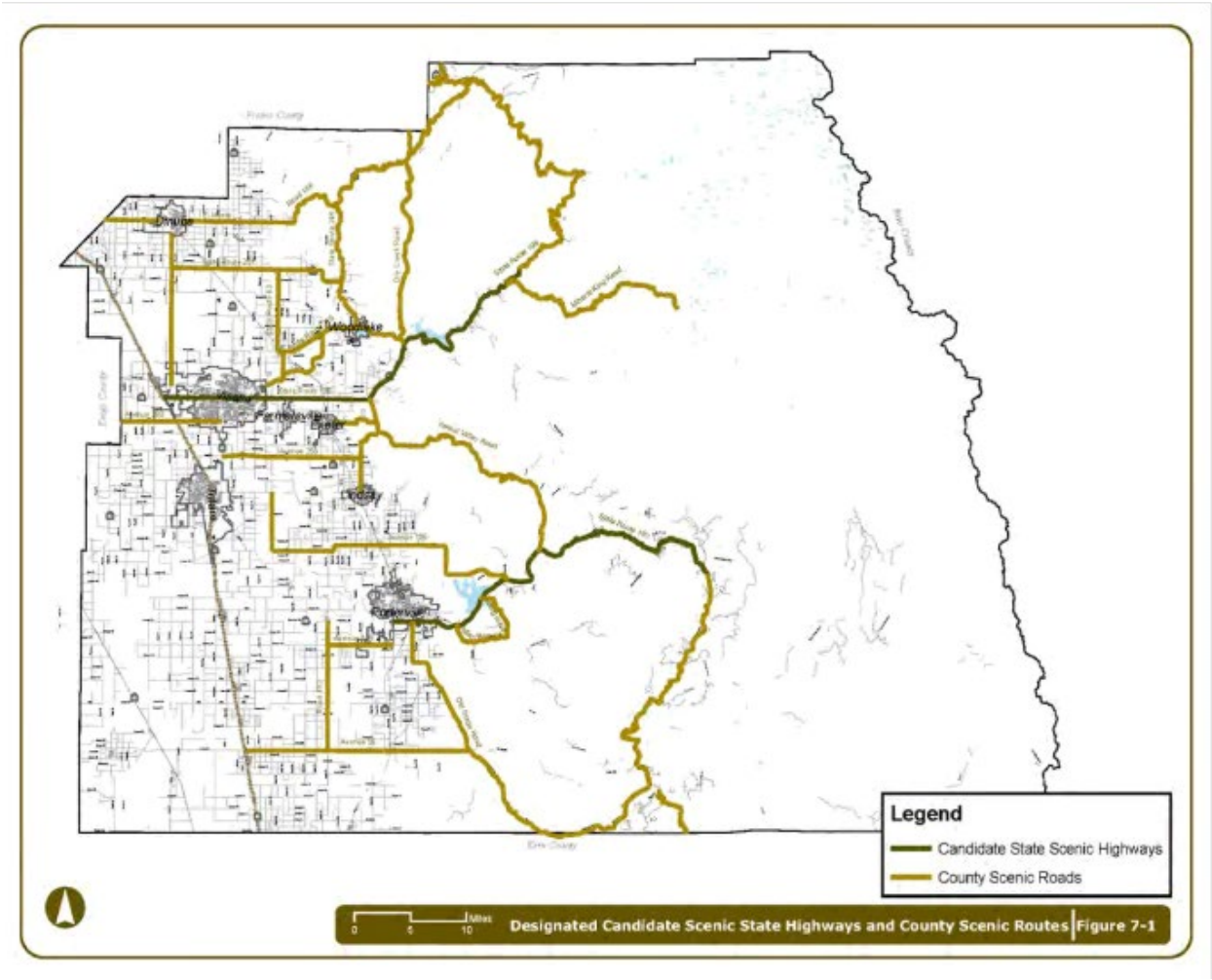
LU-5.3 Storage Screening - The County shall require adequate landscaping and screening of industrial storage areas to minimize visual impacts and enhance the quality of the environment.

LU-5.6 Industrial Use Buffer - Unless mitigated, the County shall prohibit new heavy industrial uses to a minimum of 500 feet from schools, hospitals, or populated residential areas (more than 10 dwelling units within a quarter mile diameter area). The buffer area may be used for activities not creating impacts to adjoining sensitive land uses for uses accessory to the heavy industrial use. The establishment of a buffer may not be required when mitigated or may not apply to industrial uses that do not impact adjoining uses identified herein. The buffer area shall be landscaped and maintained.

[10] Ibid. C. Environment. Environmental Landscapes. Concept 1: Scenic Landscapes. C-1.

[11] Op. Cit. Background Report Tulare County General Plan. Page 11-14. 2010. Accessed July 2023 at: Tulare County General Plan Background Report

Figure 3.1-1
Scenic Highways and County Scenic Routes



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

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

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

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

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

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

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

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

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

4. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

ERM-1.4 Protect Riparian Areas - The County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls.

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans - The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands - The County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats.

ERM-1.8 Open Space Buffers - The County shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities. These buffers should be sufficient to assure the continued existence of the waterways and riparian habitat in their natural state.

ERM-5.19 Night Sky Protection - Upon demonstrated interest by a community, mountain service center, or hamlet, the County will determine the best means by which to protect the visibility of the night sky.

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

IMPACT EVALUATION

Will the proposed Project:

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

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

There are no development proposals as part of the Kingsburg Area Community Plan (KACP) Project. As such, there will be no physical changes to the environment as this Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development

Boundary (CACUDB) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. According to the Tulare County General Plan, there are no designated scenic vistas on or adjacent to the Project area. The Project site is located in the Valley portion of the County, which is relatively flat. On clear days there is a view of foothills and the Sierra Nevada Mountains that can be seen to the east. Therefore, implementation of the Project will not have a significant adverse impact to a designated scenic vista. There will be ***No Impact*** to this resource.

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

The geographic area of this cumulative analysis is the San Joaquin Valley portion of Tulare County. As there are no impacts on scenic vistas on-site or in the Project vicinity, there will be ***No Cumulative Impacts*** related to this Checklist Item.

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

Conclusion: ***No Impact***

As noted previously, there will be no program-specific or cumulative impacts related to this Checklist Item.

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

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

As noted earlier, according to the County of Tulare and the California Department of Transportation (Caltrans), there are no state scenic roadways or highways located in the KACP planning area.

As noted earlier, there will be no physical changes to the environment as this Project is an exercise of preparing a draft KACP that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB) area. Development proposals will be evaluated on a case-by-case basis to determine impacts. The proposed Project site is located on the San Joaquin Valley floor generally at the northwest corner of Avenue 392 and Road 12. Other than scattered rural residences, orchards, and vineyards; there are no scenic resources such as rivers, lakes, rock outcroppings, historical structures, etc., in the Project area.

There are no significant scenic resources known to exist in the immediate vicinity of the Project area. The KACP planning area is bisected in a northwest-southeasterly direction by State Route (SR) 99. Avenue 416, (a designated County Scenic Road) is located

approximately two miles north of Avenue 392, therefore, the Project will not impact this designated County Scenic Road. As such, the draft KACP will not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or county designated scenic highway or county designated scenic road. Therefore, there will be ***No Impact***.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

As noted earlier, no Project-specific impacts will occur. Therefore, ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

As noted previously, there will be ***No Project-specific or Cumulative Impacts*** related to this Checklist Item.

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

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

The proposed Project site is located on the San Joaquin Valley floor generally at the northwest corner of Avenue 392 and Road 12 (both east and west of SR 99) and extending northwesterly to the Fresno/Tulare County line. As noted earlier, there will be no physical changes to the environment as this Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB) area. Development proposals will be evaluated on a case-by-case basis.

Agricultural landscapes throughout Tulare County are typically considered scenic and visually appealing. While the Project is not located on a Scenic County Road or Eligible State Scenic Highway, the Project site is located in an area predominantly under agricultural production. At full build-out, implementation of the proposed Project will alter the visual character of the site from agriculturally productive lands to a more urban environment with residential, commercial, and light industrial development. However, the Project will be required to comply with the substantial design review and design limitations required by the City of Kingsburg's adopted design guidelines and zoning regulations, which require

setbacks, landscaping and designs to limit impact to neighboring properties. Conformance with the development standards will ensure that the proposed Project will be a streamlined extension of the existing urban-type uses as the area gradually transitions for rural to urban uses. As such, the proposed Project will not create a visually degraded character or quality to the Project site or to the properties near and around the Project site. Therefore, even upon full buildout, the Project would result in ***Less Than Significant Impacts*** on the visual character within or adjacent to the Project site. Also, see discussion at Chapter 3.10 Land Use and Planning.

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 Draft 2023 Kingsburg Area Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

As the proposed Project will not create significant Project-specific visual impacts, the proposed Project will result in ***No Significant Cumulative Impacts*** related to this Checklist Item.

Mitigation Measure(s): *N**one Required***

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

As noted previously, ***Less Than Significant Program-Specific and Cumulative Impacts*** related to this Checklist Item will occur.

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

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

As noted earlier, there will be no physical changes to the environment as this Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB) area. Development proposals will be evaluated on a case-by-case basis to determine impacts.

Future development within the KACP planning area, and an expected overall increase in the intensity of development in the area, would result in additional lighting and increased light emanating from the area. New lighting will be installed with the new buildings and site improvements to illuminate entries, parking areas, sidewalks and open spaces, for safety and security, and to highlight architectural features. Compliance with General Plan Policy ERM-

5.19 Night Sky Protection, and Title 24 lighting power allowances would adequately control unnecessary brightness of lighting, debilitating glare, and sky glow. Therefore, the light and glare impacts of full buildout of the KACP planning area would be ***Less Than Significant.***

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

The proposed Program will not result in any significant off-site impacts. Therefore, ***No Significant Cumulative Impacts*** related to this Checklist item will occur.

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

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

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

DEFINITIONS

Natural Landscapes - An expanse of naturally formed scenery that contribute to the visual beauty of Tulare County.[12]

Scenic landscapes - Landscapes that include agricultural lands, woodlands, forestlands, watercourses, mountains, meadows, structures, communities, and other types of scenery that contribute to the visual beauty of Tulare County.[13]

State Scenic Highways - Scenic highways exhibit unique natural beauty viewed by travelers. California Scenic Highways may be formally designated based on criteria established in Section 260 et seq. of the Streets and Highway Code. Benefits of "scenic highway" status include protecting environmental assets that encourage tourism and inclusion on travel maps produced by the State Division of Tourism.[14]

Viewshed - An area of land, water, or other environmental features that is visible from a fixed vantage point. Viewsheds tend to be areas of particular scenic or historic value that are deemed

[12] County of Tulare. Tulare County General Plan 2030 Update. Goals and Policies Report. Page 7-1. 2012. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/GENERAL%20PLAN%202012.pdf

[13] Ibid. 7-2.

[14] Op. Cit.

worthy of preservation against development or other change. The preservation of viewsheds is typically the goal in the designation of open space areas, green belts, and urban separators.[15]

Working Landscapes - These are landscapes shaped by human activities that produce economic commodities such as agricultural lands, ranch lands, and timber lands. They may also include picturesque commercial districts in communities, crops, orchards, agricultural structures, stands of timber, and canals."[16]

REFERENCES

California Department of Transportation (Caltrans). California Scenic Highway Program: Frequently Asked Questions. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways/lap-liv-i-scenic-highways-faq2 or Scenic Highways - Frequently Asked Questions | Caltrans

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[15] Op. Cit.
[16] Op. Cit.

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Agricultural Land and Forestry Resources Chapter 3.2

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** to Agricultural Land and Forestry Resources. No mitigation measures will be required. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. No mitigation measures will be required. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. A detailed review of potential impacts is provided in the analysis as follows.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by

bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Agricultural Lands and Forestry Resources in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR are incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The California Department of Conservation identifies the location of Prime Agricultural Land resource areas and Williamson Act Contract lands. Thresholds of potential significance are established by the CEQA Checklist Item questions and include the following:

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

ENVIRONMENTAL SETTING

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

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15126.2 (a). Accessed July-August 2023 at: https://www.califaep.org/statute_and_guidelines.php or Statute and Guidelines - California Association of Environmental Professionals (califaep.org)

[2] Tulare County General Plan 2030 Update. Recirculated DEIR. February 2010 (SCH # 2006041162). Page 3.11-5. Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf or Tulare County General Plan Recirculated Draft EIR.

Agricultural Productivity

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

The *2021 Tulare County Annual Crop and Livestock Report* stated "Tulare County's total gross production value for 2021 as $8,089,621,300. This represents an increase of $949,544,800 or 13.3% above 2020's value of $7,140,076,500. Milk represents 23% of the total crop and livestock value for 2021. Total milk production increased by 4%. Livestock and Poultry's gross value of $732,406,000 represents an increase of 9% above that of 2020, mostly due to the higher per unit value for cattle and poultry. The total value of all Field Crop production in 2021 was $571,436,000, an increase of 13% from the previous year. Fruit and Nut commodities were valued at $4,607,905,000 an increase of 20%. This increase can be partially attributed to the increase in Almond, Grape, Peach, and Tangerine acreage. Nursery Products increased by 9% compared to 2020, with an overall value of $118,779,000. Vegetable Crops were valued at $20,544,000, representing a 22% decrease. This can be attributed to a decrease in acreage for Sweet Corn compared to 2020.

Tulare County's agricultural strength is based on the diversity of the crops produced. The 2021 crop report covers more than 150 different commodities, 42 of which have a gross value in excess of $1,000,000. Although individual commodities may experience difficulties from year to year, Tulare County continues to produce high-quality crops that provide food and fiber to more than 96 countries throughout the world."[4]

According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), in 2012 agricultural lands in Tulare County included 860,120 acres of important farmland (designated as FMMP Prime, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance) and 439,940 acres of grazing land, for a total of 1,300,060 acres of agricultural land.[5]

Important Farmland Trends

[3] Tulare County General Plan 2030 Update. August 2012. Page 3-4.

[4] 2021 Tulare County Annual Crop and Livestock Report. September 2022. Cover letter from Tom Tucker, Agricultural Commissioner. Accessed July 2023 at: agcomm.co.tulare.ca.us/pest-exclusion-standardization/crop-reports1/crop-reports-2021-2030/crop-and-livestock-report-2021/.

[5] California Department of Conservation, California Farmland Conversion Report, Table A-44: Tulare County 2010-2012 Land Use Conversion. Page 72.

Using data collected by the FMMP, farmland acreage has been consistently decreasing for each two-year period since 1998. Tulare County lost 13,815 acres of important farmland, and 14,424 acres of total farmland between 2010 and 2012.[6]

According to the DOC, much of Tulare County's farmland is under California Land Conservation Act (Williamson Act) contracts, a program designed to prevent premature conversion of farmland to residential or other urban uses. As of January 1, 2012, there were 1,096,299 acres of farmland under Williamson Act or Farmland Security Zone contracts in Tulare County. This total includes 571,904 acres of Williamson Act prime, 513,243 acres nonprime, and 11,152 acres of Farmland Security Zone lands.[7] The acreage totals also include 6,040 acres Williamson Act prime contracted land in nonrenewal and 7,513 acres of Williamson Act nonprime in nonrenewal.[8]

According to the Tulare County Subvention Report (Fiscal Year 2015-2016), much of Tulare County's farmland is under California Land Conservation Act (Williamson Act) contracts, a program designed to prevent premature conversion of farmland to residential or other urban uses. As of January 1, 2015, there were 1,097,728 acres of farmland under Williamson Act or Farmland Security Zone contracts in Tulare County. As presented in **Table 3.2-1** and shown in **Figure 3.2-1**, this total includes 565,200 acres of Williamson Act prime, 521,376 acres nonprime, and 11,152 acres of Farmland Security Zone lands. (The acreage totals also include 6,283 acres of Williamson Act prime contract land in nonrenewal and 10,848 acres of Williamson Act of nonprime contract land in nonrenewal).[9]

Table 3.2-1
2015 Tulare County Lands under Williamson Act or Farmland Security Zone Contracts

Acres	Category
565,200	*Total prime = Prime active + NR Prime
521,376	*Total Nonprime = Nonprime active + NR Prime
11,152	Farmland Security Zone
1,097,728	TOTAL ACRES in Williamson Act and Farmland Security Zone contracts

* *Prime total includes 6,39.75 acres in nonrenewal; Nonprime total includes 7,512.56 acres in nonrenewal.*
Source: Data complied from 2015-2016 Tulare County Subvention Report.

[6] California Department of Conservation. Division of Land Resource Protection. FMMP. "Tulare County 2008-2010 Land Use Conversion" Report. Table A-44.

[7] California Department of Conservation. The California Land Conservation Act 2014 Status Report. Table A-1: Total Reported Enrollment 2012. Page 34 Accessed January 2022 at: http://www.conservation.ca.gov/dlrp/lca/stats_reports/Documents/2014%20LCA%20Status%20Report_March_2015.pdf

[8] Ibid. Table A-5: Cumulative Nonrenewal Acreage. 38.

[9] California Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program California Farmland Conversion Report 2015. Accessed January 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2010-2012/FCR/FCR%202015_complete.pdf.

Table 3.2-2
Tulare County FMMP-Designated Land (1998-2016)

Farmland Category	Total Acres Inventoried								
	1998[10]	**2000[11]**	**2002[12]**	**2004[13]**	**2006[14]**	**2010[15]**	**2012[16]**	**2014[17]**	**2016[18]**
Prime Farmland	396,130	393,030	387,620	384,340	379,760	370,249	368,527	366,414	366,136
Farmland of Statewide Importance	357,220	351,720	345,760	339,580	332,160	323,599	321,296	320,886	322,355
Unique Farmland	11,790	11,720	12,750	12,530	12,220	11,593	11,474	11,421	11,691
Important Farmland Subtotal	**765,140**	**756,470**	**746,130**	**736,450**	**724,140**	**705,441**	**701,297**	**859,171**	**858,119**
Farmland of Local Importance	110,040	124,140	126,820	137,440	143,830	154,550	158,823	160,450	157,937
Grazing Land	439,960	434,050	440,550	440,620	440,140	440,042	439,940	439,961	439,934
Total	1,315,140	1,314,660	1,313,500	1,314,560	1,308,110	1,300,033	1,300,060	1,299,132	1,298,053

"For Tulare County and the surrounding region, the reported major cause of this conversion is the downgrading of important farmlands to other agricultural uses (e.g., such as expanded or new livestock facilities, replacing irrigated farmland with non-irrigated crops, or land that has been fallow for six years or longer)."[19]

Forest Lands

"Timberlands that are available for harvesting are located in the eastern portion of Tulare County in the Sequoia National Forest. Hardwoods found in the Sequoia National Forest are occasionally harvested for fuel wood, in addition to use for timber production. Since most of the timberlands are located in Sequoia National Forest, the U.S. Forest Service has principal jurisdiction, which encompasses over 3 million acres. The U.S. Forest Service leases these federal lands for timber harvests."[20] The KACP planning area is located in the northwestern quadrant of the valley floor in

[10] Tulare County General Plan 2030 Update Recirculated Draft EIR Sch#2006041162. Table 3.10-4.
[11] Ibid.
[12] Op. Cit.
[13] Op. Cit.
[14] Op. Cit.
[15] Tulare County Resource Management Agency. Tulare County Subvention Report for Fiscal Year 2012-2013 (submitted to Department of Conservation, November 2012).
[16] Ibid.
[17] California Department of Conservation, Division of Land Resource Protection. Department of Conservation, Farmland Mapping and Monitoring Program, *Table 2014-2016. Table A-44, Part I.* Accessed July 2023 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx.
[18] Ibid.
[19] Tulare County 2030 General Plan RDEIR. Pages 3.10 to 3.13.
[20] General Plan Background Report. Pages 4-17.

Tulare County. There are no forests or timberlands in the Community Plan project planning area or the surrounding areas.

Figure 3.2-1
Williamson Act Map

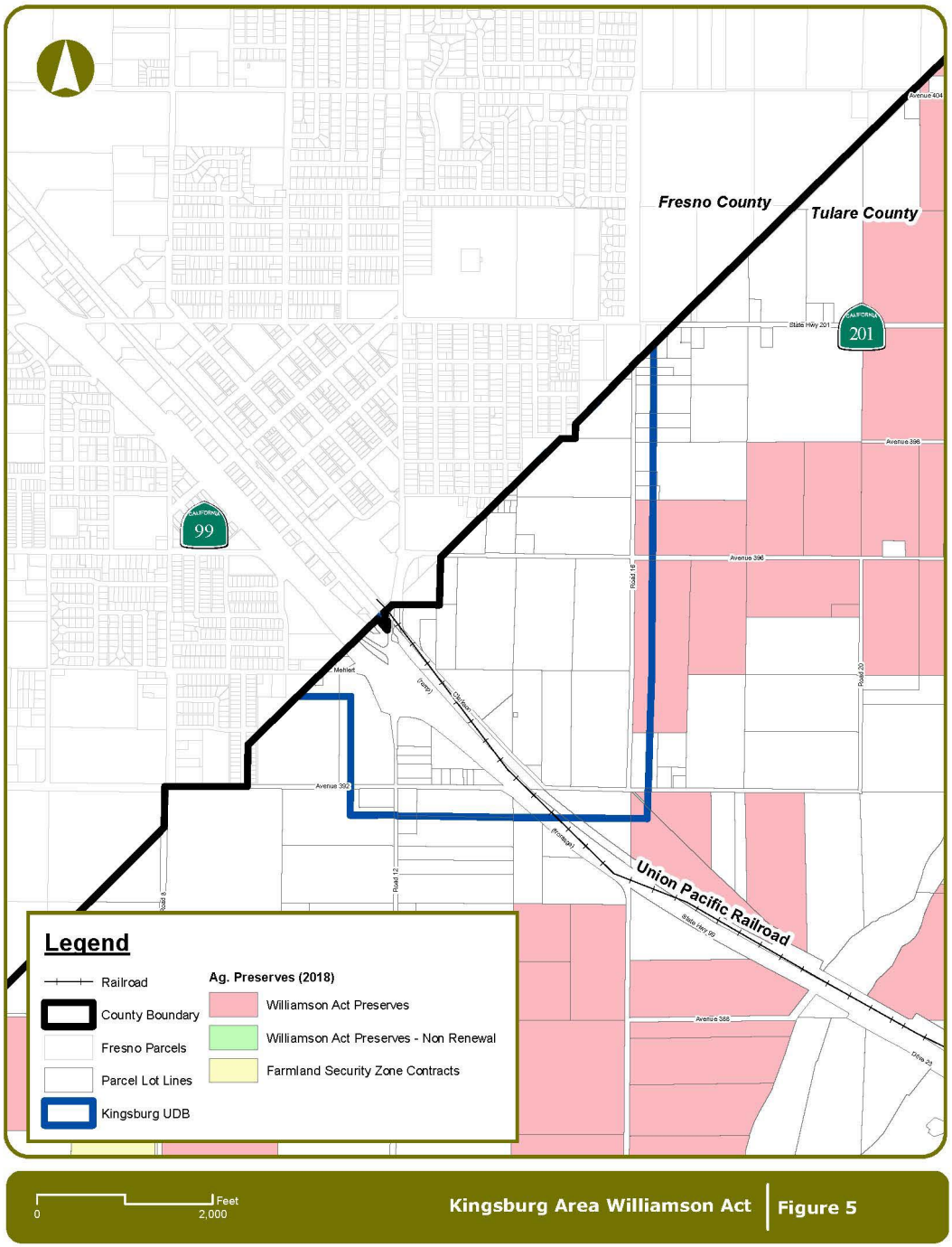
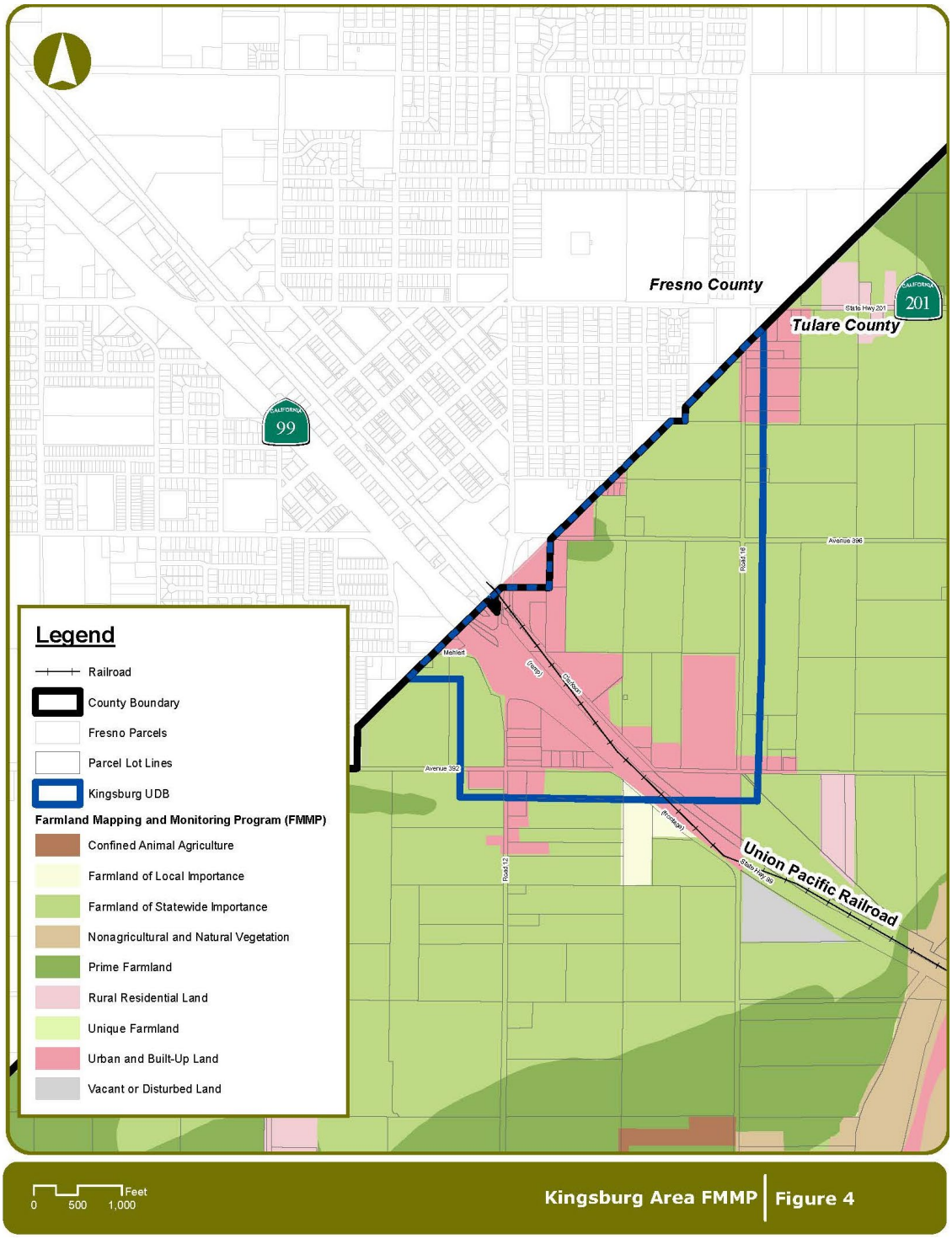


Figure 3.2-2
Farmland Mapping Monitoring Program (FMMP) Map



REGULATORY SETTING

Federal Agencies & Regulations

Farmland Protection Policy Act (FPPA)

"The FPPA is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that to the extent possible federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the FPPA every two years. The FPPA does not authorize the Federal Government to regulate the use of private or nonfederal land or, in any way, affect the property rights of owners. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a Federal agency or with assistance from a Federal agency."[21]

US Forest Service

The U.S. Department of Agriculture, U.S. Forest Service is a Federal agency that manages public lands in national forests and grasslands. The Forest Service is also the largest forestry research organization in the world, and provides technical and financial assistance to state and private forestry agencies to protect and manage non-federal forest and associated range and watershed lands. The Forest Service mission is to sustain the health, diversity, and productivity of the nation's forests and grasslands to meet the needs of present and future generations.[22]

State Agencies & Regulations

California Department of Conservation: Farmland Mapping and Monitoring Program

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

[21] Federal Farmland Protection Act. Accessed July-August 2023 at: Farmland Protection Policy Act. Accessed July 2023 at: AFT-Strengthening_the_Farmland_Protection_Policy_Act.pdf

[22] U.S. Forest Service, "About Us – Meet the Forest Service". Accessed July-August 2023 at: https://www.fs.usda.gov/about-agency/meet-forest-service

(Department of Conservation, 2000)."[23]

Williamson Act: California Land Conservation Act of 1965

"The California Land Conservation Act (CLCA) of 1965, Sections 51200 et seq. of the California Government Code, commonly referred to as the "Williamson Act", enables local governments to restrict the use of specific parcels of land to agricultural or related open space use. Landowners enter into contracts with participating cities and counties and agree to restrict their land to agriculture or open space use for a minimum of ten years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market (speculative) value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971."[24]

California Department of Forestry and Fire Protection (CAL FIRE)

"CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program. CAL FIRE oversees enforcement of California's forest practice regulations, which guide timber harvesting on private lands. Reviews and inspections ensure protection of watershed and wildlife, as well as renewal of timber resources. Department foresters and fire personnel work closely to encourage and implement fuels management projects to reduce the threat of uncontrolled wildfires. CAL FIRE Foresters promote conservation and the importance of our trees and forests to Californians of all ages.

CAL FIRE manages eight Demonstration State Forests that provide for commercial timber production, public recreation, and research and demonstration of good forest management practices. Additional forestry programs include urban forestry, archaeology, pest management, etc."[25]

Local Policy & Regulations

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within the County of Tulare.[26] The following General Plan policies apply to the proposed Project:

AG-1.1 Primary Land Use - The County shall maintain agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but

[23] General Plan Background Report. Page 4-12.
[24] Ibid. 4-13.
[25] California Department of Forestry and Fire Protection. About Us. Accessed July 2023 at: About | CAL FIRE
[26] Tulare County General Plan 2030 Update. Part 1 – Goals and Policies Report.

also in terms of agriculture's real contribution to the conservation of open space and natural resources.

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

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

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

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

AG-1.8 Agriculture within Urban Boundaries - The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

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

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

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

AG-1.17 Agricultural Water Resources - The County shall seek to protect and enhance surface water and groundwater resources critical to agriculture.

LU-2.3 Open Space Character - The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons.

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

Rural Valley Land Plans

For the unincorporated valley portions of Tulare County, growth is guided by the land use policies in the Rural Valley Lands Plan (RVLP)[27] and Planning Framework Element[28] of the Tulare County General Plan 2030 Update.

"Tulare County has identified land for urbanization according to four categories: 1) lands in and around incorporated cities, 2) lands in and around unincorporated communities, 3) lands in foothill

[27] Tulare County General Plan 2030 Update, Part II – Area Plan Policies. Chapter 1 – Rural Valley Lands Plan
[28] Tulare County General Plan 2030 Update, Part I – Goals and Policies Report. Chapter 2 – Planning Framework

development corridors, and 4) lands that qualify under the RVLP. The county is legally responsible for the planning and regulation of all lands that fall outside incorporated city limits, even though cities adopt their own general plans for the incorporated area and a portion of surrounding unincorporated area."[29]

"The RVLP applies to about 773,500 acres of the valley portion of the County, outside the planned Urban Development Boundaries (UDB) and generally below the 600-foot elevation contour line along the foothills of the Sierra Nevada Mountain Range. The purpose of the RVLP is to protect and maintain the agricultural viability of rural valley areas by establishing requirements for exclusive agricultural zoning (containing minimum parcel sizes) appropriate to sustain agriculture and implementing a policy that utilizes resource information to determine the suitability of rural lands for nonagricultural uses. The goal of the RVLP is to "sustain the viability of Tulare County agriculture by restraining division and use of land which is harmful to continued agricultural use." The RVLP utilizes five exclusive agriculture (AE) zones, each requiring a different minimum parcel size (ranging from five to eighty acres). These zones are as follows: AE, AE-10, AE-20, AE-40, and AE-80. The number designation on each zone generally reflects the minimum acres of land needed to productively farm a certain crop at a commercial level."[30]

"In order to grant an exception for the use of the AE zone on properties that have minimal or no agricultural value, a point system is used to evaluate property suitability. Points are awarded for various factors such as parcel size, available public services, and surrounding land uses. Parcels determined to be more suitable for nonagricultural uses may be zoned (discretionary review required) for urban/suburban uses. Parcels that do not meet the requirements for rezoning are not allowed to rezone and must remain agriculturally zoned. The RVLP point system [is used] to determine whether a site is suitable to rezone from an agricultural zone on the Valley floor to an urban zone. The county shall not allow re-zoning of parcels that accumulate 17 or more points according to the RVLP Development Criteria. If the number of points accumulated is 11 or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12 to 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system."[31]

Tulare County Agricultural Conservation Easement Program

The Tulare County Agricultural Conservation Easement Program (ACEP, see Appendix "A") was established to allow the use of agricultural easements to reduce or mitigate any significant impacts resulting from the conversion of certain agricultural land to non-agricultural uses. Resolution 2016-0323, adopted by the Tulare County Board of Supervisors on May 3, 2016, requires the use of farmland conservation easements or other farmland conservation mechanisms for projects requiring County discretionary land use entitlements and the conversion of five (5) or more acres

[29] Tulare County General Plan 2030 Update Background Report. Page 3-6.
[30] Ibid. 3-13.
[31] Op. Cit. 3-14.

of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.

"CRITERIA FOR AN EASEMENT: A "Farmland conservation easement" means for the purposes of this ACEP, an easement over agricultural land for the purpose of restricting its use for the term set forth in this resolution for primarily agricultural and agricultural-compatible uses. Any easement offered or used under this program shall, at a minimum, meet these criteria:

A) Preferably the easement will be located in Tulare County but other suitable land may be encumbered subject to approval by the Board of Supervisors.

B) The easement will include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

C) The land placed under the easement must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated.

D) The land placed under the easement must be at a minimum of a one to one (1:1) ratio or its functional equivalent to the loss of defined agricultural lands mitigated." [32]

IMPACT EVALUATION

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

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

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

There are no development proposals as part of the Kingsburg Area Community Plan (KACP) Project. As such, there will be no physical changes to the environment as this Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations,

[32] Tulare County Agricultural Conservation Easement Program. Pages 6 to 7.

Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB) planning area. The Kingsburg CACUDB will also be expanded to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts.

The existing planning area contains approximately 286 acres within the adopted County Adopted City Urban Development Boundaries (CACUDB). The Kingsburg Area Community Plan (KACP or Project) would include portions of the Selma-Kingsburg-Fowler Sanitation District and an approximately 77-acre expansion to the existing CACUDB, and amendments to land use designations and zoning classifications (including an amendment to the Zoning Map). As such, the proposed Project would expand the existing CACUDB (see **Figure 2-5**) by approximately 27%, for a total UDB area of approximately 363 acres. Changes to the character of area landscapes, however, would be gradual and the Community Plan includes policies which would minimize impacts associated with the visual character of the area in association with proposed use and zoning requirements. Furthermore, as discussed earlier, the KACP contains no plans for construction or housing developments and any such activity, at some future date, would be required to comply with local and state regulations regarding the visual character of this community and its surroundings.

The Project does not include any immediate development proposals, but its development is anticipated to populate the proposed CACUDB area over time. The Project may result in the ultimate conversion of portions of three (3) parcels containing Williamson Act (WA) Preserves. Over time, portions of two parcels classified as Prime Farmland, and 19 parcels containing Farmland of Statewide Importance (Farmland) are planned for development to non-agricultural uses. Although there are no specific development projects proposed as part of this amendment, as the agricultural area builds out, the conversion of FMMP designated agricultural land to an urban use could result in a significant impact if not adequately mitigated.

Loss of important farmlands within unincorporated areas of the County which lie outside of Urban Development Boundaries (UDBs) is mitigated by the RVLP (General Plan Policy RVLP-1.3) on a localized level. The RVLP requires projects outside of UDBs to undertake an additional regulatory checklist (evaluation) that results in most projects deemed undevelopable outside the UDB's unless agriculturally related. However, mitigation, in the form of farmland conservation easements, are available for projects outside of UDBs which are deemed unsuitable for developable per the RVLP checklist.

Future development within portions of the FMMP map as Prime Farmland or Farmland of Statewide Importance (see **Figure 3.2-2**) within the planning area may be required to provide farmland conservation easements pursuant to the Tulare County Agricultural Conservation Easement Program (ACEP). **Mitigation Measures 3.2-1** and **3.2-2** (which are included in the Mitigation Monitoring and Reporting Program (MMRP)), provides future project developers with five (5) options for securing the required easements. The options include (1) mitigation

fees, (2) on-site easements, (3) off-site easements, (4) a combination of on- and off-site easements, and (5) planning development overlay.

Therefore, the Project will result in ***Less Than Significant Project-specific Impacts with Mitigation*** related to this Checklist Item through the Year 2030 Planning horizon.

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

The geographic area of this cumulative analysis is the entire State of California. This cumulative analysis is based on the Statewide FMMP map provided by the California State Department of Conservation. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 Planning horizon.

Mitigation Measure(s): ***Mitigation Measures 3.2-1 and 3.2-2.***

3.2-1 Prior to the start of construction of any project within an "FMMP area" of the Project area, as applicable, the Applicant shall demonstrate compliance with the Tulare County *Agricultural Conservation Easement Program* (ACEP). The Applicant shall implement one (1) of the five (5) options below:

Option 1 (Mitigation Fees): Applicant(s) may submit in-lieu mitigation fees to Tulare County for the purpose of procuring agricultural lands for farmland conservation easement(s). These fees will be used by Tulare County to purchase farmland easement(s) at a minimum ratio of one to one (1:1) or its functional equivalent to the loss of define agricultural lands, on behalf of the Applicant. These easements must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement shall protect the designated farmland in perpetuity.

Option 2 (On-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The on-site land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, within the boundaries of the project site/property. The easement(s) must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement shall protect the designated farmland in perpetuity.

Option 3 (Off-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping

and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, unless otherwise agreed upon by all parties involved, including the Applicant(s), Tulare County, and/or selling Land Owner(s). The easement(s) must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement(s) shall protect the designated farmland in perpetuity.

Option 4 (Combined On- and Off-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, unless otherwise agreed upon by all parties involved, including the Applicant(s), Tulare County, and/or selling Land Owner(s). The easement(s) must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement(s) shall protect the designated farmland in perpetuity.

Option 5 (Planned Development Overlay): The Applicant(s) can enter into a Planned Development Agreement with Tulare County to establish a Planned Development Overlay for the project area. This agreement will include conditions that require all future developments to undergo a Site Plan Review, which will include mandatory mitigation, including farmland easements, for the conversion of agricultural lands.

3.2-2 Prior to the start of construction of any project within an "FMMP area" of the Project, as applicable, the Applicant shall demonstrate compliance with the Tulare County Agricultural Conservation Easement Program (ACEP). The Applicant shall enter into a Farmland Conservation Easement Agreement with Tulare County pursuant to the provisions and administrative protocols of the ACEP. If the Farmland Conservation Easement Agreement is approved by the Board of Supervisors, these properties shall be protected in perpetuity.

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts with Mitigation*** related to this Checklist Item will occur through the Year 2030 Planning horizon.

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

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

As noted earlier, there are no development proposals as part of the Kingsburg Area Community Plan (KACP) Project. As such, there will be no physical changes to the environment as this

Project is an exercise of preparing the draft Community Plan that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB) planning area. The Kingsburg CACUDB will also be expanded to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. Development within the CACUDB would result in the eventual construction of residences, commercial, and industrial use, streets (and other infrastructure such as curbs, gutters, sidewalks, sewer and water collection/distribution systems, etc.), and other non-agricultural uses. Development within the CACUDB would occur over the planning period.

As development is anticipated to occur over time, the potential incompatibilities associated with noise, odors, and dust from agricultural activities would be intermittent and is typical of transitional areas between rural and urban interfaces. In this case, implementation of the Right-to-Farm Ordinance would give a property owner (e.g., a new home buyer), the opportunity to evaluate the personal significance of these potential minor nuisances. Furthermore, the Right-to-Farm Ordinance allows existing agricultural operations to continue, unhindered so that farmers do not have to alter their operations in accordance with future occupant's desires.

The Project will, at full build-out, result in the conversion of portions of only two parcels of prime agricultural land as defined in Section 51201(C) of the Govt. Code to non-agricultural use. Although it will initially conflict with existing zoning for agriculture use, such zoning will be superseded by zoning amendments reclassifying said zones to non-agricultural zones. Over time, it may be necessary to cancel Williamson Act (WA) Contracts on the two parcels containing WA contracts or allow the WA contracts to lapse (see **Figure 3.2-1**). However, by limiting expansion of the CACUDB, the proposed Project is not expected to encourage the non-renewal or cancellation of other nearby WA contracted lands (of which there are only two immediately adjacent to the proposed Project planning boundary). Therefore, ***Less Than Significant Impact*** will result from the proposed Project through the Year 2030 Planning horizon.

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

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

While there are only two WA-contracted lands immediately adjacent to the Project site, it is not anticipated that the proposed Project will cause the conversion of adjacent agricultural uses. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 Planning horizon.

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

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 Planning horizon.

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

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

The Project site and surrounding areas are located in the Valley portion of Tulare County and have agricultural zoning. The area contains no lands zoned or identified as forest land or timberland. The proposed Project will not conflict with existing zoning for forest land or cause rezoning of forest land. As such, ***No Project-specific Impacts*** related to this Checklist Item will occur through the Year 2030 Planning horizon.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

The proposed Project is not located within a forestland zone or would require the change of a forestland zone. As such ***No Cumulative Impacts*** to this Checklist Item will occur through the Year 2030 Planning horizon.

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

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** to this Checklist Item will occur through the Year 2030 Planning horizon.

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

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

As noted earlier, the proposed Project is not located within a forest land zone or will require the change of a forest land zone. As such, ***No Project-specific Impacts*** to this Checklist Item will occur through the Year 2030 Planning horizon.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

As noted earlier, the proposed Project is not located within a forest land zone or will require the change of a forest land zone. As such, ***No Cumulative Impacts*** to this Checklist Item will occur through the Year 2030 Planning horizon.

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

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific or Cumulative Impacts*** to this Checklist Item will occur through the Year 2030 Planning horizon.

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

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

The Project will not result in the loss of forest land or conversion of forest land to non-forest use, nor will it involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. It could, during the planning horizon of this Community Plan, result in conversion of farmland to future non-agricultural use (e.g., industrial, commercial, and residential). However, no specific development proposals are part of this Community Plan . Therefore, a ***Less Than Significant Impact*** will result from the proposed Project through the Year 2030 Planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

As noted earlier, the proposed Project is not anticipated to impact adjacent farmland beyond the Urban Development Boundary and no forest land exists near the Project. Therefore, ***Less Than Significant Cumulative Impacts*** to this Checklist Item will occur through the Year 2030 Planning horizon.

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

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 Planning horizon.

DEFINITIONS/ACRONYMS

Definitions

"The California Department of Conservation, Division of Land Resource Protection, maintains the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. The map series identifies eight classifications (discussed below) and uses a minimum mapping unit size of 10 acres. The program also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The program maintains an inventory of state agricultural land and updates its "Important Farmland Series Maps" every two years. Although the program monitors a wide variety of farmland types (more fully described below), Important Farmland consists of lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland."[33]

Farmland of Local Importance (L) - Farmland of Local Importance is land important to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.[34]

Farmland of Statewide Importance (S) - Farmland of Statewide Importance is similar to Prime Farmland but has minor shortcomings, such as greater slopes or a lesser ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.[35]

Grazing Land (G) - Grazing Land is land on which the vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.[36]

Other Land (X) - Other Land is land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and

[33] General Plan Update RDEIR, page 3.10-4
[34] Ibid.
[35] Op. Cit.
[36] Op. Cit.

borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.[37]

Prime Farmland (P) – Prime Farmland is farmland with the best combination of physical and chemical features to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.[38]

Unique Farmland (U) - Unique Farmland has lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.[39]

Urban and Built-Up Land (D) - Urban and Built-Up Land is land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.[40]

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

Acronyms

ACEP	Agricultural Conservation Easement Program
CALFIRE	California Department of Forestry and Fire Protection
CLCA	California Land Conservation Act (Williamson Act)
DOC	California Department of Conservation
FPPA	Farmland Protection Policy Act
FMMP	Farmland Mapping and Monitoring Program
HDB	Hamlet Development Boundary
MMRP	Mitigation Monitoring Reporting Program
RVLP	Rural Valley Lands Plan
THP	Timber Harvesting Plan

[37] Op. Cit., page 3.10-5
[38] Op. Cit., page 3.10-4
[39] Op. Cit.
[40] Op. Cit., 3.10-4 to 3.10-5.

UDB Urban Development Boundary

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Air Quality
Chapter 3.3

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** to Air Quality through the Year 2030 planning horizon. An Air Quality and Greenhouse Gas Analysis Technical Memorandum (Memo) prepared by Tulare County Resource Management Agency (RMA) staff is included in Appendix "A" of this document and is used as the basis for this determination; as such, no mitigation measures will be required. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. A detailed review of potential impacts is provided in the analysis as follows.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazardous areas."[1]

The "Environmental Setting" section provides a description of the air quality in the County. The "Regulatory Setting" section provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (RDEIR) incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts resulting from implementation of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

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

- Result in an exceedance of criteria pollutants as established in the 1990 Clean Air Act amendments.
- Result in an exceedance of San Joaquin Valley Unified Air Pollution Control District (SJVAPCD, District, or Air District) criteria pollutant threshold (See **Table 3.3-4** Criteria Pollutant Thresholds of Significance)
- Result in nuisance odors.
- Result in emissions of toxic air contaminants (TAC).
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.

ENVIRONMENTAL SETTING

San Joaquin Valley Air Basin

Topography

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants and can channel air from upwind areas that transports pollutants to downwind areas. The San Joaquin Valley (SJV or Valley) covers the entirety of the San Joaquin

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15126.2(a). Accessed August 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or Statute and Guidelines - California Association of Environmental Professionals (califaep.org)

Valley Air Basin (SJVAB or Air Basin) which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the valley portion of Kern counties. The SJVAB is generally shaped like a bowl.

"The climate of the SJV is modified by topography. This creates climatic conditions that are particularly conducive to air pollution formation. …[The] SJV is surrounded by mountains on three sides and open to the Sacramento Valley and the San Francisco Bay Area to the north.

The SJVAB is the southern half of California's Central Valley and is approximately 250 miles long and averages 35 miles wide. The SJV is bordered by the Sierra Nevada Mountains in the east (8,000 to 14,491 feet in elevation), the Coast Ranges in the west (averaging 3,000 feet in elevation), and the Tehachapi mountains in the south (6,000 to 7,981 feet in elevation). There is a slight downward elevation gradient from Bakersfield in the southeast end (elevation 408 feet) to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California's Central Valley. The bowl shaped topography inhibits movement of pollutants out of the valley."[2]

Climate

"The SJV is in a Mediterranean Climate Zone. Mediterranean Climates Zones occur on the west coast of continents at 30 to 40 degrees latitude and are influenced by a subtropical high-pressure cell most of the year. Mediterranean Climates are characterized by sparse rainfall, which occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100 degrees F in the Valley.

The subtropical high-pressure cell is strongest during spring, summer and fall and produces subsiding air, which can result in temperature inversions in the Valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversions (1,500-3,000 feet).

Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the thirties degree Fahrenheit. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few hundred feet."[3]

Wind Pattern

"Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and by transporting the pollution to other locations.

[2] San Joaquin Valley Unified Air District Pollution Control District (SJVAPCD). Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). Page 16. Accessed August 2023 at: https://www.valleyair.org/transportation/GAMAQI.pdf.
[3] Ibid. 17.

Especially in summer, winds in the Valley most frequently blow from the northwesterly direction. The region's topographic features restrict air movement and channel the air mass towards the southeastern end of the Valley. Marine air can flow into the basin from the San Joaquin River Delta and over Altamont Pass and Pacheco Pass, where it can flow along the axis of the valley, over the Tehachapi pass, into the Southeast Desert Air Basin. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east (the highest peaks in the southern Sierra Nevada reach almost halfway through the Earth's atmosphere). Many days in the winter are marked by stagnation events where winds are very weak. Transport of pollutants during winter can be very limited. A secondary but significant summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions and summer monsoons.

Two significant diurnal wind cycles that occur frequently in the Valley are the sea breeze and mountain-valley upslope and drainage flows. The sea breeze can accentuate the northwest wind flow, especially on summer afternoons. Nighttime drainage flows can accentuate the southeast movement of air down the valley. In the mountains during periods of weak synoptic scale winds, winds tend to be upslope during the day and downslope at night. Nighttime and drainage flows are especially pronounced during the winter when flow from the easterly direction is enhanced by nighttime cooling in the Sierra Nevada. Eddies can form in the valley wind flow and can re-circulate a polluted air mass for an extended period. Such an eddy occurs in the Fresno area during both winter and summer."[4]

Temperature, Sunlight and Ozone Production

"Solar radiation and temperature are particularly important in the chemistry of ozone formation. The SJVAB averages over 260 sunny days per year. Photochemical air pollution (primarily ozone) is produced by the atmospheric reaction of organic substances (such as volatile organic compounds) and nitrogen dioxide under the influence of sunlight. Ozone concentrations are very dependent on the amount of solar radiation, especially during late spring, summer and early fall. Ozone levels typically peak in the afternoon. After the sun goes down, the chemical reaction between nitrous oxide and ozone begins to dominate. This reaction tends to scavenge the ozone in the metropolitan areas through the early morning hours, resulting in the lowest ozone levels, possibly reaching zero at sunrise in areas with high nitrogen oxides emissions. At sunrise, nitrogen oxides tend to peak, partly due to low levels of ozone at this time and also due to the morning commuter vehicle emissions of nitrogen oxides.

Generally, the higher the temperature, the more ozone formed, since reaction rates increase with temperature. However, extremely hot temperatures can "lift" or "break" the inversion layer. Typically, if the inversion layer doesn't lift to allow the buildup of contaminants to be dispersed, the ozone levels will peak in the late afternoon. If the inversion layer breaks and the resultant afternoon winds occur, the ozone will peak in the early afternoon and decrease in the late afternoon as the contaminants are dispersed or transported out of the SJVAB.

[4] Op. Cit. 17 to 18.

Ozone levels are low during winter periods when there is much less sunlight to drive the photochemical reaction."[5]

Temperature Inversions

"The vertical dispersion of air pollutants in the SJV can be limited by persistent temperature inversions. Air temperature in the lowest layer of the atmosphere typically decreases with altitude. A reversal of this atmospheric state, where the air temperature increases with height, is termed an inversion. The height of the base of the inversion is known as the "mixing height". This is the level to which pollutants can mix vertically. Mixing of air is minimized above and below the inversion base. The inversion base represents an abrupt density change where little air movement occurs.

Inversion layers are significant in determining pollutant concentrations. Concentration levels can be related to the amount of mixing space below the inversion. Temperature inversions that occur on the summer days are usually encountered 2,000 to 2,500 feet above the valley floor. In winter months, overnight inversions occur 500 to 1,500 feet above the valley floor."[6]

Precipitation, Humidity and Fog

"Precipitation and fog may reduce or limit some pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog can block the required solar radiation. Wet fogs can cleanse the air during winter as moisture collects on particles and deposits them on the ground. Atmospheric moisture can also increase pollution levels. In fogs with less water content, the moisture acts to form secondary ammonium nitrate particulate matter. This ammonium nitrate is part of the Valleys $PM_{2.5}$ and PM_{10} problem.

The winds and unstable air conditions experienced during the passage of winter storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the SJV floor. This creates strong low-level temperature inversions and very stable air conditions, which can lead to Tule fog. Wintertime conditions favorable to fog formation are also conditions favorable to high concentrations of $PM_{2.5}$ and PM_{10}."[7]

<u>Tulare County</u>

Tulare County is located within the southern portion of the SJVAB. Due to the SJVAB's light and wind patterns, long periods of warm and sunny days, and surrounding mountains, changes in air quality in the County can occur at any time of the year. As stated in the Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (RDEIR), "The topography of Tulare County significantly varies in elevation from its eastern to western borders, which results in large climatic variations that ultimately affect air quality. The western portion of the County is within the low-lying areas of the SJVAB. This portion of the County is much dryer in comparison

[5] Op. Cit. 18.
[6] Op. Cit. 19.
[7] Op. Cit.

to the eastern portion that is located on the slopes of the Sierra Nevada Mountains. The higher elevation contributes to both increased precipitation and a cooler climate.

Wind direction and velocity in the eastern section varies significantly from the western portion of the County. The western side receives northwesterly winds. The eastern side of the County exhibits more variable wind patterns, but the wind direction is typically up-slope during the day and down-slope in the evening. Generally, the wind direction in the eastern portion of the County is westerly; however terrain differences can create moderate directional changes."[8]

Existing Air Quality Conditions

Ambient Air Quality Standards

"The Clean Air Act requires EPA to set National Ambient Air Quality Standards (NAAQS) for six principal pollutants, called "criteria pollutants," that are common in outdoor air, considered harmful to public health and the environment, and that come from numerous and diverse sources. The statute established two types of national air quality standards: primary standards and secondary standards."[9] Primary standards are "designed to protect public health with an adequate margin for safety,"[10] while secondary standards are "designed to protect the public welfare from adverse effects including those related to effects on soils, water, crops, vegetation, man-made (anthropogenic) materials, animals, wildlife, weather, visibility, and climate; damage to property; transportation hazards; economic values, and personal comfort and well-being."[11]

"Ambient air quality standards (AAQS) define clean air, and are established to protect the health of the most sensitive groups in our communities. An air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment. … California law continues to mandate California ambient air quality standards (CAAQS), which are often more stringent than national standards."[12]

Table 3.3-1 provides the federal and state ambient air quality standards and identifies the properties and health effects of each of the criteria pollutants.

[8] Tulare County. General Plan 2030 Update. RDEIR. Page 3.3-9.

[9] United States Environmental Protection Agency (EPA). Reviewing National Ambient Air Quality Standards (NAAQS): Scientific and Technical Information. Accessed August 2023 at: https://www.epa.gov/naaqs.

[10] Ibid.

[11] Op. Cit.

[12] California Air Resources Board (ARB). California Ambient Air Quality Standards. Accessed August 2023 at: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards.

Table 3.3-1
State & National Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	(a) Decrease of pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; (f) Property damage.	Formed when reactive organic gases (ROG) and nitrogen oxides (NO_X) react in the presence of sunlight. Major sources include on-road motor vehicles and any sources that burn fuels (e.g., gasoline, natural gas, wood, oil), solvent evaporation, petroleum processing and storage, pesticides and commercial/ industrial mobile equipment.
	8 hours	0.07 ppm	0.070 ppm		
Respirable Particulate Matter (PM10)	24 hours	50 µg/m^3	150 µg/m^3	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in $PM_{2.5}$ levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma.	Dust and fume-producing industrial and agricultural operations, combustion of any fuel (including fireplaces), atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Average	20 µg/m^3	---		
Fine Particulate Matter (PM2.5)	24 hours	---	35 µg/m^3		Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
	Annual Average	12 µg/m^3	12 µg/m^3		
Carbon Monoxide	1 hour	20 ppm	35 ppm	(a) Aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses.	Internal combustion engines, primarily gasoline-powered motor vehicles, and any source that burns fuel such as heavy construction equipment, farming equipment and residential heating.
	8 hours	9.0 ppm	9 ppm		

Table 3.3-1
State & National Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Nitrogen Dioxide	1 hour	0.18 ppm	100 ppb	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration - Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads. See also Carbon Monoxide.
	Annual Average	0.030 ppm	0.053 ppm		
Sulfur Dioxide	1 hour	0.25 ppm	75 ppb	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.	Fuel combustion, coal or oil burning power plants and industries, oil refineries, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.5 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Average	---	0.03 ppm		
Lead	30 Day Average	1.5 $\mu g/m^3$	---	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction. The more serious effects of lead poisoning include behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs. Lead may also contribute to high blood pressure and heart disease.	Present source: lead smelters, battery manufacturing & recycling facilities; deterioration of lead paint. Past source: combustion of leaded gasoline.
	Quarterly	---	1.5 $\mu g/m^3$		
	Rolling 3-Month Average	---	0.15 $\mu g/m^3$		

Table 3.3-1
State & National Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM2.5.
Sulfates	24 hour	25 $\mu g/m^3$	No National Standard	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage.	Produced by the reaction in the air of SO_2.
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema.	Geothermal Power Plants, Petroleum Production and refining
Vinyl Chloride	24 hour	0.01 ppm	No National Standard	Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation and oral exposure has resulted in liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation, as vinyl chloride exposure has been shown to increase the risk of a rare form of liver cancer in humans.	Discharge of exhaust gases from factories that manufacture or process vinyl chloride, or evaporation from areas where chemical wastes are stored; outgas from new plastic parts.

Sources (accessed August 2023):
ARB: Common Air Pollutants (with links to ozone, PM2.5, PM10, nitrogen oxides, carbon monoxide, sulfur oxides, lead, hydrogen sulfide, sulfate, vinyl chloride, visibility reducing particles, and toxic air contaminants). https://ww2.arb.ca.gov/resources/common-air-pollutants; and https://ww2.arb.ca.gov/resources/ozone-and-health.
EPA: Criteria Air Pollutants (with links to information on ground-level ozone, particulate matter, carbon monoxide, lead, sulfur dioxide, and nitrogen dioxide). https://www.epa.gov/criteria-air-pollutants.
CDC: Air Quality, Air Pollutants (with links to carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) https://www.cdc.gov/air/pollutants.htm; https://wwwn.cdc.gov/TSP/MMG/MMGDetails.aspx?mmgid=278&toxid=51#:~:text=Vinyl%20chloride%20can%20irritate%20the,and%20bones%20of%20the%20hand; and https://www.cdc.gov/niosh/topics/hydrogensulfide/default.html#:~:text=Overview,-CAS%20No.&text=Hydrogen%20sulfide%20(H%E2%82%82S)%20is%20a,%2C%20and%20if%20liquid%3A%20frostbite.

SJVAB Attainment Status

The United States Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Current attainment designations for the SJVAB are provided in **Table 3.3-2**.

Table 3.3-2
San Joaquin Valley Attainment Status

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

Source: Air District Ambient Air Quality Standards & Valley Attainment Status (valleyair.org)

"The SJVAB is highly susceptible to pollutant accumulation over time due to the transport of pollutants into the SJVAB from upwind sources. Stationary emission sources in the County include the use of cleaning and surface coatings and industrial processes, road dust, local burning, construction/demolition activities, and fuel combustion. Mobile emissions are primarily generated from the operation of vehicles. According to air quality monitoring data, the SJVAB has been in violation for exceeding ozone … emission standards for many years."[13] As of August 2023, the SJVAB is in nonattainment for federal and state ozone and $PM_{2.5}$ standards, attainment for federal PM_{10} standards, and nonattainment for state PM_{10} standards.

[13] Tulare County General Plan 2030 Update. RDEIR. Page 3.3-9.

Local Air Quality Conditions

Existing local air quality conditions can be characterized by reviewing air pollution concentration data near the Project planning area for comparison with the NAAQS and the CAAQS. Air samples are collected continuously for some pollutants and periodically for other pollutants depending on the type of monitoring equipment installed. Monitoring sites are usually chosen to be representative of the emissions in a community.

"The District operates and maintains an expansive network of air monitoring sites throughout the eight counties of the San Joaquin Valley. A total of 24 sites are currently operated directly by the District or in collaboration with the California Air Resources Board (ARB). In addition, ARB also independently operates a number of air monitoring stations in the Valley, along with additional sites operated by the National Park Service and tribal nations. In total, 38 air monitoring sites are currently in operation in the San Joaquin Valley.

The Valley's network reaches from the Stockton area in the north to the high elevations of Kern County near Lebec in the south, spanning over 250 miles. The air monitoring network measures concentrations of pollutants for which the U.S. EPA has established a health-based air quality standard. In addition, the network measures a number of meteorological parameters across the Valley.

Pollutants monitored include ozone, PM10 and PM2.5, nitrogen oxides, sulfur oxides, hydrocarbons, and carbon monoxide. In addition to routine monitoring, the District operates a network of five Photochemical Assessment Monitoring Stations (PAMS) focused on capturing volatile organic compounds (VOCs) during the summer season."[14]

Of the 38 monitoring sites, there are currently four (4) stations in Tulare County operated by various agencies: Porterville (Air District); Ash Mountain (National Park Service); Lower Kaweah (National Park Service); and Visalia–W. Ashland (ARB).[15] For pollutants not measured by any station in the Project planning area, the next closest monitor with those emissions must be identified.

The stations nearest to Kingsburg are the Parlier, Fresno-Pacific, Fresno-Drummond, and Fresno-Garland stations north of Kingsburg in Fresno County, and the Visalia-W. Ashland station south of Kingsburg in Tulare County. **Table 3.3-3** summarizes the pollutants measured at each of the stations. As indicated, the pollutants measured vary by location. Although the Visalia-W. Ashland station is located in Tulare County and measures the criteria pollutants of greatest concern in the SJVAB, (ozone (O_3), particulate matter (PM), and nitrogen oxides (NOx)), it is located downwind of Kingsburg and the emissions measured north of the city in Fresno County would also be representative of air quality in the Project planning area.

[14] SJVAPCD. Ambient Air Monitoring Network. Accessed August 2023 at: https://ww2.valleyair.org/air-quality-information/air-monitoring/.

[15] SJVAPCD. Air Monitoring Sites in Operation (as of July 2023). Accessed August 2023 at: https://ww2.valleyair.org/media/grwbwh1d/airmonitoring_aqa_2023-1.jpg.

Table 3.3-3. Air Quality Monitoring Summary													
Site Name	**Approximate Distance and Direction from Project planning area**	**Ozone**	**PM2.5**	**PM10**	**PM10-2.5**	**NO2**	**CO**	**SO2**	**NMH**	**Speciated VOC**	**NOy**	**PM2.5 Speciation**	**Toxics***
Parlier	6 miles NE	✓				✓			✓	✓			
Fresno-Pacific	18 miles NW		✓										
Fresno-Drummond	17 miles NW	✓		✓		✓							
Fresno-Garland	22 miles NW	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓
Visalia-W. Ashland	18 miles SE	✓	✓	✓		✓						✓	

** Monitored toxics include: (gases) benzene, carbon tetrachloride, chloroform, ethylene dibromide, ethylene dichloride, methyl chloroform, methylene chloride, perchloroethylene, toluene, trichloroethylene, m-, p-, and o-xylene, and (metals) arsenic, lead, nickel, cadmium, and hexavalent chromium.*

Source: SJVAPCD. 2023 Air Monitoring Network Plan, Table 5 (page 9) and page 17; and Google Earth Pro, Imagery 4/21/21, accessed August 2023.

The Fresno-Garland station monitors the broadest array of air pollutant in the SJVAB and as previously stated, provides representation of air quality in the Project planning area. **Table 3.3-4** summarizes the published air monitoring data from this station for years 2019 through 2021, which is the most recent data available. The amount over the standards and the number of days each year that the standards were exceeded provide an indicator of the severity of the air quality problems in the local area.

Table 3.3-4. Air Quality Monitoring Summary (Fresno-Garland Station)					
Air Pollutant	**Averaging Time**	**Item**	**2019**	**2020**	**2021**
Ozone (O_3)	1-hour	Max 1-hour (ppm)[a]	*0.105*	*0.119*	*0.112*
		Days > State Standard (0.09 ppm)	2	10	6
		Days > National Standard (0.12 ppm)	*0*	*0*	*0*
	8-hour	State Max 8-hour (ppm)	0.084	0.100	0.093
		Days > State Standard (0.07 ppm)	18	24	22
		National Max 8-hour (ppm)	0.084	0.099	0.093
		Days > National Standard (0.070 ppm)	17	24	18
Inhalable coarse particulate matter (PM_{10})	Annual	State Average (µg/m^3)	35.9	48.4	41.6
		National Average (µg/m^3)[b]	*35.2*	*48.0*	*41.4*
	24-hour	State Max 24-hour (µg/m^3)	334.9	283.7	283.3
		Days > State Standard (50 µg/m3)	72	99	91
		National Max 24-hour (µg/m^3)	328.2	296.4	281.1
		Days > National Standard (150 µg/m^3)	3	14	1

Table 3.3-4. Air Quality Monitoring Summary (Fresno-Garland Station)

Air Pollutant	Averaging Time	Item	2019	2020	2021
Fine particulate matter ($PM_{2.5}$)	Annual	State Average (µg/m^3)	11.2	18.6	15.7
		National Average (µg/m^3)[c]	11.1	19.1	15.6
	24-hour	State Max 24-hour (µg/m^3)	51.3	171.8	99.9
		National Max 24-hour (µg/m^3)	51.3	163.2	99.9
		Days > National Standard (35 µg/m^3)[c]	9	42	30
Carbon monoxide (CO)	1-hour	Annual Max (ppm)	1.988	5.028	1.951
		Days > State Standard (20 ppm)	0	0	0
		Days > National Standard (35ppm)	0	0	0
Nitrogen dioxide (NO_2)	Annual	State Average (ppb)	ID	9	8
	1-hour	State Max 1-hour (ppb)	54	47	56
		Days > State Standard (180 ppb)	0	0	0
		National Max 1-hour (ppb)	54.5	47.5	56.3
		Days > National Standard (100 ppb)	0	0	0
Sulfur dioxide (SO_2)	1-hour	Annual Max (ppm)	0.009	0.016	0.008
		Days > State Standard (0.25 ppm)	0	0	0
		Days > National Standard (75 ppb)	0	0	0
	24-hour	Annual Max (ppm)	0.002	0.002	0.003
		Days > State Standard (0.04 ppm)	0	0	0
		Days > National Standard (0.14 ppm)	0	0	0

Abbreviations: ppm = parts per million; ppb = parts per billion; > = exceeded; µg/m^3= micrograms per cubic meter; max = maximum; ID = insufficient data

a. The national 1-hour ozone standard was revoked in June 2005. Statistics related to the revoked standard are shown in *italics*.
b. The national annual average PM10 standard was revoked in December 2006 and is no longer in effect. Statistics related to the revoked standard are shown in *italics*.
c. Data for the 2006 standard.

Note: An exceedance of a standard is not necessarily related to a violation of the standard.

Sources: Air Resources Board. Accessed August 2023. Air Quality Data (PST) Query Tool. https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt; and iADAM: Air Quality Data Statistics, Top 4 Summary. https://www.arb.ca.gov/adam/topfour/topfour1.php.

REGULATORY SETTING

Federal Agencies & Regulations

Federal Clean Air Act

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

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

SIPs are not single documents. They are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations and federal controls. The California SIP relies on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations and limits on emissions from consumer products. California State law makes the California Air Resources Board (CARB) the lead agency for all purposes related to the SIP. Local Air Districts and other agencies, such as the Bureau of Automotive Repair and the Department of Pesticide Regulation, prepare SIP elements and submit them to CARB for review and approval. The CARB forwards SIP revisions to the EPA for approval and publication in the Federal Register."[16]

State Agencies & Regulations

California Clean Air Act

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

The California CAA requires that air districts prepare an air quality attainment plan if the district violates State air quality standards for criteria pollutants including carbon monoxide, sulfur dioxide, nitrogen dioxide, PM2.5, or ozone. Locally prepared attainment plans are not required for areas that violate the State PM10 standards. The California CAA requires that the State air quality standards be met as expeditiously as practicable but does not set precise attainment deadlines. Instead, the act established increasingly stringent requirements for areas that will require more time to achieve the standards."[17]

[16] Tulare County General Plan 2030 Update. RDEIR. Pages 3.3-1 to 3.3-2.
[17] Ibid. Pages 3.3-2 to 3.3-3.

"The air quality attainment plan requirements established by the California CAA are based on the severity of air pollution caused by locally generated emissions. Upwind air pollution control districts are required to establish and implement emission control programs commensurate with the extent of pollutant transport to downwind districts."[18]

California Air Resources Board

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

In addition to preparation of the SIP, the CARB also regulates mobile emission sources in California, such as construction equipment, trucks, automobiles, and oversees the activities of air quality management districts and air pollution control districts, which are organized at the county or regional level. The local or regional Air Districts are primarily responsible for regulating stationary emission sources at industrial and commercial facilities within their jurisdiction and for preparing the air quality plans that are required under the Federal CAA and California CAA."[19]

On-Road Heavy-Duty Vehicles Program.[20] On-road heavy-duty vehicles are major contributors to poor air quality in California. In particular, emissions from these vehicles are highly disproportionate to the total population of these vehicles. The problem is complicated by the large number of heavy-duty vehicles registered in other states that travel on California's highways and roads, while bringing goods and commerce into and out of our state. The ARB works closely with the EPA, engine and vehicle manufacturers, and other interested parties to address this issue by establishing and enforcing emissions standards. Other programs that work in concert with this program include the Heavy-Duty Vehicle Inspection Program which requires heavy-duty trucks

[18] Op. Cit. Page 3.3-5.

[19] Op. Cit. 3.3-6 to 3.3-7.

[20] ARB. Accessed August 2023 at: https://ww2.arb.ca.gov/resources/documents/road-heavy-duty-current-standards-test-procedures-and-regulatory-documents; https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program; and https://ww2.arb.ca.gov/resources/fact-sheets/path-zero-emission-trucks-faq.

and buses to be inspected for excessive smoke and tampering, and engine certification label compliance; the Periodic Smoke Inspection Program which requires diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions; and the Emission Control Label Inspection Program which requires each vehicle operating in California, including those in transit from Mexico, Canada, or any other state, to be equipped with engines that meet California and/or EPA or equivalent emission standards and be labeled as such.

Low-Emission Vehicle Program.[21] The ARB first adopted Low-Emission Vehicle (LEV) program standards in 1990. The first LEV standards ran from 1994 through 2003. LEV II regulations, which ran from 2004 through 2010, represent continuing progress in emission reductions. However, as the State's passenger vehicle fleet continued to grow and more sport utility vehicles and pickup trucks are used as passenger cars, the more stringent LEV II standards were needed to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 State Implementation Plan (SIP). In 2012, ARB adopted the LEV III amendments to California's LEV regulations to provide reductions needed to achieve the latest ozone and $PM_{2.5}$ standards. These amendments include more stringent emission standards for both criteria pollutants and greenhouse gases for new passenger vehicles. ARB adopted additional LEV III regulations in September 2015 which included emissions and testing standards for 2018 and subsequent model-year hybrid electric and zero-emission passenger cars, light-duty trucks, and medium-duty vehicles.

In-Use Off-Road Diesel-Fueled Fleets.[22] On July 26, 2007, the ARB adopted a regulation to reduce diesel particulate matter (DPM) and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. These vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirements making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). ARB approved amendments to the Off-Road Regulation in November 2022. These amendments are effective October 1, 2023, and are one of several ARB action measures included in the 2022 State Strategy for the State Implementation Plan. These amendments will achieve additional NOx and PM reductions and enhance the enforceability of the Off-Road Regulation.

[21] ARB. Accessed August 2023 at:https://ww2.arb.ca.gov/our-work/programs/low-emission-vehicle-program; https://ww2.arb.ca.gov/our-work/programs/low-emission-vehicle-program/about; https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/lev-program/low-emission-vehicle-lev-ii-program; https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/lev-program/low-emission-vehicle-lev-iii-program; and https://www.arb.ca.gov/regact/2012/leviiighg2012/leviiighg2012.htm.

[22] ARB. Accessed August 2023 at: https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation; https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation/about; https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/road-zone; https://ww2.arb.ca.gov/our-work/programs/truckstop-web-resources/road-zone/regulation-faqs; https://ww2.arb.ca.gov/our-work/topics/construction-earthmoving-equipment; https://ww2.arb.ca.gov/sites/default/files/offroadzone/pdfs/offroad_booklet.pdf; and https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2010/offroadlsi10/offroadisor.pdf.

In-Use On-Road Heavy-Duty Diesel Vehicles (Bus and Truck).[23] On December 12, 2008, the ARB adopted the Truck and Bus Regulation that requires diesel trucks and buses that operate in California to be upgraded to reduce emissions and applies to nearly all privately and federally-owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. In light of the economic recession amendments that restructured the Truck and Bus Regulation were adopted by the ARB on December 17, 2010 and again on April 25, 2014. Beginning January 1, 2012, heavier trucks must be retrofitted with PM filters and older trucks engines must be replaced with 2010 model year or newer beginning January 1, 2015. As of January 1, 2023, nearly all trucks and buses are required to have 2010 model year engines or equivalent. To allow for flexibility of compliance with the regulations, the regulation provides a variety of options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

California Air Toxics Program.[24] In the 1980's, serious industrial accidents, in conjunction with researchers warning that exposure to very small amounts of toxic chemicals could cause long-term health problems, heightened public concern over the dangers of air toxics. As a result, the public demanded protection and control over the release of air toxics. The Air Toxics Program was created to protect the public's health; identify, prevent and control toxic emissions; identify health risks to the public; reduce emissions from high risk sources; increase community awareness of air toxics; improve interagency cooperation; and continue to reduce air toxics emissions in the future.

Key features of the program include compliance with the Toxic Air Contaminant Identification and Control Act (AB 1807-1983), the Air Toxics "Hot Spots" Information and Assessment Act (AB2588-1987), and the 1992 amendment to the law (SB1731). The 1990 Amendments of the federal CAA set up a nationwide air toxics control program. In 1993, the ARB expanded the TAC list to almost 200 substances to include the hazardous air pollutants (HAPs) identified in the 1990 federal CAA Amendments.

The federal program focuses on larger industrial sources that are of the highest national priority, such as chemical manufacturers. California's program focuses on protecting the public from all significant sources, regardless of size. The ARB works with both federal and local agencies to implement federal requirements in California while maintaining current public health safeguards and avoiding regulatory duplication.

Diesel Risk Reduction Plan.[25] In August 1998, the ARB identified DPM as TACs and was required to determine the need for further control of DPM emissions. On September 28, 2000, the

[23] ARB. Accessed August 2023 at: https://ww2.arb.ca.gov/our-work/topics/road-heavy-duty-vehicles; https://ww2.arb.ca.gov/road-heavy-duty-regulations-certification-programs; https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation; https://ww2.arb.ca.gov/our-work/programs/truck-bus-regulation/truck-and-bus-regulation-fact-sheets; https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2008/truckbus08/tsd.pdf; and https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2014/truckbus14/tb14isor.pdf.

[24] ARB. Accessed August 2023 at: https://ww2.arb.ca.gov/our-work/programs/air-toxics-program; https://ww2.arb.ca.gov/our-work/programs/air-toxics-program/about; https://ww2.arb.ca.gov/resources/documents/what-air-toxics-program; and https://ww2.arb.ca.gov/our-work/programs/air-toxics-program/resources.

[25] ARB. Accessed August 2023 at:; https://ww2.arb.ca.gov/our-work/programs/diesel-risk-reduction-plan#:~:text=In%20September%202000%2C%20the%20California,and%2085%20percent%20by%202020;

ARB approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The ARB's Diesel Risk Reduction Plan has led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce DPM emissions by about 90% overall from year 2000 levels. The plan requires all new diesel-fueled vehicles and engines to use diesel particulate filters and very low-sulfur diesel fuel. The projected emission benefits associated with the full implementation of this plan, including federal measures, are reductions in DPM emissions and associated cancer risks of 75% by 2010 and 85% by 2020.

ATCM for School Bus Idling.[26] On December 12, 2002, the ARB adopted the Airborne Toxic Control Measure (ATCM) to Limit School Bus Idling and Idling at Schools. The ATCM, which became effective July 16, 2003, limits school bus idling and idling at or near schools to only when necessary for safety or operational concerns and targets school buses, school pupil activity buses, youth buses, paratransit vehicles, transit buses, and heavy-duty commercial motor vehicles that operate at or near schools. In 2009, SB 124 (Oropeza), codified the ATCM limiting school bus idling and clarified authority of peace officers and Air District to enforce the program.

ATCM for Diesel-Fueled Commercial Motor Vehicle Idling.[27] On July 22, 2004, the ARB adopted the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling and subsequently amended it on October 20, 2005, October 19, 2009, and December 12, 2013. The ATCM requires, among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds, including buses and sleeper berth equipped trucks, not idle the vehicle's primary diesel engine longer than five minutes at any location. Vehicles with 2008 and newer model year diesel engines must either be equipped with a non-programmable engine shutdown system that automatically shuts down the engine after five minutes of idling or meet a stringent NOx idling emission standard. Emissions producing alternative technologies such as diesel-fueled auxiliary power systems and fuel-fired heaters are also required to meet emission performance requirements and requirements specified in the Low Emission Vehicle regulations. However, the regulation also contains exemptions allowing engine operation for power take-off, maintenance, extreme weather or emergency conditions, emergency vehicles, military and tactical vehicles, armored vehicles, workover rigs, etc.

ATCM for Asbestos.[28] Asbestos is found in a natural state, known as naturally occurring asbestos. Exposure and disturbance of rock and soil that naturally contain asbestos can result in the release

https://ww2.arb.ca.gov/resources/documents/guidance-documents; and https://ww2.arb.ca.gov/sites/default/files/classic/diesel/documents/rrpfinal.pdf.

[26] ARB. Accessed August 2023 at: https://ww2.arb.ca.gov/resources/documents/school-bus-idling-and-idling-schools; https://ww2.arb.ca.gov/resources/documents/atcm-rulemaking-documents-school-bus-idling-and-idling-schools; and https://ww2.arb.ca.gov/sites/default/files/2021-02/sbidling.pdf.

[27] ARB. Accessed August 2023 at: https://www.arb.ca.gov/regact/idling/idling.htm; https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling; and https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about.

[28] ARB. Accessed August 2023 at: https://ww2.arb.ca.gov/resources/documents/naturally-occurring-asbestos-publications-maps; https://ww2.arb.ca.gov/sites/default/files/classic/toxics/asbestos/asbestos.htm; https://ww2.arb.ca.gov/sites/default/files/classic/toxics/atcm/asb2atcm.htm; https://ww2.arb.ca.gov/resources/documents/rulemaking-adoption-proposed-asbestos-airborne-toxic-control-meaure; and https://ww2.arb.ca.gov/resources/documents/rulemaking-adoption-proposed-amendments-asbestos-airborne-toxic-control-measure; and

of fibers into the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (serpentinite) and often contains chrysotile asbestos. Another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present.

In July 1990, the ARB adopted an ATCM for surfacing application. The ATCM was amended in July 2000 and the amendments became effective in November 2011. The regulation prohibits the sale or use of restricted materials for unpaved surfacing unless is has been tested and found to have an asbestos content less than 0.25%. Restricted material includes aggregate material extracted from an ultramafic (or ultrabasic) rock unit as shown on the geologic maps referenced in the amended ATCM; ultramafic rock including serpentine; or aggregate material shown to have an asbestos content of 0.25% or more; or any mixture containing 10% of these materials. The regulation also establishes specific testing and notification of the restricted materials.

In July 2001, the ARB approved an ATCM for construction, grading, quarrying and surface mining operations to minimize emissions of naturally occurring asbestos, which requires the implementation of mitigation measures to minimize emissions of asbestos-laden dust. The regulation requires application of best management practices to control fugitive dust in areas known to have naturally occurring asbestos and requires notification to the local air district prior to commencement of ground-disturbing activities. The measure establishes specific testing, notification and engineering controls prior to grading, quarrying or surface mining in construction zones where naturally occurring asbestos is located on projects of any size. There are additional notification and engineering controls at work sites larger than one acre in size. These projects require the submittal of a "Dust Mitigation Plan" and approval by the Air District prior to the start of a project.

The ATCM applies to road construction and maintenance, construction and grading operations, and quarries and surface mines when the activity occurs in an area where naturally occurring asbestos is likely to be found. Areas are subject to the regulation if they are identified on maps published by the California Department of Conservation, California Geological Survey (CGS) as ultramafic rock units or if the Air Pollution Control Officer or owner/operator has knowledge of the presence of ultramafic rock, serpentine, or naturally occurring asbestos on the site. The measure also applies if ultramafic rock, serpentine, or asbestos is discovered during any operation or activity. Review of the United States Geological Survey (USGS) and CGS maps shows no ultramafic rock has been found within or near the KACP planning area.

Regional Policy & Regulations

San Joaquin Valley Unified Air Pollution Control District (Air District)

California Geological Survey (CGS), accessed August 2023 at: https://www.conservation.ca.gov/cgs/minerals/mineral-hazards; https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/asbestos; and https://www.conservation.ca.gov/cgs/Documents/Publications/Map-Sheets/MS_059_Plate.pdf; and United States Geological Survey (USGS). Accessed August 2023 at: http://pubs.usgs.gov/of/2011/1188/.

The Air District is a public health agency whose mission is to improve the health and quality of life for all San Joaquin Valley residents through efficient, effective and entrepreneurial air quality-management strategies. The Air District's 11 core values include: protection of public health; active and effective air pollution control efforts while seeking to improve the Valley's economic prosperity and grow opportunities for all Valley residents; outstanding customer service; ingenuity and innovation; accountability to the public; open and transparent public process; recognition of the uniqueness of the San Joaquin Valley; continuous improvement; effective and efficient use of public funds; respect for the opinions and interests of all Valley residents; and robust public outreach and education on Valley air quality progress and continuing air quality efforts. [29] To achieve these core values the Air District has adopted air quality plans pursuant to the California CAA and a comprehensive list of rules to limit air quality impacts. The air plans currently in effect in the SJVAB and specific rules that apply to the proposed Project are listed and described further below.

Ozone Attainment Plans[30]

"The SJVAB has severe ozone problems. The EPA has required the SJVAPCD to demonstrate in a plan, substantiated with modeling, that the ozone NAAQS could be met by the November 15, 2005, deadline. However, the district could not provide this demonstration for several reasons, including that its achievement would require regulation of certain source categories not currently under the jurisdiction of the district. According to the district, in order to meet the standard the SJVAB must reduce the total emissions inventory by an additional 30 percent (300 tons per day). Because attainment by the deadline could not be demonstrated by the mandated deadlines, the federal sanction clock was started. The clock was to be stopped if the SJVAPCD SIP could demonstrate compliance with specified federal requirements by November 15, 2005. However, the district recognized that it could not achieve demonstration in time. Therefore, the district, through petition by the State on behalf of SJVAPCD, sought a change in the federal nonattainment classification from "severe" to "extreme" nonattainment with the ozone standard. An extreme nonattainment designation would effectively move the compliance deadline to year 2010 before federal sanctions would begin.

On February 23, 2004, EPA publicly announced its intention to grant the request by the State of California to voluntarily reclassify the SJVAB from a "severe" to an "extreme" 1-hour ozone nonattainment area. The EPA stated that, except for a demonstration of attainment of the ozone standard by 2005, the SJVAPCD has submitted all of the required severe area plan requirements and they were deemed complete. The CARB submitted the 2004 Extreme Ozone Attainment Demonstration Plan to EPA on November 15, 2004. On August 21, 2008, the District adopted Clarifications for the 2004 Extreme Ozone Attainment Demonstration Plan for 1-hour Ozone, and on October 16, 2008, EPA proposed to approve the Air District's 2004 Extreme Ozone Attainment Demonstration Plan for 1-hour Ozone."[31]

[29] SJVAPCD. Core Values. Accessed August 2023 at: https://ww2.valleyair.org/about/.
[30] SJVAPCD. Ozone Plans. Accessed August 2023 at: https://ww2.valleyair.org/rules-and-planning/air-quality-plans/ozone-plans/.
[31] Tulare County General Plan 2030 Update. RDEIR. Pages 3.3-12 to 3.3-13.

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

Following litigation over approval of the 2004 Extreme Ozone Attainment Demonstration Plan, EPA withdrew its approval in November 2012, and the Air District and ARB withdrew the plan from consideration. The Air District adopted the 2013 Plan for the Revoked 1-Hour Ozone Standard on September 19, 2013. This plan demonstrated that the SJVAB will attain the revoked 1-hour ozone standard by 2017. On May 6, 2014, the Air District submitted a formal request that the EPA determine that the Valley has attained the federal 1-hour ozone standard and to eliminate the $29 million Clean Air Act penalty. Per federal requirements, the Air District's submittal includes a clean data finding (2011-2013) and a finding that attainment is due to permanent and enforceable emissions reductions.

As part of the clean data finding, the Air District requested EPA concurrence that an exceedance at Fresno-Drummond on August 10, 2012 was due to an exceptional event. Alternatively, the Air District also provided compelling evidence that the Valley would attain the 1-hour ozone standard but for the influence of international air pollutant transport, allowing nonattainment penalties to be lifted under CAA 179B. On July 18, 2016, EPA determined that, effective August 17, 2016, the SJVAB has attained the revoked 1-hour standard.

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

The 2007 Ozone Plan contains measures to reduce ozone and particulate matter precursor emissions to bring the Basin into attainment with the federal 8-hour ozone standard. The 2007 Ozone Plan calls for a 75-percent reduction of NOx and a 25-percent reduction of ROG. The plan, with innovative measures and a "dual path" strategy, assures expeditious attainment of the federal 8-hour ozone standard for all Basin residents. The Air District Governing Board adopted the 2007 Ozone Plan on April 30, 2007. The ARB approved the plan on June 14, 2007. The 2007 Ozone Plan requires yet to be determined "Advanced Technology" to achieve additional reductions after 2021 to attain the standard at all monitoring stations in the Basin by 2024 as allowed for areas designated extreme nonattainment by the federal CAA.

The EPA revised the federal 8-hour ozone standard in 2008. To address this standard on June 16, 2016, the Air District adopted the 2016 Ozone Plan for 2008 8-hour Ozone Standard, which the SJVAB must attain by 2031. This plan demonstrates that the Air District's attainment strategy satisfies all federal CAA requirements and includes a "black box" provision to satisfy the contingency requirements under the federal CAA. The "black box" represents reductions that would be needed to attain the standard for which specific measures or technologies are not currently available. The strategy in this plan will reduce NOx emissions by over 60% between 2012 and 2031.

In October 2015, the EPA again revised and lowered the federal 8-hour ozone standard. Upon EPA's publication of the implementation rule, the Air District will be required to prepare a new plan to address the 2015 standard.

Particulate Matter Attainment Plans[32]

The SJVAB was designated nonattainment of state and federal health-based air quality standards for PM_{10}. However, as discussed below, the SJVAB has demonstrated attainment of the federal PM_{10} standards and currently remains in nonattainment only for the state standards. The SJVAB is also designated nonattainment of state and federal standards for $PM_{2.5}$.

To meet CAA requirements for the PM_{10} standard, the Air District adopted a PM10 Attainment Demonstration Plan (Amended 2003 PM10 Plan and 2006 PM10 Plan), which had an attainment date of 2010. The Air District adopted the 2007 PM10 Maintenance Plan in September 2007 to assure the San Joaquin Valley's continued attainment of the EPA's PM_{10} standard. The EPA designated the San Joaquin Valley as an attainment/maintenance area for PM_{10} on September 25, 2008. Although the San Joaquin Valley has exceeded the standard since then, those days were considered exceptional events that are not considered a violation of the standard for attainment purposes.

On April 30, 2008, the Air District adopted the 2008 PM2.5 Plan satisfying federal implementation requirements for the 1997 federal $PM_{2.5}$ standard. However, on the verge of the demonstration of attainment with the standard the SJVAB was plagued with extreme drought, stagnation, strong inversions, and historically dry conditions and could not achieve attainment by the 2015 deadlines. The 2015 Plan for the 1997 PM2.5 Standard (2015 PM2.5 Plan) was adopted by the Air District on April 16, 2015, and is a continuation of the Air District's strategy to improve the air quality in the SJVAB. The 2015 PM2.5 Plan contains most stringent measures, best available control measures, additional enforceable commitments for further reductions in emissions, and ensures attainment of the 1997 federal 24-hour standard by 2018 and the annual standard by 2020.

In December 2012, the Air District adopted the 2012 PM2.5 Plan to bring the San Joaquin Valley into attainment of the EPA's 2006 24-hour $PM_{2.5}$ standard. The ARB approved the Air District's 2012 PM2.5 Plan for the 2006 standard at a public hearing on January 24, 2013. This plan seeks

[32] SJVAPCD. Particulate Matter Plans. Accessed August 2023 at: https://ww2.valleyair.org/rules-and-planning/air-quality-plans/particulate-matter-plans/.

to bring the San Joaquin Valley into attainment with the standard by 2019, with the expectation that most areas will achieve attainment before that time.

EPA lowered the annual $PM_{2.5}$ standard in 2012 and in response the Air District adopted the 2016 Moderate Area Plan for the PM2.5 Standard. This plan demonstrates that the SJVAB attainment of the revised annual standard by 2021 is not practical and seeks to bring the SJVAB into attainment by 2025. The plan also included a request for reclassification of the SJVAB from "moderate nonattainment" to "serious nonattainment" which was approved by EPA and made effective in December 2021.

The Air District adopted the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* on November 15, 2018 to address multiple $PM_{2.5}$ standards (including the 1997 24-hour standard of 65 $\mu g/m^3$ and annual standard of 15 $\mu g/m^3$; the 2006 24-hour standard of 35 $\mu g/m^3$; and the 2012 annual standard of 12 $\mu g/m^3$) This plan demonstrates attainment of the federal $PM_{2.5}$ standards as expeditiously as practicable. The plan was withdrawn by ARB in October 2022, and the Air District is currently in the process of preparing the 2023 PM2.5 Plan to address the concerns EPA had with the 2018 Plan. The Air District continues to work with EPA on issues surrounding these plans, including EPA implementation updates.

Criteria Pollutants

Although all criteria pollutants are to be evaluated, the primary pollutants of concern during project construction and operation are ROG, NO_x, PM_{10}, and $PM_{2.5}$. Ozone is a secondary pollutant that is formed in the atmosphere sometimes miles away from the source of emissions through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. As demonstrated in **Table 3.3-4**, the SJVAB often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for PM_{10}, and $PM_{2.5}$; therefore, substantial project emissions may contribute to an exceedance for these pollutants.

To assess air quality impacts, the Air District has established significance thresholds to assist Lead Agencies in determining whether a project may have a significant air quality impact.[33] The Air District's thresholds of significance for criteria pollutants, which are based on Air District Rule 2201 New Source Review offset thresholds, are provided below in **Table 3.3-5**.

As shown in **Table 3.3-5**, the Air District has three sets of significance thresholds for each pollutant based on the source of the emissions. According to the GAMAQI, "The District identifies thresholds that separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project and are recognized to be short in duration. The long-term emissions are mainly related to the activities that will occur indefinitely as a result of project operations."[34]

[33] SJVAPCD. GAMAQI. Page 74.
[34] Ibid. 75.

Table 3.3-5 Criteria Pollutant Thresholds of Significance			
Pollutant / Precursor	**Construction Emissions**	**Operational Emissions**	
		Permitted Equipment and Activities	**Non- Permitted Equipment and Activities**
	Emissions (tpy)	**Emissions (tpy)**	**Emissions (tpy)**
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
SOx	27	27	27
PM_{10}	15	15	15
$PM_{2.5}$	15	15	15
Source: Air District. GAMAQI. Table 2. Page 80.			

Operational emissions are further separated into permitted and non-permitted equipment and activities. Stationary (permitted) sources that comply or will comply with Air District rules and regulations are generally not considered to have a significant air quality impact. Specifically, the GAMAQI states, "District Regulation II ensures that stationary source emissions will be reduced or mitigated to below the District's significance thresholds. However, the Lead Agency can, and should, make an exception to this determination if special circumstances suggest that the emissions from any permitted or exempt source may cause a significant air quality impact. For example, if a source may emit objectionable odors, then odor impacts on nearby receptors should be considered a potentially significant air quality impact. District implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from New and Modified Stationary Sources for all nonattainment pollutants and their precursors. Furthermore, in general, permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must offset all emission increases in excess of the thresholds. However, under certain circumstances, the District may be precluded by state law or other District rule requirements from requiring a stationary source to offset emissions increases."[35]

Toxic Air Contaminants

"The operation of any project with the potential to expose sensitive receptors to substantial levels of toxic air contaminants (TACs) would be deemed to have a potentially significant impact. More specifically, proposed development projects that have the potential to expose the public to TACs in excess of the following thresholds would be considered to have a significant air quality impact:

[35] Op. Cit. 76.

- Probability of contracting cancer for the Maximally Exposed Individual[36] exceeds [20] in one million.
- Ground-level concentrations of non-carcinogenic TAC's would result in a Hazard Index greater than 1 for the Maximally Exposed Individual.

Application of these standards would typically apply to the preparation of more detailed project-specific health risk assessments (based on a detailed air dispersion modeling effort) that would occur as individual projects are considered under the proposed project. For this programmatic assessment of the proposed project, the assessment of TAC's is conducted at a qualitative level with specific policies and implementation measures provided to address the potential impacts associated with this issue."[37]

Local Policy & Regulations

Tulare County Board of Supervisors

"The County continues to evaluate and consider a variety of Federal, State, and SJVAPCD programs in order to respond to the non-attainment designation for Ozone that the SJVAB has received, and will continue to adopt resolutions to implement these programs. The Tulare County Board of Supervisor resolutions are described below. These resolutions were adopted in 2002 and 2004, respectively."[38]

"Resolution 2002-0157. Resolution 2002-0157, as adopted on March 5, 2002, requires the County to commit to implementing the Reasonably Available Control Measures included in the Resolution. The following Reasonably Available Control Measures were included in the resolution:

- Increasing transit service to the unincorporated communities of Woodville, Poplar and Cotton Center;
- Purchase of three new buses and installation of additional bicycle racks on buses;
- Public outreach to encourage the use of alternative modes of transportation;
- Providing preferential parking for carpools and vanpools;
- Removing on-street parking and providing bus pullouts in curbs to improve traffic flow;
- Supporting the purchase of hybrid vehicles for the County fleet;
- Mandating that the General Plan 2030 Update implement land use policies supporting public transit and vehicle trip reduction; and
- Programming $13,264,000 of highway widening projects."[39]

[36] Maximally Exposed Individual (MEI) represents the worst-case risk estimate based on a theoretical person continuously exposed for 70 years at the point of highest compound concentration in air. The MEI risk score of 10 as identified in the County's RDEIR and SJVAPCD's GAMAQI was updated by SJVAPCD to 20 as seen in their CEQA Air Quality Thresholds of Significance – Toxic Air Contaminants at: https://www.valleyair.org/transportation/0714-GAMAQI-TACs-Thresholds-of-Significance.pdf. Accessed August 2023.

[37] Tulare County General Plan 2030 Update. RDEIR. Pages 3.3-15 to 3.3-16.

[38] Ibid. 3.3-13.

[39] Op. Cit.

"Resolution 2004-0067. As part of a follow up effort to Resolution 2002-0157 and to address the federal reclassification to Extreme non-attainment for ozone, the County Board of Supervisors adopted Resolution 2004-067. The resolution contains additional Reasonably Available Control Measures as summarized below:

- Encouraging land use patterns which support public transit and alternative modes of transportation;
- Exploring concepts of Livable Communities as they address housing incentives and transportation;
- Consideration of incentives to encourage developments in unincorporated communities that are sensitive to air quality concerns; and
- Exploring ways to enhance van/carpool incentives, alternative work schedules, and other Transportation Demand Management strategies."[40]

The County continues to evaluate and consider Federal, State, and Air District programs in order to respond to the non-attainment designation for state PM10 standards that the SJVAB has received. "On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 NAAQS and approved the PM10 Maintenance Plan. However, prior to this redesignation, Tulare County Board of Supervisors adopted the following resolution (Resolution 2002-0812) on October 29, 2002. Although now designated in attainment of the federal PM10 standard, all requirements included in the SJVAPCD PM10 Plan are still in effect. The resolution contains the following Best Available Control Measures (BACMs) to be implemented in order to reduce PM10 emissions in the County:

- Paving or stabilizing of unpaved roads and alleys;
- Paving, vegetating, chemically stabilizing unpaved access points onto paved roads;
- Curbing, paving, or stabilizing shoulders on paved roads;
- Frequent routine sweeping or cleaning of paved roads;
- Intensive street cleaning requirements for industrial paved roads and streets providing access to industrial/ construction sites; and
- Debris removal after wind and rain runoff when blocking roadways."[41]

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within the County of Tulare.[42] The following General Plan policies apply to the proposed Project:

[40] Op. Cit.
[41] Op. Cit. 3.3-14
[42] Tulare County General Plan 2030 Update. Part 1 – Goals and Policies Report.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AQ-3.5 Alternative Energy Design - The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to:

building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

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

AQ-4.1 Air Pollution Control Technology - The County shall utilize the BACM and RACM as adopted by the County to support SJVAPCD air quality attainment plans to achieve and maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

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

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

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

AQ-4.4 Wood Burning Devices - The County shall require the use of natural gas where service is available or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901 – Wood Burning Fireplaces and Wood Burning Heaters. The County shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.

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

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

LU-1.1 Smart Growth and Healthy Communities - The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including: 1) creating walkable neighborhoods; 2) providing a mix of residential densities; 3) creating a strong sense of place; 4)mixing land uses; 5) directing growth toward existing communities; 6) building compactly; 7) discouraging sprawl; 8) encouraging infill; 9) preserving open space; 10) creating a range of housing opportunities and choices; 11) utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control; and 12) encouraging connectivity between new and existing development.

LU-1.2 Innovative Development - The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-1.3 Prevent Incompatible Uses - The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

LU-1.4 Compact Development - The County shall actively support the development of compact mixed use projects that reduce travel distances.

LU-1.8 Encourage Infill Development - The County shall encourage and provide incentives for infill development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-3.2 Cluster Development - The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately-maintained road designed to meet County road standards.

LU-3.3 High-Density Residential Locations - The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

TC-5.1 Bicycle/Pedestrian Trail System - The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

TC-5.2 Consider Non-Motorized Modes in Planning and Development - The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

IMPACT EVALUATION

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

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

The Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Draft 2023 Kingsburg Area Community Plan was released for comment between December 15, 2021, through January 15, 2022. Since the release of the NOP, no development proposals have been submitted within the Draft Kingsburg Area Community Plan (KACP) planning area. An Air Quality and Greenhouse Gas Assessment Technical Memorandum (AQ/GHG Memorandum) for the Draft Community Plan was finalized in August 2023 and is included in Appendix "A" of this Draft EIR. Estimates of future development were based on the County's 1.3% annual growth rate consistent with the General Plan. The future development mix was assumed to be similar to what was already present in the KACP planning area.

The land use growth assumptions and the associated emissions evaluated in the AQ/GHG Memorandum are consistent with the Draft KACP. As previously noted, there are no development projects proposed within the KACP. However, to ensure potential impacts from future buildout within the scope of the KACP are adequately evaluated, it was determined that emissions analyses was needed for anticipated future land use developments.

The Complete Streets and Road Maintenance Programs are components of the KACP. As such, it was determined that analysis was required to evaluate potential impacts resulting from implementation of the Complete Streets and Road Maintenance Programs. To ensure that implementation of the Complete Streets and Road Maintenance Programs are adequately evaluated and addressed in the DEIR, the emissions associated with these programs have been quantified and evaluated in the AQ/GHG Memorandum.

Contribution to Air Quality Violations

The CEQA Guidelines indicate that a significant impact would occur if the proposed project would conflict with or obstruct implementation of the applicable Air Quality Plan (AQP). AQPs are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the SJVAB can reach attainment for the ambient air quality standards. In order to show attainment of the standards, the Air District analyzes the growth projections in the San Joaquin Valley, contributing factors in air pollutant emissions and formations, and existing and future emissions controls. The Air District then formulates a control strategy to reach attainment.

The Air District's GAMAQI provides the following guidance on analyzing conformity with the applicable AQPs, "As presented in Chapter 8 [of the GAMAQI], the District has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Stationary sources in the District are subject to some of the toughest regulatory requirements in the nation. Emission reductions achieved through implementation of District offset requirements are a major component of the District's air quality plans. Thus, projects with emissions below the thresholds of significance for criteria pollutants would be determined to "Not conflict or obstruct implementation of the District's air quality plan.""[43]

Construction-related and operations-related emissions associated with the projected buildout of the Draft 2023 Kingsburg Area Community Plan planning area, including the Complete Streets and Road Maintenance Programs as well as anticipated future development projects, are identified in **Table 3.3-6** and **Table 3.3-7;** respectively.

Table 3.3-6. Projected Construction Emissions

Development Type	Estimated Emissions, tons per year					
	ROG	NOx	CO	SO_2	Total PM_{10}	Total $PM_{2.5}$
Projected Residential Buildout[a]	3.1225	6.7197	8.4610	0.0166	0.8685	0.4638
Reed Non-Residential Potential Buildout[b]	2.6572	10.1538	10.5213	0.0211	0.7680	0.5145
Complete Streets / Road Maintenance[c]	0.1591	1.1720	1.0950	0.0023	0.4814	0.2346
Construction Total	*5.9388*	*18.0455*	*20.0773*	*0.0400*	*2.1179*	*1.2129*
Annual Average	***0.9898***	***3.0076***	***3.3462***	***0.0067***	***0.3530***	***0.2021***
SJVAPCD Threshold	10	10	100	27	15	15
Threshold Exceeded	No	No	No	No	No	No
Average Daily (pounds per day)[d]	***7.6138***	***23.1353***	***25.7401***	***0.0513***	***2.7153***	***1.5550***
SJVAPCD Threshold	100	100	100	100	100	100
Threshold Exceeded	No	No	No	No	No	No

a. Source: CalEEMod Report (see Attachment 1 of this memo)
b. Source: Reed Rezone CalEEMod Reports (see Attachment 2 of this memo)
c. Source: CalEEMod Report (see Attachment 3 of this memo)
d. Assumes 260 construction days per year.

Table 3.3-7. Projected Operational Emissions

Development Type	Estimated Emissions, tons per year					
	ROG	NOx	CO	SO_2	Total PM_{10}	Total $PM_{2.5}$
Projected Residential Buildout[a]	2.5752	1.1177	13.8412	0.0409	2.7192	1.7462
Reed Non-Residential Potential Buildout[b]	1.9442	8.5398	8.1813	0.0382	2.5603	0.7106
Operational Total	4.5194	9.6575	22.0225	0.0791	5.2795	2.4568
SJVAPCD Threshold	10	10	100	27	15	15
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**
Average Daily (pounds per day)[c]	29.0661	71.8152	138.7753	0.5179	34.5943	15.0344
SJVAPCD Threshold	100	100	100	100	100	100
Threshold Exceeded	No	No	No	No	No	No

a. Source: CalEEMod Report (see Attachment 1 of this memo)

[43] Air District. GAMAQI. Page 65. Accessed August 2023 at: https://www.valleyair.org/transportation/GAMAQI.pdf

b. Source: Reed Rezone MND (see Attachment 2 of this memo)
c. Residential assumes 365 operational days per year; Non-Residential assumes 260 operational days per year.

As demonstrated in **Table 3.3-6**, the average annual construction-related emissions resulting from implementation of the Community Plan, including the Complete Streets and Road Maintenance Programs and projected future developments, do not exceed the Air District's thresholds of significance. Therefore, construction-related emissions resulting from the implementation of the Community Plan will not cause a significant contribution to air quality violations.

As the Complete Streets and Road Maintenance Programs are road improvement projects, their implementation includes construction-related emissions only and will not add to the operations-related emissions provided in the AQ/GHG Memorandum. **Table 3.3-7** presents the operations-related emissions resulting from projected future development through Year 2030, as provided in the AQ/GHG Memorandum (see Appendix "A"). As demonstrated in **Table 3.3-7**, implementation of the Community Plan, will not exceed the Air District's thresholds of significance for operations. Therefore, implementation of the Community Plan will not cause a significant contribution to air quality violations. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Consistency with Assumptions in AQPs

The primary way of determining consistency with the AQP's assumptions is determining consistency with the applicable General Plan to ensure that a project's population density and land uses are consistent with the growth assumptions used in the AQPs for the SJVAB. Projects requiring a General Plan Amendment might not be accounted for in the AQP growth forecast; however, the addition of vacant or agricultural land to the existing UDB land area, and thus to the AQP's emission inventory, may not result in an increase in the actual amount of land developed by the AQP's attainment year.

The annual growth forecasts for Tulare County included in the applicable AQPs are:[44]

- 2004 Extreme Ozone Attainment Demonstration Plan – 1.87%
- 2007 Ozone Plan – 1.94%
- 2013 Plan for the Revoked 1-Hour Ozone Standard – 1.92%
- 2016 Plan for the 2008 8-Hour Ozone Standard – 1.44%
- 2008 PM2.5 Plan – 3.3%
- 2015 Plan for the 1997 PM2.5 Standard – 1.92%
- 2016 Moderate Area Plan for the 2012 PM2.5 Standard – 1.44%
- 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards – 1.02%

The proposed UDB expansion would add approximately 77 acres to the existing Kingsburg Area UDB. The expansion to the UDB has been proposed to provide location flexibility for developers to respond to local market demands to accommodate projected future growth

[44] Applicable Air Quality Plans can be found on the SJVAPCD website at: http://valleyair.org/Air_Quality_Plans/air-quality-plans.htm.

through the Year 2030 Planning horizon. The addition of the 77-acre land area to the UDB would not result in an increase in the total amount (i.e., acreage) of land actually developed by the AQP's attainment year. The additional land area is necessary to place the UDB boundary lines along logical alignments, such as property lines and roadways. The UDB expansion is an administrative reallocation of land intended to provide opportunities to stimulate economic development to meet the needs of the existing and future community and nearby residents. As no specific development projects are currently proposed and an unknown number of proposals may occur within the UDB during the lifetime of the Community Plan , the proposed Community Plan is intended only to direct the density, intensity, and types of growth within the community. Projected growth is consistent with the County's General Plan at an annual growth rate of 1.3% per year. The County's growth rate is lower than the growth rates applied in the applicable AQPs; therefore, the emissions resulting from the buildout of the Community Plan, including the UDB expansion area, has been included in the AQPs forecasts. As such, the project would not conflict with the assumptions made in the AQPs. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Control Measures

The Air District's AQPs contain a number of control measures which are enforceable requirements through the adoption of Air District rules and regulations. Future development projects, as well as construction activities associated with the Complete Streets and Road Maintenance Programs, will be required to comply with all applicable Air District rules and regulations, including Regulation VIII (PM10 Prohibitions) and Rule 9510 (Indirect Source Review). Furthermore, the Tulare County General Plan includes Policies AQ-1.1, AQ-1.2, AQ-2.1 through AQ-2.3, and AQ-4.1 through AQ-4.6, which were specifically designed to ensure cooperation with the Air District and TCAG in effective planning of the County's future growth and development, and to ensure compliance with Air District rules and regulations included in the AQPs. These policies would be implemented for future development projects within the Community Plan planning area. Therefore, buildout of the Community Plan would not conflict with or obstruct implementation of the applicable AQPs.

Other than the Complete Streets and Road Maintenance Programs, there are no specific development projects (such as residential, commercial, or industrial uses) associated with the Draft 2023 Kingsburg Area Community Plan. The Community Plan establishes the planning guidelines for the anticipated growth of the community through the horizon Year 2030. As previously discussed, the Community Plan growth projections and emissions inventory are consistent with the applicable AQPs. Future developments will comply with all applicable General Plan policies, Draft 2023 Kingsburg Area Community Plan policies, and Air District rules and regulations. Therefore, buildout of the Community Plan would not conflict with or obstruct implementation of the applicable AQPs. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is San Joaquin Air Basin. Annual construction-related emissions do not exceed the Air District's annual significance thresholds for construction, nor do the annual operation-related emissions exceed the Air District's annual significance thresholds for operations. Buildout of the Community Plan at an annual growth rate of 1.3% is lower than, and therefore consistent with, the growth forecasts included in the applicable Air District AQPs. Future developments will be required to implement all applicable Tulare County General Plan policies, Draft 2023 Kingsburg Area Community Plan policies, and all applicable Air District rules and regulations. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

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

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

As noted earlier, the Draft 2023 Kingsburg Area Community Plan is a planning document intended to direct the density, intensity, and types of growth within the community. Projected growth of the community is below, and therefore consistent with, the assumptions and emissions inventories of the applicable AQPs. Future developments will be evaluated on a project-by-project basis. Consultation with the Air District, and implementation of County policies and compliance with Air District rules and regulations would reduce potential impacts of future development. Therefore, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

b) 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?

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

As discussed in the AQ/GHG Memorandum (see Appendix "A"), implementation of the Community Plan would have a cumulatively significant impact if: (1) emissions of nonattainment pollutants exceed the Air District's project-level significance thresholds; (2) the Community Plan is not consistent with the applicable AQPs; or (3) implementation of the Community Plan would result in significant cumulative health effects.

Emissions Analysis

The SJVAB is in nonattainment for federal and state ozone standards, nonattainment for federal and state $PM_{2.5}$ standards, and nonattainment for state PM_{10} standards. The Air District's significance thresholds for ROG and NOx (ozone precursors) and for PM_{10} and $PM_{2.5}$ are presented in **Table 3.3-5**. Operations-related emissions that exceed these significance thresholds would be considered significant at the project level, as well as cumulatively significant. Operations-related emissions anticipated by the buildout of the Community Plan are presented in **Table 3.3-7**. As discussed in Checklist Item a), operations-related emissions at full buildout would not exceed the Air District's annual thresholds of significance. As such,

the implementation and buildout of the Community Plan would be considered to have ***Less Than Significant Cumulative Impacts*** related to this Checklist Item.

Consistency with AQPs

As discussed in the AQ/GHG Memorandum and Checklist Item a) above, the Community Plan growth projections and emissions inventory are consistent with the assumptions and emissions inventories in the applicable AQPs. Future developments will comply with all applicable General Plan policies, Draft 2023 Kingsburg Area Community Plan policies, and all applicable Air District rules and regulations. Therefore, buildout of the Community Plan planning area would not conflict with or obstruct implementation of the applicable AQPs. As such, the Community Plan would have a ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

Health Impacts

As discussed in the AQA Report, significance thresholds for ROG and NO_x are not designed to be indicators of health effects from ROG and NO_x individually. However, it is possible that someone could infer that a project could result in a cumulative contribution to the existing health impacts of ozone and/or secondary particulate matter if the thresholds are exceeded. The impacts are not considered a project-specific impact because project emissions of ROG and NO_x emissions from a single project would not result in a measurable change in ozone or particulate concentrations; however, the combined effects of many projects dispersed throughout the region could potentially increase concentrations or slow progress toward achieving the air quality standards. The combination of project-related emissions with pollutants from other sources within the SJVAB could cumulatively contribute to a significant impact.

As presented in **Table 3.3-7,** operations-related criteria pollutant emissions at projected buildout would not exceed the Air District's significance thresholds and would therefore, not exceed AAQS that would result in significant health risks. Furthermore, as previously discussed in Checklist Item a), the County will implement all applicable General Plan and Draft 2023 Kingsburg Area Community Plan policies and will consult with the Air District on a project-by-project basis to identify and mitigate, if necessary, any potential impacts on air quality. Therefore, the Community Plan would not significantly contribute to violation of any AAQS or increased health risks. The Community Plan would have a ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

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

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

As previously noted, criteria pollutant emissions resulting from implementation of the Community Plan fall below the Air District's annual significance thresholds for both construction-related and operations-related emissions. Future developments will be required

to implement all applicable Tulare County General Plan and Draft 2023 Kingsburg Area Community Plan policies and to comply with all Air District rules and regulations. Therefore, the Community Plan would have a ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

c) Expose sensitive receptors to substantial pollutant concentrations?

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

As discussed in the AQ/GHG Memorandum, there is potential for exposure to pollutants resulting from the implementation of the Community Plan. Potential health risks can arise from exposure to a variety of sources including fugitive dust emissions during construction-related activities and emissions of hazardous air pollutant (HAPs)/toxic air contaminants (TACs) during both construction-related and operations-related activities.

HAP/TAC Emissions

As discussed in the AQ/GHG Memorandum, potential health risks from HAPs/TACs could occur during construction-related and operations-related activities. Construction-related activities are short-term and would cease upon completion of a project. Operations-related activities occur throughout the life of a project. Other than the four previously approved development projects, which included project-specific review, and the Complete Streets and Road Maintenance Programs, there are no other specific development projects proposed within the Community Plan planning area that would trigger a health risk analysis at this time. As specific land use developments, their locations, and timing is not known, localized impacts from HAP/TAC emissions cannot be determined at this time and to do so would be speculative. The Tulare County General Plan includes Policies AQ-1.1 through AQ-1.4, AQ-3.1 through AQ-3.6, LU-1.1 through LU-1.4, and LU-1.8, which were specifically designed to address potential impacts from siting incompatible uses in close proximity to each other. In order to ensure that development within the Community Plan planning area does not expose sensitive receptors to significant impacts from HAP/TAC emissions, Tulare County will review individual projects on a project-by project basis. Development projects would implement all applicable General Plan and Draft 2023 Kingsburg Area Community Plan policies that would reduce potential risks from inappropriate siting of incompatible uses. The County would also use the Air Resources Board (ARB) guidance document *Air Quality Land Use Handbook* to determine if ARB-recommended screening criteria are exceeded and will follow applicable recommendations in the California Air Pollution Control Officers Association (CAPCOA) guidance document *Health Risk Assessments for Proposed Land Use Projects*. The County will also consult with the Air District on a project-by-project basis during the CEQA process to determine whether additional health risk screening or modeling would be required to identify, and mitigate, if necessary, potentially significant health risk impacts. The Air District would perform a Risk Management Review (RMR) for stationary source projects subject to the Air District's permitting process; permits would be issued only if it can be demonstrated that the facility would not have a significant health risk. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Valley Fever

The SJVAB is considered an endemic area for valley fever *Coccidioides immitis (C. immitis*). Distribution of valley fever is not uniform within endemic areas and are dependent upon physical, chemical, and biological conditions of the soils. In areas with soils that contain *C. immitis* spores, exposure to valley fever occurs when earthmoving construction-related activities, such as grading and trenching, cause windblown dust. As discussed in the AQ/GHG Memorandum, the Draft 2023 Kingsburg Area Community Plan development area is in an area with a long history of cultivation where fertilizers have been applied, and soil moisture has been maintained through irrigation. These factors would lead to a low probability of having *C. immitis* growth sites and exposure from disturbed soil. However, construction-related activities associated with the development of the Community Plan planning area would generate fugitive dust that could contain *C. immitis* spores. The Tulare County General Plan includes Policies AQ-4.2 and AQ-1.3, which were specifically designed to address impacts from the generation of dust emitted into the air, and will be implemented for future development projects. Future development projects are subject to Air District Regulation VIII (PM10 Prohibition) requirements. Road improvements and construction of future development projects would incorporate design features and/or mitigation measures (such as compliance with the Air District's Regulation VIII, Dust Control Plans, or other control techniques) that minimize the generation of fugitive dust during construction-related activities. Therefore, implementation of General Plan and Draft 2023 Kingsburg Area Community Plan policies and compliance with applicable Air District rules and regulations would reduce the chance of exposure to valley fever during construction-related activities. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Asbestos

In areas containing naturally occurring asbestos, earthmoving construction-related activities, such as grading and trenching, could expose receptors to windblown asbestos. Demolition and remodeling activities could expose receptors through accidental release of asbestos-containing building materials. As discussed in the AQ/GHG Memorandum, according to the United States Geological Soil Survey map of areas where naturally occurring asbestos in California are likely to occur, there are no such areas within the Draft 2023 Kingsburg Area Community Plan planning area. Therefore, construction-related activities during development of the Community Plan is not anticipated to expose receptors to naturally occurring asbestos.

Future development and road improvement projects would not be constructed with materials containing asbestos and as such, would pose no threat of exposure. However, some of the older housing units and non-residential facilities within the community could have asbestos containing materials and could expose residents if these buildings were to be remodeled or demolished. Remodeling and demolition projects are subject to Air District Rule 4002 (National Emission Standards for Hazardous Air Pollutants, or NESHAPs) and require notification to the Air District if the disturbed areas exceed certain parameters and require special handling and disposal of asbestos-containing materials. Compliance with California

and County building codes and compliance with Air District regulation would reduce risks of exposure to asbestos. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is SJVAB. The Draft 2023 Kingsburg Area Community Plan is a planning document intended to direct the density, intensity, and types of growth within the community. Future developments will be evaluated on a project-by-project basis and will not expose the public to substantial pollutant concentrations. The Tulare County General Plan includes Policies AQ-1.1 through AQ-1.4, AQ-3.1 through AQ-3.6, LU-1.1 through LU-1.4, and LU-1.8, which were specifically designed to address potential impacts from siting incompatible uses in close proximity to each other. These policies would be implemented for future development projects. The County will consult with the Air District on a project-by-project to determine whether screening or modeling would be required to identify potential health risks. Compliance with applicable Air District rules and regulations would reduce potential impacts from exposure to pollutants. As such, the development of the Community Plan planning area would not expose the public to substantial pollutant concentrations. Therefore, a ***Less Than Significant Cumulative Impact*** related to this Checklist Item will occur.

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

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

The Draft 2023 Kingsburg Area Community Plan is a planning document intended to direct the density, intensity, and types of growth within the community. Implementation of General Plan and Community Plan policies and compliance with applicable Air District rules and regulations designed to address potential impacts associated with the inappropriate siting of incompatible uses would reduce potential impacts. To ensure that sensitive receptors would not be exposed to substantial pollutant concentrations Tulare County will consult with the Air District on a project-by-project basis to identify and mitigate, if necessary, potential health risks. Therefore, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

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

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

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. According to the Air District's GAMAQI, analysis of potential odor impacts should be conducted for either of the following two situations:

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

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

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

Potential odor sources from construction-related activities associated with future development projects and the Complete Streets and Road Maintenance Programs could originate from diesel exhaust from construction equipment and fumes from architectural coating and paving operations. However, these odors, if perceptible, would dissipate rapidly as they mix with the surrounding air and would be of very limited duration. As such, objectionable odors during construction would not affect a substantial number of people in the area.

Potential odor sources associated with future development projects could originate from diesel exhaust from delivery vehicles (e.g., heavy-duty trucks) and manufacturing processes once a projects becomes operational. However, these odors, if perceptible, would dissipate rapidly as they mix with the surrounding air and would be of very limited duration. As such, objectionable odors during operations would not affect a substantial number of people in the area.

Other than the Complete Streets and Road Maintenance Programs, there are no other specific development projects proposed within the Community Plan planning area that would trigger an odor assessment at this time. The Tulare County General Plan includes Policies AQ-1.1 through AQ-1.4, AQ-3.1 through AQ-3.6, LU-1.1 through LU-1.4, and LU-1.8, which were specifically designed to address potential impacts from siting incompatible uses in close proximity to each other. These policies would be implemented for future development projects. As these policies encourage infill developments and project design to reduce air impacts, future developments would be encouraged to be sited in areas distanced sufficiently to reduce potential impacts from existing sources. Furthermore, all projects (with the exception of agricultural operations) are subject to Air District Rule 4102 (Nuisance). To ensure potential impacts are addressed, if future developments were to result in sensitive receptors being located within the Air District's recommended screening distances as identified in Table 6 of

the GAMAQI, a more detailed analysis, would be recommended.[45] The detailed odor analysis would involve contacting the Air District's Compliance Division for information regarding odor complaints and evaluation of potential impacts taking into consideration the Air District's complaint record and the source(s) of the odors.

Implementation of the applicable General Plan and Community Plan policies and compliance with applicable District rules and regulations specifically designed to address air quality and odor impacts, would reduce potential odor impacts. Future development projects would be evaluated on a project-by-project basis. If a future development project may be a source of odors it will, if technically possible, mitigate any potential nuisance impacts. Therefore, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is the SJVAB. The Draft 2023 Kingsburg Area Community Plan is a planning document intended to direct the density, intensity, and types of growth within the KACP UDB. Future developments will be evaluated on a project-by-project basis to identify potential odor sources in close proximity to the proposed development. New development projects are not anticipated to create new permanent sources of odor, nor are they anticipated to expose substantial numbers of people to existing sources of potential nuisance odors. Therefore, ***Less Than Significant Cumulate Impacts*** related to this Checklist Item will occur.

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

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

Implementation of County policies and Air District regulation designed to address potential land use conflicts and nuisance odor issues associated with the inappropriate siting of incompatible uses would reduce potential odor impacts. Future development projects would be evaluated on a project-by-project basis and would mitigate, if necessary and technically possible, any nuisance impacts. Therefore, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

[45] SJVAPCD. GAMAQI, Table 6 page 103. See also, SJVAPCD. CEQA Air Quality Thresholds of Significance – Criteria Pollutants. Accessed August 2023 at http://www.valleyair.org/transportation/GAMAQI-2015/GAMAQI-Criteria-Pollutant-Thresholds-of-Odors.pdf.

DEFINITIONS/ACRONYMS

Definitions

Air Quality Plan (AQP) - An air quality plan is a plan for reaching attainment of an air quality standard. The assumptions, inputs, and control measures are analyzed to determine if the air basin can reach attainment for the ambient air quality standard for the subject pollutant. In order to show attainment of the standard, the Air District analyzes the growth projections in the valley, contributing factors in air pollutant emissions and formations, and existing and future emissions controls. The Air District then formulates a control strategy to reach attainment.

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

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

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

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

Lead (Pb) - Lead is the only substance which is currently listed as both a criteria air pollutant and a toxic air contaminant. Smelters and battery plants are the major sources of the pollutant "lead" in the air. The highest concentrations of lead are found in the vicinity of nonferrous smelters and other stationary sources of lead emissions. The EPA's health-based national air quality standard for lead is 1.5 micrograms per cubic meter ($\mu g/m^3$) [measured as a quarterly average].

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sulfates - Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. SOx can form sulfuric acid in the atmosphere that in the presence of ammonia forms ammonium sulfate particulates, a small but important component of PM_{10} and $PM_{2.5}$. Sulfates increase the acidity of the atmosphere and form acid rain.

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

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

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

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

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

Abbreviations and Acronyms

Air District San Joaquin Valley Unified Air Pollution Control District

ARB	California Air Resources Board
BACM	Best Available Control Measures
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CH_4	Methane
CO	Carbon Monoxide
EPA	Environmental Protection Agency
GAMAQI	Guidance for Assessing and Mitigating Air Quality Impacts
HI	Hazard Index
H_2S	Hydrogen Sulfide
NAAQS	National Ambient Air Quality Standards
NO_2	Nitrogen Dioxide
NESHAPs	National Environmental Standards for Hazardous Air Pollutants
O_3	Ozone
Pb	Lead
$PM_{2.5}$	Particulate Matter 2.5 Micrometers
PM_{10}	Particulate Matter 10 Micrometers
RACM	Reasonable Available Control Measures
ROG	Reactive Organic Gases
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SJVAPCD	San Joaquin Valley Unified Air Pollution Control District
SJVAB	San Joaquin Valley Air Basin
TAC	Toxic Air Contaminants
TCAG	Tulare County Association of Governments
TCM	Transportation Control Measures
VOC	Volatile Organic Compound

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Biological Resources
Chapter 3.4

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in ***Less Than Significant Impacts with Mitigation*** to Biological Resources. A January 2022 California Natural Diversity Database (CNDDB) search conducted by RMA staff (and a subsequent July 2023 search also conducted by RMA staff), and the previously adopted/certified environmental impact report (EIR, SCH No. 2016091017) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project were used in evaluating potential impact to biological resources as that project is entirely within the KACP planning area. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

"Whenever possible, public agencies are required to avoid or minimize environmental impacts by implementing practical alternatives or mitigation measures. According to Section 15382 of the CEQA Guidelines, a significant effect on the environment means a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic interest."[1]

The California Environmental Quality Act (CEQA; California Public Resources Code §§ 21000-21177) requires that State agencies, local governments, and special districts evaluate and disclose impacts from "Projects" in the State. CEQA Guidelines Section 15380 clearly indicates that species of special concern (SSCs) should be included in an analysis of Project impacts if they can be shown to meet the criteria of sensitivity.[2]

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines Section 15382. Accessed July-August 2023 at: Section 15382 - Significant Effect on the Environment, Cal. Code Regs. tit. 14 § 15382 | Casetext Search + Citator

[2] California Department of Fish and Wildlife. Wildlife: Nongame: Species of Special Concern. *"How are SSCs addressed under the California Environmental Quality Act"* Accessed April 2022 at: Species of Special Concern (ca.gov)

CEQA Guidelines Sections 15063 and 15065 address how an impact is identified as significant. These sections are particularly relevant to SSCs. Project-level impacts to listed rare, threatened, or endangered species are generally considered significant, and therefore require lead agencies to prepare an Environmental Impact Report to fully analyze and evaluate the impacts. In determining to assign "impact significance" to populations of non-listed species, factors which are usually considered include population-level effects, proportion of the species' range affected by a Project, regional effects, and impacts to habitat features.[3]

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

Thresholds of Significance

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

ENVIRONMENTAL SETTING

The proposed Kingsburg Area Community Plan (KACP) planning area is located in the central San Joaquin Valley. The valley is bordered by the Sierra Nevada to the east, the Tehachapi Mountains to the south, the California coastal ranges to the west, and the Sacramento-San Joaquin Delta to the north.

Like most of California, the central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures commonly exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely exceed 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit.

As noted earlier, in addition to RMA staff conducting a CNDDB search, a previous biological evaluation was included in the adopted/certified environmental impact report (EIR SCH No.

[3] Ibid.

2016091017) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project (which is entirely within the KACP planning area). Kamansky's Ecological Consulting (KEC) prepared a Biological Evaluation for the Summerlyn subdivision project site (in April, 2015) which can be found in Appendix "B" of this document. This evaluation included a reconnaissance-level biological field survey for biotic habitats, the plants and animals occurring in those habitats, and significant habitat values that may be protected by state and federal law.[4] The biological evaluation included nine (9) quadrants that also encompass the entirety of the KACP planning area. Although the Summerlyn subdivision project covered approximately 51 acres, while the KCAP planning area includes a total of approximately 363 acres, the 9-quadrant map (see Attachment A Nine-Quadrant and Kingsburg Vicinity Map in the Supplemental Technical Memorandum included in Appendix "B" of this document) and the updated CNDDB search results remain identical (i.e.; unchanged). As such, it is appropriate and applicable to incorporate the findings/determinations contained in the biological evaluation for the Summerlyn subdivision project.

As noted in the biological evaluation for the Summerlyn subdivision EIR, "The site is currently an in a mixed state of agricultural use. Plums, peaches, and grapes are currently being grown on the site. At the time of field survey, a portion of the site in the north was left fallow. The Cole Slough canal runs inside the eastern edge of the site."[5] As noted earlier, the Summerlyn subdivision is within the overall KACP planning area and it would be appropriate to incorporate its findings/determinations and subsequent mitigation measure recommendations as part of this Draft EIR. Typically, biological studies also include data searches and ground surveys/observations adjacent to and/or near project areas; the biological evaluation for the Summerlyn subdivision EIR also include areas within the KACP planning area (See Figure 2-5 and Figure A in the Supplemental Technical Memorandum included in Appendix "B" of this document)

"The Biological Evaluation identified 30 potential special status species and three native plant communities which might occur onsite or in the proposed Project vicinity. Sources of information used in KEC's research included: (1) the *California Natural Diversity Data Base (CNDDB)*[6], (2) the *Online Inventory of Rare and Endangered Vascular Plants of California*[7], and (3) manuals, reports, and references related to plants and animals of the San Joaquin Valley region. Species and occurrences can be seen in Table 1 of Appendix B [of the Biological Evaluation included in Appendix "B" of this Draft EIR, see **Table 3.4-1**].

The land on the subject property is disturbed and does not support historical flora. According to the natural community classification scheme used by Holland (1986), the Kingsburg site is

[4] Draft Environmental Impact Report (SCH No.2016091017) for Hash Farms Development Project (also formerly Andersen Village and currently Summerlyn). Page 3.4-2. Adopted/certified by the Tulare County Board of Supervisors on June 26, 2018, via Resolution No. 2018-0480.

[5] Draft Environmental Impact Report for Hash Farms Development Project (also formerly Andersen Village and currently Summerlyn). Reconnaissance-Level Biological Evaluation. Kamansky's Ecological Consulting. April 9, 2015. Page 10. Adopted/certified by the Tulare County Board of Supervisors on June 26, 2018, via Resolution No. 2018-0480.

[6] Ibid. 3.4-2.

[7] Op. Cit.

located in a part of the southern San Joaquin Valley that originally contained components of two natural communities prior to development: Valley Grassland and Valley Oak Riparian Woodland.

Dominant species observed on the subject property during the field survey, aside from cultivated crops, include the following annuals in the grassland: hare barely (*Hordeum marinum* ssp. *Leproinum*), whitestem filaree (Erodium moschatum), redstem filaree (*Erosium cicutarium*), and ripgut grass (*Broumus diandrus*)."[8]

It is important to note that the Summerlyn subdivision EIR's Biological Evaluation also noted, "Eight (8) Special Status plant species were included in the CNDDB printout [included in the Biological Evaluation] for the nine relevant quadrangles. None of these species are known to occur in the immediate vicinity of the site. The site and the surrounding areas generally serve as poor habitat for many Special Status Species."[9] As noted in **MM Nos. 3.4.1.a., 3.4.2.a., 3.4.3.a., 3.4.4.a, and 3.4.5.a.**, pre-construction biological surveys will be required prior to commencement of future development projects. Additional mitigation will be required as applicable.

Also, there are two habitat conservation plans that apply in Tulare County: 1) Recovery Plan for Upland Species of the San Joaquin Valley, and 2) the Kern Water Bank Habitat Conservation Plan. The KACP is not within the Kern Water Bank Habitat Conservation Plan area and only the California jewelflower, Lesser saltscale, and San Joaquin kit fox, which are included in the Recovery Plan for Upland Species of the San Joaquin Valley, were identified within the 9-quadrant range of the CNDDB search. However, as noted in the Biological Evaluation, the presence of California jewelflower, Lesser saltscale, and San Joaquin kit fox is considered "Unlikely" as appropriate habitat does not exist on the site for these special status species.[10]

Project Site

At the time of its drafting, the Summerlyn subdivision EIR's biological evaluation noted, "The site is currently an in a mixed state of agricultural use. Plums, peaches, and grapes are currently being grown on the site. At the time of field survey, a portion of the site in the north was left fallow. The Cole Slough canal [ditch] runs inside the eastern edge of the site."[11] The Summerlyn subdivision is developing as envisioned; as such, the site is nearly one-hundred percent built-out and the previous conditions are now developed, or being developed, to residential uses. The remaining areas have been cleared of any previous landscape (e.g., fallow fields, orchard, etc.) and is in some form of development (e.g., land leveling, trenching, roadway construction, etc.). Further, the water body, (Cole Slough Ditch) has been placed underground (within a pipeline)

[8] Op. Cit
[9] Op. Cit. 12-13.
[10] Draft Environmental Impact Report for Hash Farms Development Project (also formerly Andersen Village and currently Summerlyn). Reconnaissance-Level Biological Evaluation. Kamansky's Ecological Consulting. Table 1. April 9, 2015. Included in Appendix "B" of this Draft EIR.
[11] Ibid. 10.

and is no longer a daylight stream (slough/canal/ditch). The balance of the KACP planning area currently includes scattered rural residences, commercial service, light industrial, and agriculturally productive lands.

Studies Required to Satisfy Endangered Species Laws

As noted in the Summerlyn subdivision EIR's Biological Evaluation, and also applicable to this Draft EIR, "Several species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. State and federal laws have provided DFW and the USFWS with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. Many native plant and animal species have been formally designated as Threatened or Endangered under state and federal endangered species legislation. Others have been designated as "Species of Special Concern" by DFW. The. California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered (CNPS 2001). Collectively, these plants and animals are referred to as Special Status Species."[12]

Habitats/Communities

As noted earlier, the use of the Summerlyn subdivision EIR's Biological Evaluation, is applicable and appropriate as the Summerlyn subdivision lies entirely within the KACP planning area and they share similar, if not identical, habitat/communities features.

Several land use/habitat types were observed within the KACP planning area such as orchard/vineyard, residential/commercial/industrial/solar farm, vacant/ruderal, irrigation canal, and storm water detention basin. A list of the vascular plant species identified in the CNDDB and the terrestrial vertebrates using, or potentially using, the KACP planning area are provided in Appendix "B" of this Draft EIR. Below are summaries of the habitats based on species potential to utilize the habitats as described in the Summerlyn EIR Biological Evaluation which, to reiterate, is located within the KACP planning area.

Orchard/Vineyard

Citrus (orange) orchards and vineyard at various stages of maturity accounted for approximately 66 combined acres within the KACP planning area. Areas east and west of SR 99 include approximately 49 acres of vineyard and approximately 17 acres of citrus orchard. Being highly maintained, these orchards and vineyards were mostly barren in the understory.

Due to intensive disturbance and the lack of aquatic habitat, orchards and vineyards provide marginal habitat for amphibians; however, Pacific chorus frogs and western toads may disperse

[12] Op. Cit. 11.

through orchard lands during the winter and spring. A limited number of reptile species would be expected to forage in orchards in the KACP due to the lack of sun required by these species for thermal regulation; however, the western fence lizard (*Sceloporus occidentalis*) may occasionally occur.

Orchards and vineyards provide foraging and nesting habitat for a number of avian species. Mature orchards could be used for nesting by the American robin (*Turdus migratorius*), mourning dove, and western kingbird. Winter migrants such as the white-crowned sparrow (*Zonotrichia leucophrys*) may forage on dormant buds in the orchards and vineyards in the KACP, while resident birds such as the European starling and house finch (*Haemorhous mexicanus*) would be expected to forage on ripening fruit.

A few small mammal species would be expected to occur within the orchards and vineyards in the KACP. These include deer mice, California voles, house mice (*Mus musculus*), Botta's pocket gophers, and Audubon cottontail rabbits. Various species of bat may forage over orchard and vineyard habitat for flying insects, or glean insects from the leaves of trees and vines.

Foraging raptors and mammalian predators may occur in the orchards and vineyard in the KACP planning area from time to time. Raptors adapted to hunt within the tree canopy such as Cooper's hawks (*Accipiter cooperii*) and sharp-shinned hawks (*Accipiter striatus*) may forage for small birds in orchards, and red-tailed hawks and American kestrels may forage over vineyards. Mammalian predators could also potentially occur in the orchards and vineyards in the KACP planning area.

Residential/Commercial/Industrial/Solar Farm

The KACP planning area is predominantly single-family residential northwest of Avenue 392 and Road 12, and rural residential, commercial, and industrial areas south/southwest of Avenue 392 and Road 12. Approximately 30 rural residences are located within the KACP planning area with many adjacent to or part of agriculturally-productive lands. Currently, commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication], Waste Management Disposal), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, , and Cheema Transport). Current commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Pemex gas station/mini-mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and, vacant land. Rural residential areas in the KACP planning area generally consisted of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. The light industrial facility consisted of buildings, containers, and paved surfaces. Ornamental trees and shrubs that had been planted in residential areas in the KACP

planning area included typical varieties found in the region such as white mulberry (*Morus alba*), Italian cypress (*Cupressus sempervirens*), Washington fan palm (*Washingtonia filifera*), blue gum eucalyptus (*Eucalyptus globulus*), coast redwood (*Sequoia sempervirens*), cultivated pine (*Pinus* sp.), oleander (*Nerium oleander*), privet (*Ligustrum* sp.), and cultivated rose (*Rosa* sp.).

A number of wildlife species adapted to human disturbance could be expected to occur in residential/industrial areas of the PPSA. For example, amphibians such as Pacific chorus frogs and western toads might disperse through industrial/residential land during the winter and spring, and reptiles such as the western fence lizard and common garter snake (*Thamnophis sirtalis*) could forage in this land use type. Buildings and other human-made structures located on residential/commercial/industrial lands within the KACP planning area provide potential nesting habitat for a number of avian species such as the house finch, house sparrow (*Passer domesticus*), and Eurasian collared dove (*Streptopelia decaocto*); all were observed during the field survey. Trees and shrubs associated with residences could be used for nesting by a variety of avian species, including the Bullock's oriole (*Icterus bullockii*), northern mockingbird (*Mimus polyglottos*), and Anna's hummingbird (*Calypte anna*). Mammal species attracted to this land use type may include the house mouse, Norway rat (*Rattus norvegicus*), and Virginia opossum (*Didelphis virginiana*).

Birds of prey may occasionally forage over the residential/commercial/industrial areas. The red-tailed hawk and American kestrel are likely visitors. Red-tailed hawks were commonly observed during the field survey.

Vacant Lots/Ruderal

Although viewed from outside of property boundaries during ground observations, very few vacant/ruderal areas are interspersed with the residential, commercial, and industrial areas in the KACP planning area. Wildlife use of vacant/ruderal lots is expected to be similar to that described for the residential/commercial/industrial land use, with the addition of burrowing rodents such as the California ground squirrel and Botta's pocket gopher.

Stormwater Detention Basin

Three stormwater detention basins were identified within the KACP planning area using aerial photographs. The basins are all less than one acre and located on-site of the uses they serve. The basins do not appear to be agricultural-related.

Wildlife use of agricultural basins would vary depending on the timing and degree to which the basins are inundated or saturated. During periods of inundation, amphibians such as the Pacific chorus frog and western toad could opportunistically breed in the basins and subsequently disperse through surrounding lands. During dry periods, reptile and amphibian use of the basins would be similar to that described for vineyards/orchards in the KACP planning area.

Birds expected to use the basins during periods of inundation may include the great blue heron (*Ardea herodias*) and great egret (*Ardea alba*), assuming amphibian and/or invertebrate prey is present. Black phoebes (*Sayornis nigricans*) may glean insects from the surface of the water, or extract mud from the banks for nest-building. When the basins are saturated but not inundated, avian use may include those species that feed on mudflats, such as the killdeer. When the basins are dry, avian use would be similar to that described for agricultural fields and ruderal habitats of the study area.

Periodic inundation likely precludes occupation of the basin floors by burrowing rodents; however, Botta's pocket gophers and California ground squirrels could burrow on the banks. Deer mice and western harvest mice could also inhabit the margins of the basins and could forage for insects, seeds, and plant parts in the basins when the basins are dry. Mammalian predator and raptor use of the basins would be similar to that described for other habitats in the KACP.

Irrigation Ditch

One earthen irrigation ditch (Cole Slough Ditch) traverses the KACP planning area. Beginning just south of SR 201/Sierra St., Cole Slough Ditch travels through the eastern portion of the KACP planning area (paralleling Road 12) for a distance of approximately 0.85 miles. Currently (2023), Cole Slough Ditch has been undergrounded beginning south of Conejo Avenue to Avenue 396. As such, it is unlikely that suitable habitat for California Tiger Salamander (CTS) remains as this body of water is now completely subsurface through concrete piping eliminating both water and ditch banks which could have served as habitat for CTS. Prior to undergrounding, it had an average width of approximately 20 feet between bank tops. Cole Slough Ditch continues south of Avenue 396 flowing as an open air ditch before exiting the KACP planning area south of Avenue 392 (just north of SR 99). The open air ditch has an average width of approximately 20 between bank tops, and was dry at the time of RMA staff observation.

Wildlife use of the irrigation ditches would vary depending on the inundation regime. During inundated periods, the Pacific chorus frog, western toad (*Anaxyrus boreas*), and American bullfrog (*Lithobates catesbeianus*) could breed in the ditches; these and other prey species may attract wading birds such as the great blue heron and great egret.

Special Status Plants and Animals

The CNDDB and the Biological Evaluation contained in the Summerlyn subdivision EIR identified potential special status species which might occur onsite or in the project vicinity. Sources of information for this table included *California's Wildlife, Volumes I, II, and III* (Zeiner et. al 1988-1990), *California Natural Diversity Data Base* (CDFW 2014), *Endangered and Threatened Wildlife and Plants* (USFWS 2011), *Annual Report on the Status of California State Listed Threatened and Endangered Animals and Plants* (CDFW 2014), and *The California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California* (CNPS

2014). It is important to note that the California Natural Diversity Data Base (CNDDB) is a volunteer database; therefore, it may not contain all known literature records.

Table 3.4.1 (Table 1 of the Biological Evaluation for the Summerlyn subdivision project included in Appendix "B" of this Draft EIR) provides a summary of Project-related biological impacts in its portion of KACP. **Table 3.4.1** shows eight (8) special status plant species [(California jewel-flower (*Caulanthus californica*), California satintail (*Imperrata brevifolia*), Earlimart orache (*Atriplex erecticalis*), Lesser saltscale (*Atriplex miniscula*), San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*), San Joaquin adobe sunburst (Pseudobahia *peirsonii*), Brittlescale (*Atriplex depressa*), and Spiny-sepaled button-celery (*Eryngium spinosepalum*)][13] were included in the CNDDB printout for the nine relevant quadrangles. None of these plant species are known to occur in the immediate vicinity of the site. The site and the surrounding areas generally serve as poor habitat for many Special Status Species.[14]. Future development of the KACP would not affect regional populations of these plant species. As both the recent results of the CNDDB special status species search and the Summerlyn subdivision's Biological Evaluation of special status species are identical, no mitigation will be necessary as no special status plant species will be adversely impacted.

Table 3.4.1 shows 21 special status animal species potentially occurring within the nine quadrangle CNDDB search. These include six special status invertebrates (vernal pool fairy shrimp (*Branchinects lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), Antioch efferian robberfly (*Efferla antiochi*), Hurd's metapogon robberfly (*Metapogon hurdi*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) and molestan blister beetle (*Lytta molesta*))[15]; four special status amphibians and reptiles (western spadefoot (*Speahammondii*), (California tiger salamander (*Ambystoma californiesense*), Coast horned lizard (*Phrynosoma blainvillii*), and western pond turtle (*Emys marmorata*))[16]; seven special status birds (Swainson's hawk (*Buteo swainsoni*), Western burrowing owl (*Athene cunicularia*), Yellow-billed magpie (*Pica nuttalli*), Yellow-headed blackbird (*Xanthocephalus zanthocephalus*), Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), Loggerhead shrike' (*Lanius ludovicianus*), and Tricolored blackbird *(Agelaius tricolor*))[17]; and four special status mammals (Western mastiff bat (*Eumops perotis californicus*), San Joaquin kit fox, (*Vulpes macrotis* mutica), Hoary bat (*Lasiunls cinereus*), and Hoary bat (*Lasiunls cinereus*).[18]

[13] Op. Cit. 14-16.
[14] Op. Cit. 12-13.
[15] Op. Cit. 16-18.
[16] Op. Cit. 18-19.
[17] Op. Cit. 19-21.
[18] Op. Cit. 21-22.

Table 3.4-1 [Table 1 of the Biological Evaluation]
List of Special Status Species That Could Occur in the Vincity of the Study Area

Plant Species	Status	Habitat	Occurrence within the Study Area
California Jewelflower (*Caulanthus californicus*)	FE, CE, 1B	Occurs in chenopod scrub, pinyon and juniper woodland, and sandy valley and foothill grassland; blooms February–May; elevation 250-3,300 ft.	**Absent.** No habitat of these types and no undisturbed grassland exist along the Summerlyn site or known to be present in the KACP planning area.
California satintail (*Imperrata brevifolia*)	CNPS 2B	This species is likely to occur in alkali meadows and seeps.	**Absent.** Suitable habitat is absent from the Summerlyn site and likely to be absent throughout the KACP planning area.
San Joaquin Valley Orcutt Grass (*Orcuttia inaequalis*)	FE, CE, CNPS 1B	This annual occurs in vernal pools of the Central Valley; requires deep pools with prolonged periods of inundation; blooms April-September; elevation 100-2,480 ft.	**Absent.** Vernal pools are absent on or adjacent to the Summerlyn site or known to be present in the KACP planning area.
San Joaquin Adobe Sunburst (*Pseudobahia peirsonii*)	FT, CE CNPS 1B	This annual sunflower occurs in grasslands of the Sierra Nevada foothills in heavy clay soils of the Porterville and Centerville series. Blooms March-April; elevation 300-2,625 ft.	**Absent.** Suitable heavy adobe clay soils are absent from the Summerlyn site or known to be present in the KACP planning area.
Earlimart Orache (*Atriplex cordulata* var. *erecticaulis*)	CNPS 1B	Occurs in valley and foothill grassland between 130 and 330 ft. in elevation; blooms August-September.	**Absent.** Historic and ongoing human disturbance of the Summerlyn site and the KACP planning area has rendered habitats unsuitable for this species.
Brittlescale (*Atriplex depressa*)	CNPS 1B	Occurs in relatively barren areas with alkaline clay soils in chenopod scrub, playas, grasslands, and vernal pools of the Central Valley; blooms April-October; elevations below 1,050 ft.	**Absent.** Historic and ongoing human disturbance of the Summerlyn site and the KACP planning area has rendered habitats unsuitable for this species.
Lesser Saltscale (*Atriplex minuscula*)	CNPS 1B	Occurs widely scattered locations of California's Central Valley with sandy alkaline soils in chenopod scrub, valley grasslands, and vernal pools; blooms May-October; elevation 50-660 ft.	**Absent.** None of these plant communities occur on the Summerlyn site or known to be present in the KACP planning area.
Spiny-Sepaled Button Celery (*Eryngium spinoseplaum*)	CNPS 1B	This annual/perennial occurs in vernal pools and valley and foothill grasslands of the San Joaquin Valley and the Tulare Basin; blooms April-May; elevation 330-840 ft.	**Absent.** None of these plant communities occur on the Summerlyn site or known to be present in the KACP planning area.
Invertebrate Species	**Status**	**Habitat**	**Occurrence within the Study Area**
Vernal Pool Fairy Shrimp (*Branchinecta lynchi*)	FT	Occurs in vernal pools, clear to tea-colored water in grass or mud-bottomed swales, and basalt depression pools.	**Absent.** Habitat (vernal pools) suitable for this species is absent from the Summerlyn site or known to be present in the KACP planning area.

Table 3.4-1 [Table 1 of the Biological Evaluation] List of Special Status Species That Could Occur in the Vincity of the Study Area			
Vernal Pool Tadpole Shrimp (*Lepidurus packardi*)	FE	Primarily found in vernal pools, but may use other seasonal wetlands in mesic valley and foothill grasslands.	**Absent.** Habitat (vernal pools) suitable for this species is absent from the Summerlyn site or known to be present in the KACP planning area.
Antioch efferian robberfly (*Efferla a*ntiochi)		This species is endemic to the Antioch Dunes.	**Absent.** Habitat suitable for this species is absent from the Summerlyn site or known to be present in the KACP planning area
Hurd's metapogon robberfly (*Metapogon hurdi*)		Known only from the sand dunes at Antioch and San Joaquin Valley.	**Absent.** Habitat suitable for this species is absent from the Summerlyn site or known to be present in the KACP planning area.
Valley Elderberry Longhorn Beetle (VELB) (*Desmocerus californicus dimorphus*)	FT	Lives in mature elderberry shrubs of California's Central Valley and Sierra Foothills, generally along waterways and in floodplains.	**Absent.** No elderberry shrubs were observed. Habitat suitable for this species is absent from the Summerlyn site or known to be present in the KACP planning area.
Molestan blister beetle (*Lytta molesta*)	?	This species is found in vernal pool habitat.	**Absent.** No vernal pools were observed on the Summerlyn site or known to be present in the KACP planning area.
Animal Species	**Status**	**Habitat**	**Occurrence within the Study Area**
California Tiger Salamander (*Ambystoma californiense*)	FT, CT, CSC	Found primarily in annual grasslands; requires vernal pools for breeding and rodent burrows for aestivation. Although most (California Tiger Salamander) CTS aestivate within 0.4 mile of their breeding pond, outliers may aestivate up to 1.3 miles away (Orloff 2011).	**Absent.** Habitat suitable for breeding by CTS is absent from the Summerlyn site or known to be present in the KACP planning area. Possible suitable aquatic habitat was found on the eastern boundary of the Summerlyn site; however, that habitat (Cole Slough Ditch) has been undergrounded via pipeline since the Biological Evaluation and is no longer present. Rodent burrows in the KACP area occur in habitat that would be considered marginal to unsuitable for CTS aestivation, consisting of vacant lots and ruderal areas surrounded by residential, industrial, and agricultural uses.
Swainson's Hawk (*Buteo swainsoni*)	CT	This breeding-season migrant to California nests in mature trees in riparian areas and oak savannah, and occasionally in lone trees at the margins of agricultural fields. Requires adjacent suitable foraging areas such as grasslands or alfalfa fields supporting rodent populations.	**Likely.** No Swainson's hawks were observed on the Summerlyn site. However, Swainson's hawks could nest in the trees of the KACP planning area. Avoidance measures, such as pre-construction surveys and monitoring should be used.

**Table 3.4-1 [Table 1 of the Biological Evaluation]
List of Special Status Species That Could Occur
in the Vincity of the Study Area**

San Joaquin Kit Fox (SJKF) (*Vulpes macrotis mutica*)	FE, CT	Frequents desert alkali scrub and annual grasslands and may forage in adjacent agricultural habitats. Utilizes enlarged (6 to 10 inches in diameter) ground squirrel burrows as denning habitat.	**Possible.** Intensive agricultural practices, highly modified habitats, and ongoing disturbance make kit fox occupation of the Summerlyn site and throughout the KACP planning area unlikely. However, individual SJKF may occasionally use movement corridors (e.g., canal banks) to pass through or forage in the KACP planning area. The CNDDB Summary Table indicates 5 occurrences of SJKF within the 9-Quad area (as part of the KACP planning area) during a greater than 20 year period; with one sighting occurring in 2003 northeast of Goshen (approximately 11.5 mile southeast of the KACP planning area). However, no kit fox were observed during the biological survey.
Western Pond Turtle (*Emys marmorata*)	CSC	Open slow-moving water or ponds with rocks and logs for basking. Nesting occurs in open areas, on a variety of soil types, and up to ¼ mile away from water.	**Unlikely.** No western pond turtles were found on the Summerlyn site. Riparian habitats, pools or flowing water were not observed during field surveys. However, prior to its development, a slough channel with possibly suitable hydrological conditions existed on the eastern boundary of the Summerlyn project area but has since been undergrounded. An open air segment of Cole Slough Ditch (south of Avenue 392) with appropriate soil and possible hydrological conditions does exist along the southeastern portion of the KACP planning area.
Western Spadefoot (*Spea hammondii*)	CSC	Mainly occurs in grasslands of San Joaquin Valley. Vernal pools or other temporary wetlands are required for breeding. Aestivates in underground refugia such as rodent burrows, typically within 1,200 ft. of aquatic habitat.	**Unlikely.** The Summerlyn site provided little to no habitat for this species. The CNDDB printout includes two quads (Burris Park and Traver) containing occurrences of western spadefoot. Western spadefoot toads are found primarily in annual grasslands with vernal pools. No vernal pools occur on the site. Western spadefoot toad is unlikely to occur anywhere on the Summerlyn site or KACP planning area because there are no grasslands with vernal pools located anywhere on or adjacent to either. Since this observation, the Summerlyn site has been subjected to ground disturbance associated the homebuilding nature of the project. A slough channel with

**Table 3.4-1 [Table 1 of the Biological Evaluation]
List of Special Status Species That Could Occur
in the Vincity of the Study Area**

			appropriate soil and possible hydrological conditions does exist along the southeastern portion of the KACP planning area south of Avenue 392. Because of ongoing agricultural production, this area may no longer be suitable for spadefoot breeding. Even if spadefoot do still breed on in this area, it is unlikely they would aestivate in the highly disturbed habitats of the KACP planning area.
Yellow-billed magpie (*Pica nuttalli*)		Stream groves, scattered oaks, ranches, farms. Most numerous in open oak savanna and where riverside groves of oaks, cottonwoods, and sycamores border on open country such as pastures or farmland.	**Absent.** No yellow-billed magpies were seen on the Summerlyn site; habitat has been extirpated on the site. As this species is not known to be present in the area, it is also likely to be absent throughout the KACP planning area.
Yellow-headed blackbird (*Xanthocephalus zanthocephalus*)	SSC	This species is known to breed in the San Joaquin Valley near wetlands. They are likely to be found foraging and nesting in active agricultural fields if there are wetlands nearby with suitable hydrology and nesting substrate.	**Unlikely.** No yellow-headed blackbird habitat was detected on the Summerlyn site. As Yellow-headed blackbird habitat was not detected in the vicinity, it is also unlikely to occur throughout the KACP planning area.
Western yellow-billed cuckoo (Coccyzus americanus occidentalis)	CSC	Yellow-bill cuckoos use a variety of riparian habitats. Cottonwood and willow trees are an important foraging habitat in areas where the species has been studied in California.	**Absent.** No western yellow-billed cuckoos were observed while surveying the Summerlyn site. This species was extirpated from this area. There are no riparian forests of suitable size and composition to support this species in this part of Fresno County. The nearest population of this species can be found at the Audubon Kern River Preserve in eastern Kern County. It is also likely absent throughout the KACP planning area.
Burrowing Owl (*Athene cunicularia*)	CSC	Frequents open, dry annual or perennial grasslands, deserts, and scrublands characterized by low growing vegetation. Dependent upon burrowing mammals, most notably the California ground squirrel, for nest burrows.	**Possible.** Suitably-sized burrows on the PPSA of the Summerlyn subdivision project are restricted to vacant lots in a matrix of residential and industrial uses, and the ruderal margins of roads and irrigation ditches. However, burrowing owls could theoretically roost/nest in one or more of these locations, and forage in agricultural fields of the PPSA and the KACP planning area.

Table 3.4-1 [Table 1 of the Biological Evaluation] List of Special Status Species That Could Occur in the Vincity of the Study Area			
Loggerhead Shrike (*Lanius ludovicianus*)	CSC	Frequents open habitats with sparse shrubs and trees, other suitable perches, bare ground, and low herbaceous cover. In the Central Valley, nests in riparian areas, desert scrub, and occasionally agricultural hedgerows.	**Possible.** No Loggerhead shrikes were observed on the Summerlyn site during the survey. Small suitable habitat patches exist on and nearby the proposed Project site. However, since the observation, the Summerlyn site has development been and continues to be developed to residential development and the former habitat no longer exists. Shrikes could forage in other KACP areas with agricultural fields and could theoretically also nest in KACP planning area trees; however, the nesting habitats typically used by this species are absent from the KCAP planning area.
Tricolored Blackbird (*Agelaius tricolor*)	CSC	Breeds in colonies near fresh water, primarily emergent wetlands, with tall thickets. Forages in grassland and cropland habitats.	**Possible.** No tricolored blackbirds were observed on the Summerlyn site. This species forages and nests in dense riparian vegetation near wetlands and often near dairies. While no such habitat exists on the site, the Kings River is approximately one (1) mile southeast of the Summerlyn subdivision project and approximately 0.5 miles southeast of the southern most part of the KACP planning area site provides habitat for this species. Suitable foraging habitat for tricolored blackbirds occurs in the agricultural fields of the KACP planning area, and tricolored blackbirds could conceivably nest in wheat fields (if present) in the KACP planning area.
Hoary Bat		Hoary bats inhabit dense forests, open forested glades, edges of forest clearings, coniferous forests, deserts, tropical forests and broadleaf forests.	**Unlikely.** No Hoary bats were observed during the Summerlyn field survey. Possible roosting trees were found on and adjacent to the Summerlyn site and there are foraging opportunities throughout the KACP planning area.
Pallid Bat (*Antrozous pallidus*)	CSC	Found in grasslands, chaparral, and woodlands, where it feeds on ground- and vegetation-dwelling arthropods, and occasionally takes insects in flight. Prefers to roost in rock crevices, but may also use tree cavities, caves, bridges, and buildings.	**Possible.** No Hoary bats were observed during the Summerlyn field survey. Possible roosting trees were found on and adjacent to the site and there are foraging opportunities throughout the site and the surrounding areas. Individuals of this species could potentially roost in trees or buildings of the KACP planning area, and forage in or over agricultural fields and

Table 3.4-1 [Table 1 of the Biological Evaluation]
List of Special Status Species That Could Occur in the Vincity of the Study Area

			orchards.
Western Mastiff Bat (*Eumops perotis* ssp. *californicus*)	CSC	Found in open, arid to semi-arid habitats, where it feeds on insects in flight. Roosts most commonly in crevices in cliff faces, but may also use high buildings, trees, and tunnels.	**Possible.** No western mastiff bats were observed during the Summerlyn field survey. This species is known to forage in a variety of habitats including agricultural lands, which occur on and adjacent to the site. There are also a few suitable potential roosting sites in the area. Because of the existing Summerlyn site disturbance history, this project site lacked substantial breeding ground for the bat. Individuals of this species could potentially roost in trees or buildings of the KACP planning area, and forage in flight over agricultural fields.

OCCURRENCE EXPLANATIONS: Key for terms or codes used in Table 3.4.1
Present: Species observed on the site at time of field surveys or during recent past.
Possible: Species not observed on the site, but it could occur there from time to time.
Unlikely: Species not observed on the site, and would not be expected to occur there except, perhaps, as a transient.
Absent: Species not observed on the site, and precluded from occurring there because habitat requirements not met.

STATUS CODES

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

CNPS	**California Native Plant Society Listing**		
1A	Plants Presumed Extinct in California	2	Plants Rare, Threatened, or Endangered in California, but more common elsewhere
1B	Plants Rare, Threatened, or Endangered in California and elsewhere		

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

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

REGULATORY SETTING

Applicable Federal, State, and local regulations specific to biological resources are described below. The following environmental regulatory settings were summarized, in part, from

information contained in the Tulare County General Plan 2010 Background Report.

Federal Agencies & Regulations

Federal Endangered Species Act

"The U.S. Fish and Wildlife Service (USFWS) administers the Federal Endangered Species Act (16 USC Section 153 et seq.) and thereby has jurisdiction over federally listed threatened, endangered, and proposed species. Projects that may result in a "take" of a listed species or critical habitat must consult with the USFWS. "Take" is broadly defined as harassment, harm, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collection; any attempt to engage in such conduct; or destruction of habitat that prevents an endangered species from recovering (16 USC 1532, 50 CFR 17.3). Federal agencies that propose, fund, or must issue a permit for a project that may affect a listed species or critical habitat are required to consult with the USFWS under Section 7 of the Federal Endangered Species Act. If it is determined that a federally listed species or critical habitat may be adversely affected by the federal action, the USFWS will issue a "Biological Opinion" to the federal agency that describes minimization and avoidance measures that must be implemented as part of the federal action. Projects that do not have a federal nexus must apply for a take permit under Section 10 of the Act. Section 10 of the Act requires that the project applicant prepare a habitat conservation plan as part of the permit application (16 USC 1539)."[19]

"Under Section 4 of the Federal Endangered Species Act, a species can be removed, or delisted, from the list of threatened and endangered species. Delisting is a formal action made by the USFWS and is the result of a determined successful recovery of a species. This action requires posts in the federal registry and a public comment period before a final determination is made by the USFWS."[20]

Habitat Conservation Plans

"Habitat Conservation Plans (HCPs) are required for a non-federal entity that has requested a take permit of a federal listed species or critical habitat under Section 10 of the Endangered Species Act. HCPs are designed to offset harmful effects of a proposed project on federally listed species. These plans are utilized to achieve long-term biological and regulatory goals. Implementation of HCPs allows development and projects to occur while providing conservation measures that protect federally listed species or their critical habitat and offset the incidental take of a proposed project. HCPs substantially reduce the burden of the Endangered Species Act on small landowners by providing efficient mechanisms for compliance with the ESA, thereby distributing the economic and logistic effects of compliance. A broad range of landowner activities can be legally protected under these plans (County of Tulare, 2010 Background Report, pages 9-6 and 9-7, 2010a). There are generally two types of HCPs, project-specific HCPs which typically protect a few species and

[19] Tulare County 2030 General Plan RDEIR. Page 3.11-1. Accessed July 2023 at: Tulare County General Plan Recirculated Draft EIR
[20] Ibid.

have a short duration and multi-species HCPs which typically cover the development of a larger area and have a longer duration."[21]

There are two habitat conservation plans that apply in Tulare County: The Kern Water Habitat Conservation Plan, which applies to an area in Allensworth; and the U.S. Fish and Wildlife's "The Recovery Plan for Upland Species in the San Joaquin Valley," which includes sensitive species in the San Joaquin Valley, several of which may be found in Tulare County.

Migratory Bird Treaty and Bald and Golden Eagle Protection Act

"The Migratory Bird Treaty Act (MBTA, 16 USC Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668) protect certain species of birds from direct "take". The MBTA protects migrant bird species from take by setting hunting limits and seasons and protecting occupied nests and eggs. The Bald and Golden Eagle Protection Act (16 USC Sections 668-668d) prohibits the take or commerce of any part of Bald and Golden Eagles. The USFWS administers both acts, and reviews federal agency actions that may affect species protected by the acts."[22]

Clean Water Act - Section 404

"Wetlands and other waters of the U.S. are subject to the jurisdiction of the U.S. Army Corp of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) under Section 404 of the Clean Water Act (33 U.S.C. 1251 et seq., 1972). Together, the EPA and the USACE determine whether they have jurisdiction over the non-navigable tributaries that are not relatively permanent based on a fact-specific analysis to determine if there is a significant nexus. These non-navigable tributaries include wetlands adjacent to non-navigable tributaries that are not relatively permanent and wetlands adjacent to but that does not directly abut a relatively permanent non-navigable tributary."[23]

"Wet areas that are not regulated by this Act do not have a hydrologic link to other waters of the U.S., either through surface or subsurface flow and include ditches that drain uplands, swales or other erosional features. The USACE has the authority to issue a permit for any discharge, fill, or dredge of wetlands on a case-by-case basis, or by a general permit. General permits are handled through a Nationwide Permit (NWP) process. These permits allow specific activities that generally create minimal environmental effects. Projects that qualify under the NWP program must fulfill several general and specific conditions under each applicable NWP. If a proposed project cannot meet the conditions of each applicable NWP, an individual permit would likely be required from the USACE."[24]

State Agencies & Regulations

[21] Op. Cit. 3.11-2.
[22] Op. Cit.
[23] Op. Cit. 3.11-1 and 3.11-2.
[24] Op. Cit.

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

The California Department of Fish and Wildlife (DFW) regulates the modification of the bed, bank, or channel of a waterway under Sections 1601-1607 of the California Fish and Game Code. Also included are modifications that divert, obstruct, or change the natural flow of a waterway. Any party who proposes an activity that may modify a feature regulated by the Fish and Game Code must notify DFW before project construction. DFW will then decide whether to enter into a Streambed Alteration Agreement with the project applicant either under Section 1601 (for public entities) or Section 1603 (for private entities) of the Fish and Game Code.

California Endangered Species Act

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

The DFW maintains lists for Candidate-Endangered Species (SCE) and Candidate-Threatened Species (SCT). California candidate species are afforded the same level of protection as State-listed species. California also designates Species of Special Concern (CSC) that are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. These species do not have the same legal protection as listed species, but may be added to official lists in the future. The CSC list is intended by DFW as a management tool for consideration in future land use decisions (Fish and Game Code Section 2080).[25]

All State lead agencies must consult with DFW under the California Endangered Species Act when a proposed project may affect State-listed species. DFW would determine if a project under review would jeopardize or result in taking of a State-listed species, or destroy or adversely modify its essential habitat, also known as a "jeopardy finding" (Fish and Game Code Sec. 2090). For projects where DFW has made a jeopardy finding, DFW must specify reasonable and prudent alternatives to the proposed project to the State lead agency (Fish and Game Code Sec. 2090 et seq.).[26]

Natural Communities Conservation Planning Act

The Natural Communities Conservation Planning Act allows a process for developing natural community conservation plans (NCCPs) under DFW direction. NCCPs allow for regional

[25] General Plan Background Report. Pages 9-7 and 9-8.
[26] Ibid. 9-8.

protection of wildlife diversity, while allowing compatible development. DFW may permit takings of State-listed species whose conservation and management are provided in a NCCP, once a NCCP is prepared (Fish and Game Code Secs. 2800 et seq.).[27]

Federally and State-Protected Lands

Ownership of California's wildlands is divided primarily between federal, state, and private entities. State-owned land is managed under the leadership of the Departments of Fish and Game (CDFW), Parks and Recreation, and Forestry and Fire Protection (CDF [CalFire]). Tulare County has protected lands in the form of wildlife refuges, national parks, and other lands that have large limitations on appropriate land uses. Some areas are created to protect special status species and their ecosystems.[28]

California Wetlands Conservation Policy

The California Wetlands Conservation Policy's goal is to establish a policy framework and strategy that will ensure no overall net loss and achieve a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values in California. Additionally, the policy aims to reduce procedural complexity in the administration of State and federal wetlands conservation programs and to encourage partnerships with a primary focus on landowner incentive programs and cooperative planning efforts. These objectives are achieved through three policy means: statewide policy initiatives, three geographically based regional strategies in which wetland programs can be implemented, and creation of interagency wetlands task force to direct and coordinate administration and implementation of the policy. Leading agencies include the Resources Agency and the California Environmental Protection Agency (Cal/EPA) in cooperation with Business, Transportation and Housing Agency, Department of Flood and Agriculture, Trade and Commerce Agency, Governor's Office of Planning and Research, Department of Fish and Game, Department of Water Resources, and the State Water Resources Control Board.[29]

Birds of Prey

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

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

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

[27] Op. Cit.
[28] Op. Cit. 9-9.
[29] Op. Cit.

CEQA and Oak Woodland Protection

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

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

Local Policy & Regulations

Tulare County General Plan Policies

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

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

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

ERM-1.4 Protect Riparian Areas - The County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls.

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans - The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands - The County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater

recharge, and wildlife habitats.

ERM-1.7 Planting of Native Vegetation - The County shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation and wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained.

ERM-1.14 Mitigation and Conservation Banking Program - The County shall support the establishment and administration of a mitigation banking program, including working cooperatively with TCAG, Federal, State, not-for-profit and other agencies and groups to evaluate and identify appropriate lands for protection and recovery of threatened and endangered species impacted during the land development process.

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

ERM-1.17 Conservation Plan Coordination - The County shall coordinate with local, State, and federal habitat conservation planning efforts (including Section 10 Habitat Conservation Plan) to protect critical habitat areas that support endangered species and other special-status species.

ERM-2.7 Minimize Adverse Impacts - The County will minimize the adverse effects on environmental features such as water quality and quantity, air quality, flood plains, geophysical characteristics, biotic, archaeological, and aesthetic factors.

IMPACT EVALUATION

Would the Project:

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

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

There are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a Community Plan that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected

growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts.

As noted earlier, in addition to RMA staff conducting an updated CNDDB search and preparing two supplemental biological memoranda, a previous biological evaluation was included in the adopted/certified environmental impact report (EIR SCH No. 2016091017) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project (which is entirely within the KACP planning area). Kamansky's Ecological Consulting (KEC) prepared a Biological Evaluation for the Summerlyn subdivision project site (in April, 2015) which can be found in Appendix "B" of this Draft EIR. This evaluation included a reconnaissance-level biological field survey for biotic habitats, the plants and animals occurring in those habitats, and significant habitat values that may be protected by state and federal law. The biological evaluation included nine (9) quadrants that also encompass the entirety of the KACP planning area. As such, it is appropriate and applicable to incorporate the findings/determinations contained in the Biological Evaluation for the Summerlyn subdivision project.

The Biological Evaluation for the Summerlyn subdivision EIR notes, "The site is currently an in a mixed state of agricultural use. Plums, peaches, and grapes are currently being grown on the site. At the time of field survey, a portion of the site in the north was left fallow. The Cole Slough canal runs inside the eastern edge of the site." [30] As noted earlier, the Summerlyn subdivision is within the overall KACP planning area and it would be appropriate to incorporate its findings/determinations and subsequent mitigation measure recommendations as part of this Draft EIR. Typically, biological studies also include data searches and ground surveys/observations adjacent to and/or near project areas; the Biological Evaluation for the Summerlyn subdivision EIR also include areas within the KACP planning area (see **Figure 2-5**).

"The Biological Evaluation identified 30 potential special status species and three native plant communities which might occur onsite or in the proposed Project vicinity. Sources of information used in KEC's research included: (1) *California Natural Diversity Data Base (CNDDB)*, (2) the *Online Inventory of Rare and Endangered Vascular Plants of California*, and (3) manuals, reports, and references related to plants and animals of the San Joaquin Valley region. Species and occurrences can be seen in Table 1 of Appendix B [of the Biological Evaluation included in this Draft EIR as Appendix "B"]."[31] The 2022 CNDDB search conducted by RMA staff remains identical to the Summerlyn BE's CNDDB search results. A brief description of these six species is provided in the following paragraphs.

[30] Draft Environmental Impact Report for Hash Farms Development Project (also formerly Andersen Village and currently Summerlyn). Page 3.4-2. Adopted/certified by the Tulare County Board of Supervisors on June 26, 2018, via Resolution No. 2018-0480. See Appendix "B" of this DEIR. (Reconnaissance-Level Biological Evaluation (BE). Kamansky's Ecological Consulting. April 9, 2015. Page 10.).

[31] Ibid. 3.4-2.

Swainson's hawk (Buteo swainsoni)

Swainson's hawk prefer open habitats, including mixed and short grass grasslands with scattered trees or shrubs for perching; dry grasslands; irrigated meadows; and edges between two habitat types. In Tulare County and Kings County, more than 33 Swainson's hawk nests have been located in isolated trees or small groves of eucalyptus, valley oak, Fresmont's cottonwood, Goodding's black willow, and deodar cedar. They have also been found in nest trees stand in (or adjacent to) open agricultural land, along riparian corridors or irrigation channels, or at the edge of a tailwater ponds. Foraging habitat surrounding the nest trees is chiefly alfalfa or other row crops, but also includes expanses of grassland and scrub habitat. *No Swainson's hawks were observed on the site.* (emphasis as shown in biological report)[32]

Western burrowing owl (Athene cunicularia)

The western burrowing owl is a State Species of Concern known to be present within the region of the proposed Project. Records for this species are on the Traver, Burris Park, Conejo, Selma, and Reedley Quads. This species prefers short grass prairie and other sparsely-vegetated areas where foraging is optimal. Ground squirrel burrows suitable for burrowing owls were observed directly adjacent to the site; however, *no western burrowing owls were found on or near the site* (emphasis as shown in biological report). It is possible that they could be denning and foraging in the fallow fields and farm edges nearby or could move into the proposed Project area prior to construction-related activities. [33]

Loggerhead shrike (Lanius ludovicianus)

The Traver quad contains the only record for the Loggerhead shrike in the proposed Project area. *No Loggerhead shrikes were observed on the site during the survey* (emphasis as shown in biological report). They can typically be seen foraging in fallow fields and grassland habitats and nest in dense vegetation. Small suitable habitat patches exist on and nearby the proposed Project site.[34]

Western mastiff bat (Eumops perotis californicus)

The Traver and Selma quads contain records of the western mastiff bat. *No western mastiff bats were observed during the field survey* (emphasis as shown in biological report). This species is known to forage in a variety of habitats including agricultural lands, which occur on and adjacent to the site. There are also a few suitable potential

[32] Op. Cit. 3.4-9. (see Appendix "B" BE. Page 19).
[33] Ibid. 3.4-10 (see Appendix "B" BE. Pages 19-20).
[34] Op. Cit. (see Appendix "B" BE. Page 20.

roosting sites in the area; however, because of the existing site disturbance history, the proposed Project site lacks substantial breeding ground for the western mastiff bat.[35]

San Joaquin kit fox (Vulpes macrotis mutica)

Records of San Joaquin kit fox (Vulpes macrotis mutica) in this part of Tulare County come from eight quads: Visalia, Paige, Goshen, Tulare, Waukena, Traver, Monson, and Remnoy. These widespread occurrences suggest widespread activity in the area. No San Joaquin kit fox were observed during this field survey. The proposed Project site is suboptimal kit fox habitat because it does not provide important intrinsic habitat values unique to the area and has an extensive history of disturbance. However, some possible movement corridors are in the area and San Joaquin kit fox may occasionally pass through the site while foraging. Based on habitat characteristics and prey availability, this species would not be expected to den on the site; however, it is within the range of this species and potential kit fox dens were observed on and directly adjacent to the site. It should be noted though that no evidence of kit fox tracks or scat was found anywhere on the site. *No San Joaquin kit fox were observed during this field survey* (emphasis as shown in biological report).[36]

Hoary bat (Lasiurus cinereus)

The Reedley Quad contains records of this species. The records are likely from the Kings River riparian forest. *No Hoary bats were observed during field survey* (emphasis as shown in biological report). Possible roosting trees were found on and adjacent to the site and there are foraging opportunities throughout the site and the surrounding areas.[37]

Pallid bat (Antrozous pallidus)

The Reedley quad contains records of the pallid bat (Antrozous pallidus). The records may come from the Kings River riparian forest. *No pallid bats were observed during the field study* (emphasis as shown in biological report). Pallid bats' habitat includes arid, rocky sites. The site does not include such habitat.[38]

Amphibians were detected along the Cole Slough Canal at the eastern edge of the property. As part of the proposed Project, the Cole Slough Canal will be undergrounded for approximately 2,000 feet.[39] Currently, 2023, Cole Slough has been undergrounded beginning south of Conejo Avenue to Avenue 396. As such, it is unlikely that suitable habitat for California Tiger Salamander (CTS) remains as this body of water is now completely subsurface through concrete piping eliminating both water and ditch banks which could have

[35] Op. Cit. 3.4-10 (see Appendix "B". BE. Page 21).
[36] Op. Cit. 3.4-10. (see Appendix "B". BE. Page 22).
[37] Op. Cit. 3.4-10 and -11. (see Appendix "B". BE. Page 22).
[38] Op. Cit. 3.4-11. (see Appendix "B". BE. Page 22).
[39] Op. Cit. (see Appendix "B". BE. Page 27).

served as habitat for CTS. However, in the unlikely event of CTS occurrence south of Avenue 396, **Mitigation Measures 3.4.1** through **3.4.6** have been included.

Various large nesting trees border or are present on the site. No raptors or nests were observed on the site but are present in the general vicinity. Although the site is sub-optimal kit fox habitat, it is within the range of this species and potential kit fox dens were observed directly adjacent to the site. Dens could also be used by burrowing owls. Neo-tropical migratory birds occupied the site at the time of the biological surveys.[40]

Based on this analysis, implementation of **Mitigation Measures 3.4.1** through **3.4.6** would reduce potential Project-specific impacts related to this Checklist Item to ***Less Than Significant with Mitigation***.

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

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

The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project does not result in significant loss of habitat or direct impact to these special status species, ***Less Than Significant Cumulative Impacts*** with Mitigation will occur. Consultants KEC recommended the following Mitigation Measures as contained in the Biological Evaluation as part of the Summerlyn EIR (See Appendix "B" of this DEIR). For easier reading, the Mitigation Measures contained in the biological evaluation have been sequenced differently and numbered (rather than using the format contained in the Summerlyn EIR's Biological Evaluation).

Mitigation Measure(s):

3.4.1 Swainson's hawk and Other Raptors and Migratory Birds (including Loggerhead Shrike)

3.4.1.a. 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 5th. 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

[40] Op. Cit.

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.[41]

3.4.1.b. 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.[42]

3.4.1.c. 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:[43]

Table 3.4-2
Swainson's Hawk Survey Guidelines

Construction start	Survey period	Number of surveys	Timing
1 January to 20 March	1 January to 20 March	1	All day
21 March to 24 March	1 January to 20 March	1	All day
	21 March to 24 March	Up to 3	Sunrise to 10 a.m. and 4 p.m. to sunset
24 March to 5 April	1 January to 20 March	1	All day
	21 March to 5 April	3	Sunrise to 10 a.m. and 4 p.m. to sunset
6 April to 9 April	21 March to 5 April	3	Sunrise to 10 a.m. and 4 p.m. to sunset
	6 April to 9 April	Up to 3	Sunrise to 10 a.m. and 4 p.m. to sunset
	1 January to 20 March	1 (if all 3 surveys are performed between 6 and 9 April, then this survey need not be conducted)	All day
10 April to 30 July	21 March to 5 April	3	Sunrise to 10 a.m. and 4 p.m. to sunset
	6 April to 20 April	3	Sunrise to 12 p.m. and 4:30 p.m. to sunset
31 July to 15 September	6 to 20 April	3	Sunrise to 12 p.m. and 4:30 p.m. to sunset
	10 to 30 July	3	Sunrise to 12 p.m. and 4 p.m. to sunset

3.4.1.d. 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

[41] Op. Cit. 3.4-12 (see Appendix "B". BE. Page30).
[42] Op. Cit.
[43] Op. Cit. 3.4-12 (see Appendix "B". BE. Page 30).

June). The nest shall be monitored by a qualified biologist to determine fledging date.[44]

3.4.1.e. If Swainson's hawks (foraging) or other raptors are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed, the CDFW shall be consulted and alternative protection measures required by the CDFW shall be followed.[45]

3.4.1.f. If other nesting birds (particularly non-raptor species listed on the MBTA) are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed within this zone, the CDFW and/or the USFWS shall be consulted and alternative protection measures required by the CDFW and/or the USFWS shall be followed.[46]

3.4.1.g. CDFW recommends that in the event an active SWHA nest is detected, and a ½-mile no-disturbance buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.[47]

3.4.1.h. CDFW recommends compensation for the loss of SWHA foraging habitat as described in CDFW's "Staff Report Regarding Mitigation for Impacts to Swainson's Hawks" (CDFG 1994) to reduce impacts to foraging habitat to less than significant. The Staff Report recommends that mitigation for habitat loss occur within a minimum distance of 10 miles from known nest sites. CDFW has the following recommendations based on the Staff Report:

- For projects within 1 mile of an active nest tree, a minimum of 1 acre of habitat management (HM) land for each acre of development is advised.

- For projects within 5 miles of an active nest but greater than 1 mile, a minimum of ¾ acre of HM land for each acre of development is advised.

[44] Op. Cit. 3.4-13.
[45] Op. Cit. 3.4-13 (see Appendix "B". BE. Page30).
[46] Op. Cit.
[47] California Department of Fish and Wildlife (CDFW). Comment letter to Kingsburg Area Community Plan (KACP) Notice of Preparation (NOP). January 12, 2022. Page 5.

- For projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree, a minimum of ½ acre of HM land for each acre of development is advised.[48]

3.4.2 San Joaquin kit fox

3.4.2.a. 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.[49]

3.4.2.b. Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible.[50]

3.4.2.c. If a natal/pupping den is discovered within the Project area or within 200-feet of the site boundary, USFWS shall be immediately notified and under no circumstances should the den be disturbed or destroyed without prior authorization. If the pre-construction/pre-activity survey reveals an active natal pupping or new information, the Project applicant shall contact USFWS immediately to obtain the necessary take authorization/permit.[51]

3.4.2.d. 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.[52]

3.4.2.e. 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

[48] Ibid.

[49] Draft Environmental Impact Report for Hash Farms Development Project (also formerly Andersen Village and currently Summerlyn). Page 3.4-13 Adopted/certified by the Tulare County Board of Supervisors on June 26, 2018, via Resolution No. 2018-0480. See Appendix "B" of this DEIR. (Reconnaissance-Level Biological Evaluation (BE). Kamansky's Ecological Consulting. April 9, 2015. Pages 30-31. Accessed July 2023 at: tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/hash-farms/hash-draft-eir-complete/

[50] Op. Cit. (see Appendix "B" BE. Page 31).

[51] Op. Cit. 3.4-13 (see Appendix "B" BE. Page 31).

[52] Op. Cit.

when, in the judgment of the qualified biologist, the animal has escaped without further disturbance from the partially destroyed den.[53]

3.4.2.f. Project-related vehicles shall observe a daytime speed limit not to exceed 20-mph throughout the site in all proposed Project areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. Night-time construction shall be minimized to the extent possible. However, if it does occur, then the speed limit shall be reduced to 10-mph. Off-road traffic outside of designated project areas shall be prohibited.[54]

3.4.2.g. To prevent inadvertent entrapment of kit fox or other animals during the construction phase of the proposed Project, all excavated, steep-walled holes or trenches more than 2-feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS and the California Department of Fish and Wildlife shall be contacted as noted under Mitigation Measure 4-20 referenced below.[55]

3.4.2.h. Kit fox are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit fox before the pipe is used or moved, buried, or capped in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the CDFW 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.[56]

3.4.2.i. 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.[57]

[53] Op. Cit. 3.4-14 (see Appendix "B" BE. Page 31).
[54] Op. Cit.
[55] Op. Cit (see Appendix "B" BE. Pages 31-32).
[56] Op. Cit. (see Appendix "B" BE. Page 32).
[57] Op. Cit.

3.4.2.j. 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.[58]

3.4.2.k. 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.[59]

3.4.2.l. 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.[60]

3.4.2.m. An employee education program shall be conducted to alert employees of potential impacts to kit fox or other species of concern. The program shall consist of a brief presentation by persons knowledgeable in kit fox biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program shall include the following: A description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the Project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during Project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to the previously referenced people and anyone else who may enter the Project site.[61]

3.4.2.n. 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:

[58] Op. Cit.
[59] Op. Cit.
[60] Op. Cit. 3.4-14 and -15. (see Appendix "B" BE. Pages 32).
[61] Op. Cit. 3.4-15. (see Appendix "B" BE. Pages 32-33).

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3.4.2.o. New sightings of kit fox shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to Fish and Wildlife at the address below.

Endangered Species Division
2800 Cottage Way, Suite W2605
Sacramento, California 95825-1846
(916) 414-6620 or (916) 414-6600[63]

3.4.3 Burrowing owl

3.4.3.a. In accordance with CDFG's 2012 *Staff Report on Burrowing Owl Mitigation*, a qualified biologist shall conduct three surveys for burrowing owls (BUOW) 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 *Staff Report* and direct consultation with CFW.[64]

3.4.3.b. Should a BUOW be detected, CDFW recommends that no-disturbance buffers, as outlined in the "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.[65]

[62] Op. Cit.
[63] Op. Cit. Page 33.
[64] Op. Cit. Page 33-34.
[65] CDFW. Comment letter to KACP NOP. January 12, 2022. Page 6.

Table 3.4-3 CDFW Recommended Burrowing Owl Avoidance Distances				
Location	**Time of Year**	**Level of Disturbance (in meters)**		
		Low	**Medium**	**High**
Nesting sites	April 1-Aug. 15	200	500	500
Nesting sites	Aug. 16-Oct. 15	200	200	500
Nesting sites	Oct. 16-Mar. 31	50	100	500
Note: Per CDFW response to Notice of Preparation, Pages 6-7				

3.4.3.c. If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), excluding birds from burrows is not a take avoidance, minimization, or mitigation method and is instead considered a potentially significant impact under CEQA. However, if it is necessary for Project implementation, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of one (1) burrow collapsed to one (1) artificial burrow constructed (1:1) to mitigate for evicting BUOW and the loss of burrows. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance at a rate that is sufficient to detect BUOW if they return.[66]

3.4.4 Amphibians

3.4.4.a. Pre-construction Survey - Pre-construction surveys shall be conducted during a period of high hydrological activity for the Slough. This may coincide with irrigation deliveries to downstream agriculture, typically an initial release from dams occurs in February-March and May-July. These surveys will detect tiger salamanders (early survey) and western pond turtles (late survey), if present. For spadefoots, survey shall be conducted after they emerge subsequent to 1-2 inches of precipitation at the start of the rainy season (usually around the beginning of December). If surveys detect these species, they shall be allowed to passively relocate off of the site before construction on the Slough begins.[67]

<u>California Tiger Salamander</u>

3.4.4.b. Avoidance of Potential Aestivation Burrows - Where the project site is directly adjacent to grassland habitat, project activities will be confined to the

[66] Ibid. 7.

[67] Draft Environmental Impact Report for Hash Farms Development Project (also formerly Andersen Village and currently Summerlyn). Page 3.4-16. Adopted/certified by the Tulare County Board of Supervisors on June 26, 2018, via Resolution No. 2018-0480. See Appendix "B" of this DEIR. (Reconnaissance-Level Biological Evaluation (BE). Kamansky's Ecological Consulting. April 9, 2015. Pages 34.).

pavement to the extent feasible. Where ground-disturbing activities in these areas must occur outside of pavement, potential CTS aestivation burrows in grassland edges will be avoided by a minimum distance of 50 feet, as practicable.

3.4.4.c. Construction Timing - If feasible, the project will be constructed entirely during the non-rainy season, when CTS are less likely to be traveling overland. Construction will be initiated after the vernal pools of the SCER have dried and concluded before the first significant fall rains.

3.4.4.d. Exclusion Fencing - An exclusion fence will be installed around any portion of the project site in which work is to occur after the first significant fall rains. The fence will be designed to exclude, to the maximum extent possible, all rodent burrows located in portions of the project site that adjoin annual grassland habitat. Where such burrows cannot be fully excluded, one-way escape ramps will be constructed at regular intervals along the fence interior, allowing CTS to leave, but not reenter, the project site. Fence installation will be continuously monitored by a qualified biologist.

3.4.4.e. Biological Monitoring - If construction is to occur during the rainy season, a qualified biologist will monitor any open trenches or other excavations on the project site a minimum of once per day, and will monitor the exclusion fence a minimum of once per week.

3.4.4.f. Environmental Awareness Training - Prior to the start of construction, a qualified biologist will provide training on the CTS to all construction personnel. This training will include a description of the CTS and its habitat needs; a report of the occurrence of the species in the project vicinity; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to CTS during project implementation. Attendance will be documented on a sign-in sheet. Attendees will be provided a handout that summarizes all of the training information. The applicant will use this handout to train any construction personnel that were not in attendance at the first meeting, prior to those personnel starting work on the site.

3.4.5 American Badger

3.4.5.a. If potential habitat is present, CDFW recommends that a qualified biologist conduct focused surveys for applicable species and their requisite habitat features to evaluate potential impacts resulting from ground and vegetation disturbance.[68]

[68] CDFW. Comment letter to KACP NOP. January 12, 2022. Page 8.

3.4.5.b. Avoidance whenever possible is encouraged via delineation and observance a 50-foot no-disturbance buffer around American badger dens.[69]

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

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

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

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

There are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a Community Plan that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and an expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts.

As noted earlier, in addition to RMA staff conducting an updated CNDDB search, a previous Biological Evaluation was included in the adopted/certified environmental impact report (EIR SCH No. 2016091017) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project (which is entirely within the KACP planning area). Kamansky's Ecological Consulting (KEC) prepared a Biological Evaluation for the Summerlyn subdivision project site (in April 2015) which can be found in Appendix "B" of this Draft EIR. This evaluation included a reconnaissance-level biological field survey for biotic habitats, the plants and animals occurring in those habitats, and significant habitat values that may be protected by state and federal law. The Biological Evaluation included nine (9) quadrants that also encompass the entirety of the KACP planning area. As such, it is appropriate and applicable to incorporate the findings/determinations contained in the Biological Evaluation for the Summerlyn subdivision project.

The Biological Evaluation for the Summerlyn subdivision EIR notes, "The site is currently an in a mixed state of agricultural use. Plums, peaches, and grapes are currently being grown on the site. At the time of field survey, a portion of the site in the north was left fallow. The Cole Slough canal runs inside the eastern edge of the site." Also as noted earlier, the Summerlyn subdivision is within the overall KACP planning area; as such, it would be

[69] Ibid.

appropriate to incorporate its findings/determinations and subsequent mitigation measure recommendations as part of this Draft EIR.

Areas outside of the Summerlyn subdivision project consists of predominantly agricultural-related uses (e.g., orchards, vineyards, row crops, ag-related services), commercial, light industrial, and rural residences. The Cole Slough Ditch runs along the eastern portion of the proposed Project and has been undergrounded east of the Summerlyn subdivision project, north of Avenue 396. South of Avenue 396, Cole Slough Ditch continues to run south until in traverses beneath SR 99 and continues southernly beyond the KACP Planning Area. There are no sensitive riparian or natural habitats in the immediate proposed Project area and as such, ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

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

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

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

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

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

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts.

As seen on the National Wetlands Inventory Map[70] (**Figure 3.4-3**), no marshes, vernal pools, freshwater pond, or other types of wetlands occur on the proposed Project site. As such, the proposed Project would not result in an adverse effect on federally protected wetlands. ***No Project-specific Impacts*** related to this Checklist Item will occur.

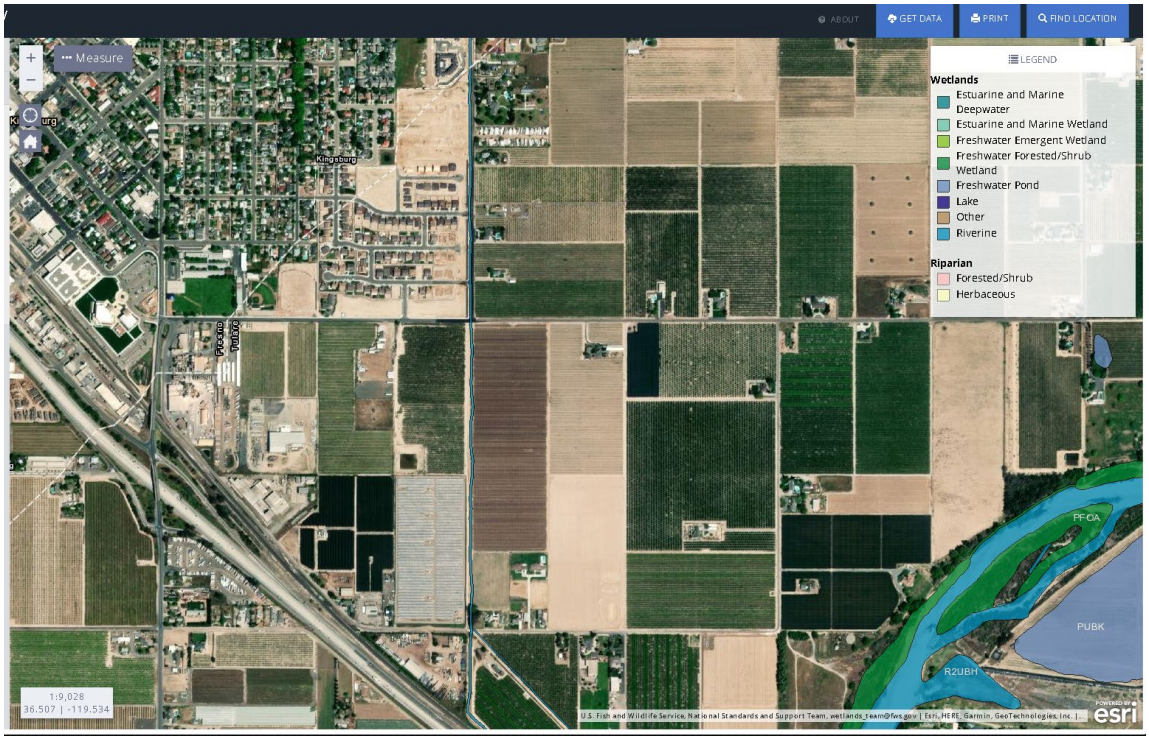
Cumulative Impact Analysis: ***No Impact***

The geographic area of this cumulative analysis is the San Joaquin Valley. While the study area is limited to Tulare County, sensitive species with similar habitat requirements may exist in other portions of the San Joaquin Valley, and therefore cumulative impacts would extend beyond Tulare County political boundaries. The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project does not result in significant impacts to potential waters of the U.S., ***No Impact*** will occur.

Conclusion: ***No Impact***

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

Figure 3.4-1 National Wetlands Inventory Map



[70] U.S. Fish and Wildlife Service. National Wetlands inventory. Surface waters and wetlands. Accessed July 2023 at: Wetlands Mapper | U.S. Fish & Wildlife Service (fws.gov)

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts.

The Kings River corridor does lie east of the proposed Project site several miles; however, the subject property is not situated on any known substantial wildlife corridor, and the proposed Project has limited scope and is not anticipated to obstruct wildlife movement. A considerable amount of open space lands in the vicinity of the proposed Project site and will continue to be used by native species for home range and dispersal movement. Birds using the Pacific flyway will continue to do so following project development. As such, ***Less Than Significant Impact*** related to this Checklist Item will occur.

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

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

The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project does not impact important movement corridors, ***Less Than Significant Cumulative Impacts*** will occur.

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

Conclusion: ***No Impact***

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

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts.

The proposed Project will not conflict with any policies or ordinances protecting biological resources. ***No Project-specific Impact*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg.

There will be no impacts to policies or ordinances relating to biological resources, and therefore, there will be ***No Cumulative Impacts*** related to this Checklist Item.

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

Conclusion: ***No Impact***

No Project-specific or Cumulative Impacts related to this Checklist Item will occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

As noted earlier, there are two habitat conservation plans that apply in Tulare County. The Kern Water Habitat Conservation Plan only applies to an area in Allensworth and the project area is not subject to this plan. The Recovery Plan for Upland Species in the San Joaquin Valley outlines a number of species that are important to the San Joaquin Valley. None of

these species were identified on the project site. As such, ***No Project-specific Impact*** related to this Checklist Item will occur.

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

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

No Project-specific and Cumulative Impacts related to this Checklist Item will occur**.**

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

Conclusion: ***No Impact***

Less Than Significant Program-specific and cumulative impacts related to this Checklist Item will occur.

DEFINITIONS AND ACRONYMS

Definitions

CEQA Guidelines Section 15380 provides definitions for the terms "species," "endangered," "threatened" and "rare":

"Endangered, Rare or Threatened Species

(a) "Species" as used in this section means a species or subspecies of animal or plant or a variety of plant.

(b) A species of animal or plant is:

(1) "Endangered" when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors; or

(2) "Rare" when either:

(A) Although not presently threatened with extinction, the species is existing in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or

(B) The species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered "threatened" as that term is used in the Federal Endangered Species Act.

(c) A species of animal or plant shall be presumed to be endangered, rare or threatened, as it is listed in:

(1) Sections 670.2 or 670.5, Title 14, California Code of Regulations; or

(2) Title 50, Code of Federal Regulations Section 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened, or endangered.

(d) A species not included in any listing identified in subdivision (c) shall nevertheless be considered to be endangered, rare or threatened, if the species can be shown to meet the criteria in subdivision (b).

(e) This definition shall not include any species of the Class Insecta which is a pest whose protection under the provisions of CEQA would present an overwhelming and overriding risk to man as determined by:

(1) The Director of Food and Agriculture with regard to economic pests; or

(2) The Director of Health Services with regard to health risks."[71]

Acronyms

CACUDB	County Adopted City Urban Development Boundary
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CDF	California Department of Forestry and Fire Protection (CalFire)
CSC	Species of Special Concern (CDFW)
Cal/EPA	California Environmental Protection Agency
CNDDB	California Natural Diversity Database
DEIR	Draft Environmental Impact Report
DPR	California Department of Parks and Recreation
EIR	Environmental Impact Report
HCP	Habitat Conservation Plan
KACP	Kingsburg Area Community Plan
KEC	Kamansky's Ecological Consulting
MBTA	Migratory Bird Treaty Act (Federal)
NCCP	Natural Communities Conservation Planning Act
NWP	Nationwide Permit
PSP	Tulare County Special Use Permit

[71] CEQA Guidelines, Section 15380

RMA	Tulare County Resource Management Agency
SCE	Candidate-Endangered Species
SCT	Candidate-Threatened Species
SSC	Species of Special Concern
UAB	Urban Area Boundary
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

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Cultural Resources
Chapter 3.5

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in ***Less Than Significant Impacts with Mitigation*** to Cultural Resources through the Year 2030 planning horizon. A California Historic Resources Information System (CHRIS) conducted by the Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield; a Sacred Lands File search conducted by the California State Native American Heritage Commission; and Tribal consultation efforts are included in Appendix "C". As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis. The information contained in Appendix "C" are used as the basis for determining that this Project will result in ***Less Than Significant Impacts with Mitigation***.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

Several CEQA statutes and guidelines address requirements for cultural resources, including historic and archaeological resources. If a proposed Project may cause a substantial adverse effect on the significance of a historical resource, then the Project may be considered to have a significant effect on the environment, and the impacts must be evaluated under CEQA[1] (Section 21084.1). The definition of "historical resources" is included in Section 15064.5 of CEQA Guidelines, and includes both historical and archaeological resources. "Substantial adverse change" is defined as "physical demolition, destruction, relocation, or alteration of the resource…"

Section 15064.5 also provides guidelines when there is a probable likelihood of Native American remains existing in the Project site. Provisions for the accidental discovery of historical or unique archaeological resources accidentally discovered during construction include a recommendation for evaluation by a qualified archaeologist, with follow up as necessary.

[1]Governor's Office of Planning and Research. California Environmental Quality Act (CEQA) Guidelines. Section 21084.1 Accessed July 2023 at: Accessed July 2023 https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands."

This section of the DEIR for the Project meets CEQA requirements by addressing potential impacts to cultural resources on the proposed Project site. The "Environmental Setting" section provides a description of cultural resources in the region, with special emphasis on the proposed Project site and vicinity. The "Regulatory Setting" section provides a description of applicable State and local regulatory policies. Results of cultural resources reports from CHRIS, Sacred Lands File search, and responses to Tribal Consultation efforts are included in Appendix "C" of this Draft EIR. A description of potential impacts is provided, along with feasible mitigation measures to reduce the impacts to less than significant.

CEQA Thresholds of Significance

Under CEQA Guidelines Section 15064.5. (b) "A Project with an effect that may cause a substantial adverse change in the significance of an historical resource is a Project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a Project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the Project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a Project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a Project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents."[2]

ENVIRONMENTAL SETTING

The Kingsburg community is located in the central San Joaquin Valley floor. The valley is bordered by the Sierra Nevada to the east, the Tehachapi Mountains to the south, the California coastal ranges to the west, and the Sacramento-San Joaquin Delta to the north.

Background

"Prior to Euro American exploration and settlement in the region, the central San Joaquin Valley was extensive grassland covered with spring-flowering herbs. Stands of trees -- sycamore, cottonwoods, box elders and willows -- lined the stream and river courses with groves of valley oaks in well-watered localities with rich soil. Rivers yielded fish, mussels, and pond turtles; migratory waterfowl nested in the dense tules along the river sloughs downstream. When the Spanish first set foot in the area, they found the deer and tule elk trails to be so broad and extensive that they first supposed that the area was occupied by cattle. Grizzly bears occupied the open grassland and riparian corridors on the valley floor and adjacent foothills. Smaller mammals and birds, including jackrabbits, ground squirrels, and quail were abundant. Native Americans occupants of the region describe abundant sedge beds, along with rich areas of deer grass, plants that figure prominently in the construction of Native American basketry Items."[3]

"Prehistoric Period Summary

[2] CEQA Guidelines. Section 15064.5 (b)

[3] Goshen Community Plan Update Cultural Resources Assessment Tulare County, California, prepared by Sierra Valley Cultural Planning Inc. August 2014. Page 4. The Goshen Community Plan Update Cultural Resources Assessment is available upon request to RMA Environmental Planning Division staff.

The San Joaquin Valley and adjacent Sierran foothills and Coast Range have a long and complex cultural history with distinct regional patterns that extend back more than 11,000 years (McGuire 1995). The first generally agreed-upon evidence for the presence of prehistoric peoples in the region is represented by the distinctive basally-thinned and fluted projectile points, found on the margins of extinct lakes in the San Joaquin Valley. These projectiles, often compared to Clovis points, have been found at three localities in the San Joaquin Valley including along the Pleistocene shorelines of former Tulare Lake. Based on evidence from these sites and other well dated contexts elsewhere, these Paleo-Indian hunters who used these spear points existed during a narrow time range of 11550 cal B.C. to 8550 cal B.C. (Rosenthal et al. 2007).

As a result of climate change at the end of the Pleistocene, a period of extensive deposition occurred throughout the lowlands of central California, burying many older landforms and providing a distinct break between Pleistocene and subsequent occupations during the Holocene. Another period of deposition, also a product of climate change, had similar results around 7550 cal B.C., burying some of the oldest archaeological deposits discovered in California (Rosenthal and Meyer 2004).

The Lower Archaic (8550-5550 cal B.C.) is characterized by an apparent contrast in economies, although it is possible they may be seasonal expressions of the same economy. Archaeological deposits which date to this period on the valley floor frequently include only large stemmed spear points, suggesting an emphasis on large game such as artiodactyls (Wallace 1991). Recent discoveries in the adjacent Sierra Nevada have yielded distinct milling assemblages which clearly indicate a reliance on plant foods. Investigations at Copperopolis (LaJeunesse and Pryor 1996) argue that nut crops were the primary target of seasonal plant exploitation. Assemblages at these foothill sites include dense accumulations of handstones, millingslabs, and various cobble-core tools, representing “frequently visited camps in a seasonally structured settlement system” (Rosenthal et al. 2007:152). During the Lower Archaic, regional interaction spheres were well established. Marine shell from the central California coast has been found in early Holocene contexts in the Great Basin east of the Sierra Nevada, and eastern Sierra obsidian comprises a large percentage of flaked stone debitage and tools recovered from sites on both sides of the Sierra (Rosenthal et al. 2007:152).

About 8,000 years ago, many California cultures shifted the main focus of their subsistence strategies from hunting to nut and seed gathering, as evidenced by the increase in food-grinding implements found in archeological sites dating to this period. This cultural pattern is best known for southern California, where it has been termed the Milling Stone Horizon (Wallace 1954, 1978a), but recent studies suggest that the horizon may be more widespread than originally described and is found throughout the central region during the Middle Archaic Period. Dates associated with this period vary between 9,000 and 2,000 cal BP, although most cluster in the 6,800 to 4,500 cal BP range (Basgall and True 1985).

On the valley floor, early Middle Archaic sites are relatively rare; this changes significantly toward the end of the Middle Archaic. In central California late Middle Archaic settlement focused on river courses on the valley floor. “Extended residential settlement at these sites is indicated by refined and specialized tool assemblages and features, a wide range of nonutilitarian

artifacts, abundant trade objects, and plant and animal remains indicative of year-round occupation" (Rosenthal et al. 2007:154). Again, climate change apparently influence[d] this shift, with warmer, drier conditions prevailing throughout California. The shorelines of many lakes, including Tulare Lake, contracted substantially, while at the same time rising sea levels favored the expansion of the San Joaquin/Sacramento Delta region, with newly formed wetlands extending eastward from the San Francisco Bay.

In contrast with rare early Middle Archaic sites on the valley floor, early Middle Archaic sites are relatively common in the Sierran foothills, and their recovered, mainly utilitarian assemblages show relatively little change from the preceding period with a continued emphasis on acorns and pine nuts. Few bone or shell artifacts, beads, or ornaments have been recovered from these localities. Projectile points from this period reflect a high degree of regional morphological variability, with an emphasis on local toolstone material supplemented with a small amount of obsidian from eastern sources. In contrast with the more elaborate mortuary assemblages and extended burial mode documented at Valley sites, burials sites documented at some foothill sites such as CA-FRE-61 on Wahtoke Creek are reminiscent of "re-burial" features reported from Milling Stone Horizon sites in southern California. These re-burials are characterized by re-interment of incomplete skeletons often capped with inverted millingstones (McGuire 1995:57).

A return to colder and wetter conditions marked the Upper Archaic in Central California (550 cal B.C. to cal A.D. 1100). Previously desiccated lakes returned to spill levels and increased freshwater flowed in the San Joaquin and Sacramento watershed. Cultural patterns as reflected in the archeological record, particularly specialized subsistence practices, emerged during this period. The archeological record becomes more complex, as specialized adaptations to locally available resources were developed and valley populations expanded into the lower Sierran foothills. New and specialized technologies expanded and distinct shell bead types occurred across the region. The range of subsistence resources utilized and exchange systems expanded significantly from the previous period. In the Central Valley, archaeological evidence of social stratification and craft specialization is indicated by well-made artifacts such as charmstones and beads, often found as mortuary Items. The period between approximately cal A.D. 1000 and Euro-American contact is referred to as the Emergent Period.

The Emergent Period is marked by the introduction of bow and arrow technology which replaced the dart and atlatl at about cal A.D. 1000 and 1300. In the San Joaquin region, villages and small residential sites developed along the many stream courses in the lower foothills and along the river channels and sloughs of the valley floor. A local form of pottery was developed in the southern Sierran foothills along the Kaweah River. While many sites with rich archaeological assemblages have been documented in the northern Central Valley, relatively few sites have been documented from this period in the southern Sierran foothills and adjacent valley floor, despite the fact that the ethnographic record suggests dense populations for this region."[4]

[4] Ibid. 4-5

"Ethnographic Summary

Prior to EuroAmerican settlement, most of the San Joaquin Valley and the bordering foothills of the Sierra Nevada and Coast Range were inhabited by speakers of Yokutsan languages. The southern San Joaquin Valley, from the lower Kings River to the Tehachapi Mountains, formed the nucleus of the Southern Valley Yokuts homeland (Wallace 1978b:448). Population densities were highest in this area, with as many as 10+ people per square mile living along a narrow strip bordering the San Joaquin and its tributaries (Baumhoff 1963: map 7). "Cross, Mill, and Packwood Creeks were occupied by the *Talumne* [*Telamni]*. This tribe had a large rancheria [*Watot Shulul*], the site of which now probably is within the present southeastern Visalia city limits" (Latta 1999:175, 670).

Due to the abundance and diversity of wildlife habitats and plant communities within the Sierran foothills and nearby San Joaquin Valley and higher elevations of the Sierra Nevada, Native American population densities in the region were quite high (Baumhoff 1963). While the acorn was the dietary staple, the diversity of accessible natural resources provided an omnivorous diet. The reader is referred to Gayton (1948), Kroeber (1925), Latta (1999) and Wallace (1978b) for additional information on precontact Yokuts subsistence and culture. (Figure 1 [of the Cultural Resource Assessment]). Depicts the territory of the location of *Telamni* Yokuts relative to the study area."[5]

"Historic Period Summary

The San Joaquin Valley was visited in the early 1800s by Spanish expeditions exploring the interior in search of potential mission sites. One of the earliest Americans to explore the Tulare area was Jedediah Strong Smith in 1826-27. In 1832-33 Colonel Jose J. Warner, a member of the Ewing-Young trapping expedition, passed through the San Joaquin Valley. Warner described Native villages densely packed along the valley waterways, from the foothills down into the slough area. The next year he revisited the area following a devastating malaria epidemic. Whereas the previous year the region had been densely occupied by Native peoples, during this trip not more than five Indians were observed between the head of the Sacramento Valley and the Kings River (Cook 1955).

EuroAmerican appreciation for the land did not include acceptance of its indigenous human populations, and pressure was exerted upon the US military to remove the Native population from the region, leaving the region open for American settlement and resource development. EuroAmerican settlement of the region began in 1851 with the establishment of Fort Miller on the San Joaquin River. Hostilities between Native inhabitants and American settlers initially prevented widespread settlement of the region; however, by 1860 such threats had been reduced and settlers began taking up large tracts in the region.

In late 1849 or early 1850, a party under the leadership of John Wood settled on the south bank of the Kaweah River, about seven miles east of the present city of Visalia (Hoover et al.

[5] Op. Cit. 5-6.

1990:508). In April, 1852, Tulare County was created, with the county seat initially located at Woodsville. In 1853 the county seat was removed to Fort Visalia, located in the area bounded by Oak, Center, Garden and Bridge streets.

Many of the early EuroAmerican settlers in the region were successful gold miners, eager to settle in this new land and reinvest their profits. The earliest economic development of the area focused on cattle. Miller and Lux, the cattle kings, claimed ownership to hundreds of thousands of acres in the San Joaquin Valley. Agriculture, particularly winter wheat cultivation, gained importance following passage of the "No Fence" law of 1874 (Clough 1996:29). Crop production later shifted to orchard and vineyard crops, particularly oranges.

Conflicts between ranchers and farmers over water rights led to the passage of the Wright Act in 1887 (JRP 2000). The Wright Act enabled the creation of irrigation districts within the state. These districts were often controlled by large land owners and provided little relief to small farm owners. Later in the 1930s, state and federal government took on a much larger role in providing reliable water conveyance. In 1933 California voters approved the Central Valley Project, which called for construction of a huge system of canals and dams/reservoirs throughout the state. In 1935 the Federal government released funds for construction of the project, and two years later the U.S. Bureau of Reclamation was given authority to take over the project (JRP 2000:74). The Friant-Kern Canal was authorized for construction by Congress in the Central Valley Project Act of 1937, and the canal was built between 1945 and 1951. The Friant-Kern Canal conveys water from Lake Millerton to Bakersfield, covering a distance of 152 miles.

Existing Resources

Records Search Results

The California Historical Resources Information Center (CHRIS), Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield [CSUB] conducted a cultural resources records search and provided results dated August 11, 2020 to Tulare County RMA. As indicated in the CHRIS' results letter, "According to the information in our files, there have been three previous cultural resource studies conducted within the project area. There have been five additional studies conducted within the one-half mile radius. A list is enclosed [see CHRIS results letter in Appendix "C" of this Draft EIR].

There is one recorded resource within the project area. There are 61 recorded resource[s] within the one-half mile radius. These resources primarily consist of historic buildings and include an historic railroad.

41 resources have been given a National Register status of 2S2, indicating these resources have been determined eligible for listing in the National Register of Historic places by consensus through the Section 106 process. They are all listed in the California Register of Historical Resources. A list of these resources is enclosed. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the

California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks."[6]

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on July 28, 2020, in order to determine whether Native American sacred sites have been identified either within or in close proximity to the study area. The NAHC responded in a letter dated July 30, 2020, stating that a records search of the NAHC Sacred Lands Inventory failed to indicate the presence of Native American traditional sites/places within the project study area. The NAHC notes that the records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. NAHC correspondence and the Native American tribal consultation contact list is included in Appendix "C" of this Draft EIR.

REGULATORY SETTING

Federal Agencies & Regulations

The National Historic Preservation Act

"With passage of the National Historic Preservation Act (NHPA) in 1966, the federal government embarked on a new era of leadership in the preservation of our nation's historic properties.

The NHPA established a partnership between the federal government and state, tribal, and local governments that is supported by federal funding for preservation activities. The National Park Service provides matching grants-in-aid from the Historic Preservation Fund to State Historic Preservation Officers, Tribal Historic Preservation Officers, and local governments certified as having qualified preservation programs. The NHPA also created the ACHP, the first and only federal agency created solely to address historic preservation issues.

The National Historic Preservation Act (NHPA) established a partnership between the federal government and state, tribal, and local governments that is supported by federal funding for preservation activities. The National Park Service provides matching grants-in-aid from the Historic Preservation Fund to State Historic Preservation Officers, Tribal Historic Preservation Officers, and local governments certified as having qualified preservation programs. The NHPA established a framework to foster a new ethic through all levels and agencies of the federal government. Section 106 of the NHPA requires federal agencies to consider the impact of their actions on historic properties and provide the Advisory Council on Historic Preservation (ACHP) with an opportunity to comment on projects before implementation. Because of Section 106,

[6] California Historical Resources Information Center (CHRIS), Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield; August 11, 2020. Included in Appendix "C" of this DEIR.

agencies have to assume responsibility for the consequences of their actions on historic properties and be publicly accountable for their decisions."[7]

State Agencies & Regulations

California State Office of Historic Preservation (OHP)

"The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), appointed by the governor, and the State Historical Resources Commission, a gubernatorial appointee, and the State Historic Resources Commission."[8]

"OHP's responsibilities include: Identifying, evaluating, and registering historic properties; Ensuring compliance with federal and state regulatory obligations; Encouraging the adoption of economic incentives programs designed to benefit property owners; Encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California."[9]

"The California Historical Resources Information System (CHRIS) maintains a wide range of documents and materials relating to historical resources (e.g., buildings, structures, objects, historic and archaeological sites, landscapes, districts). The CHRIS operates structurally through the California Office of Historic Preservation (OHP), nine Information Centers (ICs), and the State Historical Resources Commission (SHRC). The OHP administers and coordinates the CHRIS and presents proposed CHRIS policies to the SHRC, which approves these polices in public meetings, under authorization of Public Resources Code 5020.4(a)(2) and 5020.4(a)(3). Policies are codified in the CHRIS Information Center Rules of Operations Manual."[10]

"The CHRIS Information Centers (ICs) are located on California State University and University of California campuses in regions throughout the state. The nine ICs provide historical resources information, generally on a fee-for-service basis, to local governments, state and federal agencies, Native American tribes, and individuals with responsibilities under the National Environmental Policy Act, the National Historic Preservation Act, and the California Environmental Quality Act (CEQA), as well as to the general public. Currently, the OHP and the ICs each maintain separate parts of the CHRIS Inventory. The OHP's portion of the Inventory is forwarded to the ICs according to their county-based service areas so that it can be accessed by CHRIS users. It is statewide in scope, but primarily includes information that has been submitted

[7] National Historic Preservation Act. Accessed July 2023 at: https://www.achp.gov/digital-library-section-106-landing/national-historic-preservation-act.

[8] California State Parks. Office of Historic Preservation. Mission and Responsibilities. Accessed July 2023 at: https://ohp.parks.ca.gov/?page_id=1066.

[9] Ibid.

[10] California State Parks. California Office of Historic Preservation. California Historical Resources Information System. Accessed July 2023 at: http://ohp.parks.ca.gov/?page_id=1068.

directly to the OHP. Each of the ICs maintains a part of the CHRIS Inventory that although it is geographically limited to that IC's service area, includes both information forwarded from the OHP and information that has been submitted directly to that IC by users of the CHRIS. These different parts of the CHRIS Inventory are a combination of paper documents and maps and digital files (whether submitted digitally or converted to that format by the CHRIS). The collective information managed electronically in the CHRIS Inventory is generally referred to as the CHRIS Database."[11] Tulare, Fresno, Kern, Kings and Madera counties are served by the Southern San Joaquin Valley Historical Resources Information Center (Center), located at California State University, Bakersfield, in Bakersfield, CA. The Center provides information on known historic and cultural resources to governments, institutions, and individuals.[12]

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it meets the following four Criteria for Designation:

> "Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
>
> Associated with the lives of persons important to local, California or national history (Criterion 2).
>
> Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3).
>
> Has yielded, or may be likely to yield, information important in prehistory or local, California or national history (Criterion 4)."[13]

CEQA Guidelines: Historical Resources Definition

CEQA Guidelines Section 15064.5(a) defines a historical resource as:

"(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies

[11] California State Parks. California Office of Historic Preservation. About the CHRIS Information Centers. Accessed July 2023 at: http://ohp.parks.ca.gov/?page_id=28730.

[12] California State Parks. California Office of Historic Preservation. CHRIS Information Center Locations and Contacts. Accessed July 2023 at: https://ohp.parks.ca.gov/?page_id=30331.

[13] California State Parks. Office of Historic Preservation. California Register of Historical Resources. Accessed July 2023 at: http://www.ohp.parks.ca.gov/?page_id=21238.

must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."[14]

CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below.

"(1) When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the

[14] CEQA Guidelines. Section 15064.5(a).

Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process."[15]

CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission:

"(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:

(1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).

(2) The requirements of CEQA and the Coastal Act."[16]

"(e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

(A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

(B) If the coroner determines the remains to be Native American:

1. The coroner shall contact the Native American Heritage Commission within 24 hours.

[15] Ibid. Section 15064.5(c).
[16] CEQA Guidelines. Section 15064.5(d).

2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

(B) The descendant identified fails to make a recommendation; or

(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."[17]

"(f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."[18]

CEQA Guidelines: Paleontological Resources

Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands."

[17] Ibid. Section 15064.5 (e).
[18] CEQA Guidelines. Section 15064.5(f).

Native American Heritage Commission (NAHC)

"In 1976, the California State Government passed AB 4239, establishing the Native American Heritage Commission (NAHC) as the primary government agency responsible for identifying and cataloging Native American cultural resources. Up until this point, there had been little government participation in the protection of California's cultural resources. As such, one of the NAHC's primary duties, as stated in AB 4239, was to prevent irreparable damage to designated sacred sites, as well as to prevent interference with the expression of Native American religion in California.

Furthermore, the bill authorized the Commission to act in order to prevent damage to and insure Native American access to sacred sites. Moreover, the Commission could request that the court issue an injunction for the site, unless it found evidence that public interest and necessity required otherwise.

In addition, the bill authorized the commission to prepare an inventory of Native American sacred sites located on public lands and required the commission to review current administrative and statutory protections accorded to such sites.

In 1982, legislation was passed authorizing the Commission to identify a Most Likely Descendant (MLD) when Native American human remains were discovered any place other than a dedicated cemetery. MLDs were granted the legal authority to make recommendations regarding the treatment and disposition of the discovered remains. These recommendations, although they cannot halt work on the project site, give MLDs a means by which to ensure that the Native American human remains are treated in the appropriate manner.

Today, the NAHC provides protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction. It also provides a legal means by which Native American descend[a]nts can make known their concerns regarding the need for sensitive treatment and disposition of Native American burials, skeletal remains, and items associated with Native American burials."[19]

The Native American Heritage Commission (NAHC) performs a Sacred Lands File search for sites located on or near the Project site upon request. The NAHC also provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect.

Tribal Consultation Requirements: SB 18 (Burton, 2004)

On September 29, 2004, Governor Schwarzenegger signed Senate Bill 18, Tribal Consultation Guidelines, into law. SB 18, enacted March 1, 2005, creates a mechanism for California Native American Tribes to identify culturally significant sites that are located within public or private lands within the city or county's jurisdiction. SB 18 requires cities and counties to contact, and

19. California Native American Heritage Commission. About the Native American Heritage Commission. Accessed July 2023 at: http://nahc.ca.gov/about/.

offer to consult with, California Native American Tribes before adopting or amending a General Plan, a Specific Plan, or when designating land as Open Space, for the purpose of protecting Native American Cultural Places (PRC 5097.9 and 5097.993). The Native American Heritage Commission (NAHC) provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe.[20]

Assembly Bill 52 (AB 52)

Tribal Consultation Requirements: AB 52 (CEQA)

The California State Legislature added the new requirements regarding tribal cultural resources in Assembly Bill 52 (Gatto, 2014). By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflict in the environmental review process.[21]

Local Policy & Regulations

Tulare County General Plan Policies

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

ERM-6.1 Evaluation of Cultural and Archaeological Resources - The County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards.

ERM-6.2 Protection of Resources with Potential State or Federal Designations - The County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of Statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values as determined by a qualified archaeological professional.

ERM-6.3 Alteration of Sites with Identified Cultural Resources - When planning any development or alteration of a site with identified cultural or archaeological resources,

[20] California Government Code. Title 7. Planning and Land Use. Division 1 Planning and Zoning. Chapter 3 Local Planning. Article 6. Preparation, Adoption, and Amendment of the General Plan. Section 65352.3 Accessed July 2021 at: California Government Code Section 65302 (public.law).

[21] California Native American Heritage Commission. (2017). Technical Advisory. AB52 and Tribal Cultural Resources in CEQA. June 2017. II. Legislative Intent. Page 2. Accessed July 2023 at: Technical Advisory: Ab 52 and Tribal Cultural Resources in CEQA (June, 2017)

consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and Mitigation Measures proposed for any impacts the development may have on the resource.

ERM-6.4 Mitigation - If preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.

ERM-6.8 Solicit Input from Local Native Americans - The County shall continue to solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.

ERM-6.9 Confidentiality of Archaeological Sites - The County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.

ERM-6.10 Grading Cultural Resources Sites - The County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

LU-7.12 Historic Buildings and Areas - The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas.

IMPACT EVALUATION

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

The Southern San Joaquin Valley Information Center, Bakersfield (SSJVIC or Center) conducted a cultural resources record search. The Center records search in August 2020 identified one recorded resource within the Project area, and there are 61 recorded resources

within one-half mile of the Project area. Three previous cultural resources studies have been completed within the Project area; and five additional studies have been completed within the one-half mile radius (of the Project area).

The records search included historic sites listed on the National Register of Historic Places, California Register of Historic Resources, California Points of Historical Interest, California Inventory of Historic Resources, or California State Historic Landmarks. The Center staff recommended conducting a new CHRIS record search prior to any future ground disturbance project activities, and it also recommended contacting Native American Heritage Commission (NAHC) to obtain a current list of Native American individuals/organizations which may have some cultural resources related information CHRIS search does not cover.

As noted earlier, the Native American Heritage Commission (NAHC) was contacted in July of 2020. In a letter dated July 30, 2020, (see Appendix "C"), the NAHC indicated that a records search of the NAHC Sacred Lands Inventory failed to indicate the presence of Native American traditional sites/places within the Project area.

The Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project area and no known cultural resources were discovered during construction that was recently completed.

There is one recorded resource within the project area, and there may potentially be other unknown/undiscovered significant resources in the area. Based on this analysis, implementation of **Mitigation Measure 3.5.1** would reduce potential Project-specific impacts related to this Checklist Item to a level considered ***Less Than Significant***.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County 2030 General Plan, General Plan Background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment. The Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project would be mitigated to a level considered less than significant, cumulative impacts would also be considered ***Less Than Significant with Mitigation***.

Mitigation Measure(s):

3.5.1 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 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 considering Project design as previously approved by the County.

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

With implementation of **Mitigation Measure 3.5.1**, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant*** level.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment. The Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Also as noted earlier, the Summerlyn residential subdivision project area is part of the KACP planning area; however, this project has been built-out and no archaeological resources were discovered.

As noted in Response to Item 3.5.a), a cultural resources record search was conducted in August 2020 by the Southern San Joaquin Valley Historical Resources Information Center, Bakersfield; no a cultural resources records search was conducted of the area. No archaeological deposits or isolated finds were identified during the cultural records search.

Although no archaeological deposits have been identified, there is the potential that archaeological resources may be discovered. With the implementation of **Mitigation Measure 3.5.1**, ***Less Than Significant Impacts with Mitigation*** related to this Checklist Item will occur.

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

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

The proposed Project will 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 and Cumulative*** levels.

Mitigation Measure: ***See Mitigation Measure 3.5.2***

3.5.2 The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the project.

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

With implementation of **Mitigation Measure 3.5.2** potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant Impact with Mitigation***.

c) Disturb any human remains, including those interred outside of formal cemeteries?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment. The Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Also as

noted earlier, the Summerlyn residential subdivision project area is part of the KACP planning area; however, this project has been built-out and no archaeological resources were discovered.

As noted in Response to Item 3.5.a), a cultural resources records search was conducted of the KACP planning area. No development is proposed. Although it cannot conclusively be demonstrated that no subsurface human remains are present, it is possible to mitigate potentially significant impacts with the following Mitigation Measure. With implementation of **Mitigation Measure 3.5.3**, this Checklist Item will be reduced to a ***Less Than Significant Project-specific Impact with Mitigation***.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project EIR, Tulare County 2030 General Plan, General Plan Background Report, and/or Tulare County 2030 General Plan EIR.

It is not anticipated that Native American remains will be found at any site. However, consistent with CEQA requirements, **Mitigation Measure 3.5.3** is included in the unlikely event that if Native American remains are unearthed during any ground disturbance activities, all work will immediately halt and the Native American Heritage Association will be contacted to assess the findings and make appropriate mitigation recommendations. As Project-specific impacts will be mitigated to a less than significant level, Cumulative Impacts will result in a level of ***Less Than Significant Project-specific and Cumulative Impacts with Mitigation***.

Mitigation Measure(s):

3.5.3 Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and
    b. If the coroner determines the remains to be Native American:

i. The coroner shall contact the Native American Heritage Commission within 24 hours.

ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

   a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

   b. The descendant fails to make a recommendation; or

   c. The landowner or his authorized representative rejects the recommendation of the descendent.

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

With implementation of **Mitigation Measure 3.5-3**, potential ***Project-specific and Cumulative Impacts*** related to this Checklist Item will be reduced ***Less Than Significant Impact with Mitigation***.

DEFINITIONS/ACRONYMS

Acronyms

AB	Assembly Bill (in California)
Center	San Joaquin Valley Historical Resource Information Center
CACUDB	County Adopted City Urban Development Boundary
CEQA	California Environmental Quality Act
CHRIS	California Historic Resources Information System
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
HABS/HAER	Historic American Building Survey/Historic American Engineering Record

KACP	Kingsburg Area Community Plan
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act of 1966
OHP	California State Office of Historic Preservation
PRC	Public Resources Code (in California)
RMA	Tulare County Resource Management Agency
SB	Senate Bill (in California)
SHPO	State Historic Preservation Officers
SSJVIC	San Joaquin Valley Information Center

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Energy
Chapter 3.6

SUMMARY OF FINDINGS

Based on the impact analysis below, potential impacts to Energy as a result of the Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) are determined to be ***Less Than Significant*** through the Year 2030 planning horizon. The impact determinations in this chapter are based upon information obtained from the Project Description and numerous State of California energy-related sources that are publicly and readily available. Also, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the analysis as follows.

INTRODUCTION

Energy consumption is analyzed in an EIR because of the environmental impacts associated with its production and usage. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants during both the production and consumption phases. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWhr) of electricity are 123,000 BTUs, 1,000 BTUs, and 3,400 BTUs, respectively. Natural gas usage is expressed in therms. A therm is equal to 100,000 BTU. Energy conservation is embodied in many federal, state and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Administrative Code sets energy standards for buildings, rebates/tax credits are provided for installation of renewable energy systems, and the Flex Your Power program promotes conservation in multiple areas. Also, as described further in this section, the Tulare County General Plan currently contains policies that promotes energy conservation and efficiency measures, energy conservation awareness, and renewable energy.

California Environmental Quality Act (CEQA) Requirements

"In 1974, the Legislature adopted the Warren-Alquist State Energy Resources Conservation and Development Act. (Pub. Resources Code, § 25000 et seq.) That act created what is now known as the California Energy Commission, and enabled it to adopt building energy standards. (See,

e.g., id. at § 25402.) At that time, the Legislature found the "rapid rate of growth in demand for electric energy is in part due to wasteful, uneconomic, inefficient, and unnecessary uses of power and a continuation of this trend will result in serious depletion or irreversible commitment of energy, land and water resources, and potential threats to the state's environmental quality." (Id. at § 25002; see also § 25007 ("It is further the policy of the state and the intent of the Legislature to employ a range of measures to reduce wasteful, uneconomical, and unnecessary uses of energy, thereby reducing the rate of growth of energy consumption, prudently conserve energy resources, and assure statewide environmental, public safety, and land use goals"))

The same year that the Legislature adopted Warren-Alquist, it also added section 21100(b)(3) to CEQA, requiring environmental impact reports to include "measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." As explained by a court shortly after it was enacted, the "energy mitigation amendment is substantive and not procedural in nature and was enacted for the purpose of requiring the lead agencies to focus upon the energy problem in the preparation of the final EIR." (People v. County of Kern (1976) 62 Cal.App.3d 761, 774 (emphasis added)). It compels an affirmative investigation of the project's potential energy use and feasible ways to reduce that use.

Though Appendix F of the CEQA Guidelines has contained guidance on energy analysis for decades, implementation among lead agencies has not been consistent. (See, e.g., California Clean Energy Committee v. City of Woodland, supra, 225 Cal.App.4th 173, 209.) While California is a leader in energy conservation, the importance of addressing energy impacts has not diminished since 1974. On the contrary, given the need to avoid the effects of climate change, energy use is an issue that we cannot afford to ignore. As the California Energy Commission's Integrated Energy Policy Report (2016) explains:

> Energy fuels the economy, but it is also the biggest source of greenhouse gas emissions that lead to climate change. Despite California's leadership, Californians are experiencing the impacts of climate change including higher temperatures, prolonged drought, and more wildfires. There is an urgent need to reduce greenhouse gas emissions and increase the state's resiliency to climate change. With transportation accounting for about 37 percent of California's greenhouse gas emissions in 2014, transforming California's transportation system away from gasoline to zero emission and near-zero-emission vehicles is a fundamental part of the state's efforts to meet its climate goals. Energy efficiency and demand response are also key components of the state's strategy to reduce greenhouse gas emissions. (Id. at pp. 5, 8, 10.) Appendix F was revised in 2009 to clarify that analysis of energy impacts is mandatory. OPR today proposes to add a subdivision in section 15126.2 on energy impacts to further elevate the issue, and remove any question about whether such an analysis is required."[1]

Further, an "Explanation of Proposed Amendments" contained in the Proposed Update (and now adopted amendments) to the CEQA Guidelines documents stated that OPR proposed to add a new subdivision (b) to section 15126.2 which discusses the required contents of an

[1] State of California. Office of Planning and Research. Proposed Update to the CEQA Guidelines. November 2017. Pages 65-66. Accessed July 2023 at: http://opr.ca.gov/docs/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf

environmental impact report. The new subdivision would specifically address the analysis of a project's potential energy impacts. This addition is necessary for several reasons explained as follows. [2]

> "The first sentence clarifies that an EIR must analyze whether a project will result in significant environmental effects due to "wasteful, inefficient, or unnecessary consumption of energy." This clarification is necessary to implement Public Resources Code section 21100(b)(3). Since the duty to impose mitigation measures arises when a lead agency determines that the project may have a significant effect, section 21100(b)(3) necessarily requires both analysis and a determination of significance in addition to energy efficiency measures. (Pub. Resources Code, § 21002.)
>
> The second sentence further clarifies that all aspects of the project must be considered in the analysis. This clarification is consistent with the rule that lead agencies must consider the "whole of the project" in considering impacts. It is also necessary to ensure that lead agencies consider issues beyond just building design. (See, e.g., California Clean Energy Com. v. City of Woodland, supra, 225 Cal.App.4th at pp. 210-212.) The analysis of vehicle miles traveled provided in proposed section 15064.3 (implementing Public Resources Code section 21099 (SB 743)) on transportation impacts may be relevant to this analysis.
>
> The third sentence signals that the analysis of energy impacts may need to extend beyond building code compliance. (Ibid.) The requirement to determine whether a project's use of energy is "wasteful, inefficient, and unnecessary" compels consideration of the project in its context. (Pub. Resources Code, § 21100(b)(3).) While building code compliance is a relevant factor, the generalized rules in the building code will not necessarily indicate whether a particular project's energy use could be improved. (Tracy First v. City of Tracy (2009) 177 Cal.App.4th 912, 933 (after analysis, lead agency concludes that project proposed to be at least 25% more energy efficient than the building code requires would have a less than significant impact); see also CEQA Guidelines, Appendix F, § II.C.4 (describing building code compliance as one of several different considerations in determining the significance of a project's energy impacts).) That the Legislature added the energy analysis requirement in CEQA at the same time that it created an Energy Commission authorized to impose building energy standards indicates that compliance with the building code is a necessary but not exclusive means of satisfying CEQA's independent requirement to analyze energy impacts broadly.
>
> The new proposed [now adopted] subdivision (b) also provides a cross-reference to Appendix F. This cross-reference is necessary to direct lead agencies to the more detailed provisions contained in that appendix. Finally, new proposed subdivision (b) cautions that the analysis of energy impacts is subject to the rule of reason, and must focus on energy demand actually caused by the project. This sentence is necessary to place reasonable limits on the analysis. Specifically, it signals that a full "lifecycle" analysis that would account for energy used in building materials and consumer products will

[2] Ibid. 66.

generally not be required. (See also Cal. Natural Resources Agency, Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97 (Dec. 2009) at pp. 71-72.)"[3]

Specifically, Section 15121.6 added new sub-section (b), to wit: "(b) Energy Impacts. If the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy, the EIR shall analyze and mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. (Guidance on information that may be included in such an analysis is presented in Appendix F.) This analysis is subject to the rule of reason and shall focus on energy demand that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions or utilities in the discretion of the lead agency."[4]

CEQA Thresholds of Significance

- Result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy.
- The project's energy use for all project phases and components, including transportation-related energy, during construction and operation.
- The project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project.
- Analysis is subject to the rule of reason and shall focus on energy demand that is caused by the project.

ENVIRONMENTAL SETTING

Natural Gas and Electric Service

"Southern California Edison provides electric service to the majority of Tulare County, including the majority of the San Joaquin Valley and the foothills. Natural gas service is primarily provided by The Gas Company (formerly Southern California Gas Company). Pacific Gas & Electric also serves northern Tulare County's electric needs on limited basis. The electrical facilities network includes both overhead and underground lines, with new development required to install underground service lines. All utility providers indicate that additional service should be available to new development, depending on the necessary load of the services requested."[5]

[3] Op. Cit. 66-67.
[4] Op. Cit. 67-68.
[5] Tulare County General Plan 2030 Update. Recirculated Draft EIR. 3.4 Energy and Global Climate Change. February 2010. Page 3.4-14. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf

Existing Energy Consumption

Electrical and natural gas services for the Project area are provided by Pacific Gas and Electric Company (PG&E). In 2020, PG&E provided 78,518.835142 GWh of electricity and 4,508.54 million therms of natural gas within its entire service area; which includes the northern areas of Tulare County. In 2019, Tulare County consumed 4,462.806091 gigawatt-hours (GWh) of electricity and 159.463309 million therms of natural gas (see **Table 3.6-1**).

Table 3.6-1
2020 County and State Energy Demands on Energy Providers
Pacific Gas and Electric Company (PG&/E)

Demand by:	Electricity (in MWh)[6]	Gas (in Therms)[7]
Tulare County	[1]4,462,806.091	[2]159,463,309
PG&E Service Area	[1]78,518,835.142	[2]4,508,540,000

Notes: 1 Converted to MWh as CEC Energy Reports expresses in Millions of kWh (GWh).
2 Converted to MWh as CEC Energy Reports expresses in Millions of Therms.

REGULATORY SETTING

Federal Agencies & Regulations

Energy Policy Act of 2005

The Energy Policy Act of 2005[8] seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under the Act, consumers and businesses can obtain federal tax credits for purchasing fuel efficient appliances and products, including buying hybrid vehicles, building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

State Agencies & Regulations

California Energy Commission[9]

The California Energy Commission (CEC) was created in 1975 to serve as the state's primary energy policy and planning agency. The CEC is tasked with reducing energy costs and

[6] California Energy Commission. California Energy Consumption Database. Electricity Consumption by County and Plan Area. Energy reports accessed July 2023 at: http://ecdms.energy.ca.gov/elecbycounty.aspx and http://ecdms.energy.ca.gov/elecbyplan.aspx

[7] Ibid. Gas Consumption by County and Plan Area. Energy reports accessed July 2023 at: http://ecdms.energy.ca.gov/gasbycounty.aspx and http://ecdms.energy.ca.gov/gasbyplan.aspx

[8] Energy Policy Act of 2005. H.R. 6, Public Law No. 109-58. Accessed July 2023 at: https://www.congress.gov/bill/109th-congress/house-bill/6 and https://www.govinfo.gov/content/pkg/BILLS-109hr6enr/pdf/BILLS-109hr6enr.pdf.

[9] California Energy Commission. About. Accessed July 2023 at: https://www.energy.ca.gov/about.

environmental impacts of energy use - such as greenhouse gas emissions - while ensuring a safe, resilient, and reliable supply of energy. The CEC's research, programs and policies remain crucial today as the state plans for 100% clean energy and carbon neutrality by mid-century.

California 2008 Energy Action Plan Update[10]

The 2008 update to the 2005 Energy Action Plan II is the State's principal energy planning and policy document. The updated document examines the state's ongoing actions in the context of global climate change. The 2005 Energy Action Plan II continues the goals of the original 2003 Energy Action Plan, describes a coordinated implementation plan for state energy policies, and identifies specific action areas to ensure that California's energy resources are adequate, affordable, technologically advanced, and environmentally sound. In accordance with this plan, the first-priority actions to address California's increasing energy demands are energy efficiency and demand response (i.e., reduction of customer energy usage during peak periods to address system reliability and support the best use of energy infrastructure). Additional priorities include the use of renewable sources of power and distributed generation (i.e., the use of relatively small power plants near or at centers of high demand). To the extent that these actions are unable to satisfy the increasing energy demand and transmission capacity needs, clean and efficient fossil-fired generation is supported. The California 2008 Energy Action Plan Update examines policy changes in the areas of energy efficiency, demand response, renewable energy, electricity reliability and infrastructure, electricity market structure, natural gas supply and infrastructure, research and development, and climate change.

2019 California Energy Efficiency Action Plan[11]

The 2019 California Energy Efficiency Action Plan (2019 EE Action Plan) is the state's roadmap for an energy-efficient and low-carbon future for buildings. Energy efficiency is a key piece of California's efforts to lessen the impacts of climate change, reduce the economic burden of energy consumption on low-income populations, and complement sustainability efforts in the state. The CEC's 2019 EE Action Plan charts the progress toward doubling energy efficiency savings in buildings, industry, and agriculture; achieving increased energy efficiency in existing buildings; and reducing greenhouse gas emissions (GHGs) from buildings. Through robust, sustainable marketplaces, California can achieve its energy and climate goals and deliver benefits to California residents

State of California Integrated Energy Policy (SB 1389)[12]

In 2002, the Legislature passed Senate Bill 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the state to assist in the transformation of

[10] California Energy Commission. 2008 Energy Action Plan. February 2008. Accessed July 2023 at https://www.cpuc.ca.gov/industries-and-topics/natural-gas/energy-action-plans.

[11] California Energy Commission. 2019 California Energy Efficiency Action Plan. Executive Summary. Page 1 Accessed July 2023 at: https://www.energy.ca.gov/filebrowser/download/1900.

[12] California Legislative Information. Senate Bill No. 1389, Bowen (2002). July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1389:

the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for Zero Emission Vehicles and their infrastructure needs, and encouragement of urban designs that reduce vehicles miles traveled and accommodate pedestrian and bicycle access.

The CEC adopted the 2019 Integrated Energy Policy Report on February 20, 2020.[13] The 2013 Integrated Energy Policy Report provides the results of the CEC's assessment of a variety of issues, including:

- Decarbonizing buildings;
- Integrating renewables;
- Energy efficiency;
- Energy equity;
- Integrating renewable energy;
- Updates on Southern California electricity reliability;
- Climate adaptation activities for the energy sector;
- Natural gas assessment;
- Transportation energy demand forecast; and,
- California Energy Demand Forecast.

California Senate Bill 1037[14] and Assembly Bill 2021[15]

In 2003, the CPUC and CEC adopted an Energy Action Plan that prioritized resources for meeting California's future energy needs, with energy efficiency identified as the highest priority. Since then, this policy goal has been codified as SB 1037 and AB 2021 into statute through legislation that requires electric utilities to meet their resource needs first with energy efficiency. SB 1037 and AB 2021 directed electricity and gas corporations; respectively, subject to CPUC's authority and publicly owned electricity and natural gas utilities to first meet their unmet resource needs through all available energy efficiency and demand response resources that are cost-effective, reliable, and feasible.[16]

[13] Energy Commission. 2019 Integrated Energy Policy Report. February 2020. Accessed July 2023 at: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report.
[14] California Legislative Information. Senate Bill No. 1037 (Kehoe, 2005). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB1037.
[15] California Legislative Information. Assembly Bill 2021 (Levine, 2006). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB2021.
[16] California Legislative Information. Senate Bill No. 1037 (Kehoe, 2005). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB1037.

California Global Warming Solutions Act of 2006 (Assembly Bill 32)[17]

Assembly Bill 32 (Health and Safety Code Sections 38500–38599; AB 32), also known as the California Global Warming Solutions Act of 2006, commits the state to achieving year 2000 GHG emission levels by 2010 and year 1990 levels by 2020. To achieve these goals, AB 32 tasked the California Public Utilities Commission and CEC with providing information, analysis, and recommendations to the California Air Resources Board regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.

California Energy Code (Title 24, Part 6, Building Energy Efficiency Standards)

California Code of Regulations Title 24, Part 6 comprises the California Energy Code, which was adopted to ensure that building construction, system design and installation achieve energy efficiency. The California Energy Code was first established in 1976 by the CEC in response to a legislative mandate to reduce California's energy consumption, and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The standards are updated periodically (every three years) to increase the baseline energy efficiency requirements. The 2013 Building Energy Efficiency Standards focused on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations. Although it was not originally intended to reduce greenhouse gas (GHG) emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2016 update to the standards also include residential improvements for attics, walls, water heating, and lighting; and nonresidential improvement including alignment with the ASHRAE 90.1 2013 national standards, as well as efficiency requirements for elevators and direct digital controls[18] The 2016 standards were implemented to reduce new single family residential usage by 28 percent for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards.[19] The 2019 update to the standards also include residential improvements for attics, walls, water heating, and lighting; and nonresidential improvement including alignment with the ASHRAE 90.1 2017 national standards, as well as efficiency requirements for elevators and direct digital controls.[20] The 2019 standards require solar photovoltaic systems and encourage demand responsive technologies for new homes; established requirements for newly constructed healthcare facilities; and update lighting requirements making maximum use of LED technology in nonresidential buildings.[21]

[17] California Legislative Information. Assembly Bill 32 (Nunez, 2006). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32.

[18] California Energy Commission. 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings for the 2016 Building Efficiency Standards. Accessed July 2023 at: https://www.energy.ca.gov/publications/2015/building-energy-efficiency-standards-residential-and-nonresidential-buildings.

[19] California Energy Commission. 2016 Building Energy Efficiency Standards Frequently Asked Questions. Accessed July 2023 at: https://www.calbo.org/sites/main/files/file-attachments/2016_building_energy_efficiency_standards_faq.pdf?1520982927.

[20] California Energy Commission. 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings for the 2019 Building Efficiency Standards. Accessed July 2023 at: https://www.energy.ca.gov/publications/2008/2019-building-energy-efficiency-standards-residential-and-nonresidential.

[21] California Energy Commission. 2019 Building Energy Efficiency Standards Frequently Asked Questions. March 2018. Accessed July 2023 at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf.

California Green Building Standards Code (Title 24, Part II, CALGreen)[22]

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July 17, 2008. Originally a volunteer measure, the code became mandatory in 2010. The most recent update (2019) went into effect on January 1, 2020.[23] CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

Clean Energy and Pollution Reduction Act (SB 350)[24]

The Clean Energy and Pollution Reduction Act (SB 350) was passed by California Governor Brown on October 7, 2015, and establishes new clean energy, clean air, and greenhouse gas reduction goals for the year 2030 and beyond. SB 350 establishes a greenhouse gas reduction target of 40 percent below 1990 levels for the State of California, further enhancing the ability for the state to meet the goal of reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050.[25]

Renewable Portfolio Standard (SB 1078 and SB 107)

Established in 2002 under SB 1078,[26] the state's Renewables Portfolio Standard (RPS) was amended under SB 107[27] to require accelerated energy reduction goals by requiring that by the year 2010, 20 percent of electricity sales in the state be served by renewable energy resources. In

[22] California Department of General Services, Building Standards Commission. CALGreen. Accessed July 2023 at: https://www.dgs.ca.gov/BSC/CALGreen

[23] International Code Council. Guide to the 2019 California Green Building Standards Code, Nonresidential. Pages viii – ix. Accessed July 2023 at: https://codes.iccsafe.org/content/GCGBSCNR2019/guide-to-the-2019-california-green-building-standards-code-includes-verification-guidelines-nonresidential

[24] California Legislative Information. Senate Bill No. 350 (2015). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350.

[25] California Energy Commission. Clean Energy and Pollution Reduction Act – SB 350. Accessed July 2023 at: https://www.energy.ca.gov/rules-and-regulations/energy-suppliers-reporting/clean-energy-and-pollution-reduction-act-sb-350.

[26] California Legislative Information. Senate Bill No. 1078 (Sher, 2002). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1078.

[27] California Legislative Information. Senate Bill No. 107 (2006). Accessed April 2022 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB107.

years following its adoption, Executive Order S-14-08[28] was signed, requiring electricity retail sellers to provide 33 percent of their service loads with renewable energy by the year 2020. In 2011, SB X1-2[29] was signed, aligning the RPS target with the 33 percent requirement by the year 2020. This new RPS applied to all state electricity retailers, including publicly owned utilities, investor-owned utilities, electrical service providers, and community choice aggregators. All entities included under the RPS were required to adopted the RPS 20 percent by year 2020 reduction goal by the end of 2013, adopt a reduction goal of 25 percent by the end of 2016, and meet the 33 percent reduction goal by the end of 2020. In addition, the Air Resources Board, under Executive Order S-21-09,[30] was required to adopt regulations consistent with these 33 percent renewable energy targets.

Local Policy & Regulations

Tulare County General Plan Policies

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

ERM-4.1 Energy Conservation and Efficiency Measures - The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation - The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating;

ERM-4.3 Local and State Programs - The County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources.

ERM-4.4 Promote Energy Conservation Awareness - The County should coordinate with local utility providers to provide public education on energy conservation programs

AQ-3.5 Alternative Energy Design - The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible.

PROJECT SPECIFIC ENERGY USAGE

Electricity and Natural Gas

[28] California State Library. Executive Order S-14-08 (Schwarzenegger, 2008). Accessed July 2023 at: https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/38-S-14-08.pdf.

[29] California Legislative Information. Senate Bill No. SBX1-2 (2011). Accessed July 2023 at: http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_0001-0050/sbx1_2_bill_20110412_chaptered.html.

[30] California State Library. Executive Order S-21-09 (Schwarzenegger, 2009). Accessed July 2023 at: https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/38-S-21-09.pdf.

Implementation of the proposed Project would, over time, result in the commitment of additional electricity and natural gas within the KACP planning area. However, the Project is the preparation of the Kingsburg Area Community Plan and no development proposals are being considered at this time. The Project is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan). The Community Plan does not include any specific development projects (such as residential, commercial, or industrial uses, etc.), and future proposed development(s) will be evaluated on a case-by-case basis regarding impacts to energy resources.

Construction Fuel Consumption

Implementation of the proposed Project would, over time, result in the commitment of additional fuel consumption within the planning area. However, as noted earlier, the Project is the Kingsburg Area Community Plan and no development proposals are being considered at this time. The Project is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan). The Community Plan does not include any specific development projects (such as residential, commercial, or industrial uses, etc.), and future proposed development(s) will be evaluated on a case-by-case basis regarding impacts to energy resources.

CEQA Requirements and Energy Conservation Standards

In addition to the recommended thresholds for environmental analysis provided in Appendix G of the CEQA Guidelines, Appendix F requires that an EIR disclose and discuss the potential impacts of a project on energy resources and conservation. An EIR's discussion of impacts on energy resources should provide analysis and discussion of the project's potential to result in the wasteful, inefficient, or irretrievable commitment of energy resources, with particular attention towards electrical, natural gas, and transportation fuel supplies. While no specific thresholds are provided by the CEQA Guidelines, Appendix F offers several recommendations for inclusion in an analysis of impacts on energy resources to determine whether a project would:

a. Use large amounts of fuel or energy in an unnecessary, wasteful, or inefficient manner;
b. Constrain local or regional energy supplies, affect peak and base periods of electrical or natural gas demand, require or result in the construction of new electrical generation and/or transmission facilities, or necessitate the expansion of existing facilities, the construction of which could cause significant environmental effects; or
c. Conflict with existing energy standards, including standards for energy conservation.

Impact Evaluation

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

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

There are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The Project does not include any specific development projects (such as residential, commercial, or industrial uses, etc.), and future proposed development(s) will be evaluated on a case-by-case basis regarding impacts to energy resources.

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

The geographic area of this cumulative analysis is Tulare County, the 8-County area of the San Joaquin Valley, and PG&E service area. Future projects that could be developed by-right under the proposed Project may, over time, incrementally contribute to impacts on energy resource demand and conservation when considering the cumulative impact of concurrently planned projects. However, future by-right developments will be required to comply with local, regional, state, and federal policies designed to reduce wasteful energy consumption, and improve overall energy conservation and sustainability. Furthermore, any future discretionary actions requiring agency approval will also be required to comply with local, regional, state, and federal policies and undergo additional CEQA review. Therefore, it is not anticipated that the Project's contribution to cumulative impacts generated with projects provided in Chapter 4 Summary of Cumulative Impacts, would result in a significantly considerable wasteful use of energy resources, such that the Project, and other cumulative projects, would have a cumulative effect on energy conservation. Therefore, the Project would result in a ***Less Than Significant Cumulative Impact*** through the Year 2030 planning horizon to the Energy resource.

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

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

As previously noted, there are no development proposals as part of preparing the draft KACP and there are ***No Project-specific Impacts*** to this resource. Future developments will be required to comply with local, regional, state, and federal policies and, as such, there will be a ***Less Than Significant Cumulative Impact*** through the Year 2030 planning horizon to the Energy resource.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

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

The proposed Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency as it does not include any development proposals that would impact this Resource. As noted earlier, the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed Project is consistent with the Tulare County General Plan, the Tulare County Climate Action Plan, and when adopted, the Draft 2022 Kingsburg Area Community Plan. These plans contain policies intended to assist the County in achieving its goals for energy consumption and conservation goals. Therefore, the proposed Project will have ***No Impact*** regarding this resource.

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

There are no development proposals as part of this Project and there are no development proposals within the vicinity of the proposed Project or within the communities of Cutler and Orosi. The geographic area of this cumulative analysis is Tulare County, the 8-County area of the San Joaquin Valley, and PG&E service area. Future projects that could be developed by-right under the proposed Project may, over time, incrementally contribute to impacts on energy resource demand and conservation when considering the cumulative impact of concurrently planned projects. However, future by-right developments will be required to comply with local, regional, state, and federal policies designed to reduce wasteful energy consumption, and improve overall energy conservation and sustainability. For instance, all projects involving the development of new buildings must be designed to conform to CALGreen and the 2019 California Energy Code. Furthermore, any future discretionary actions requiring agency approval will also be required to comply with local, regional, state, and federal policies and undergo additional CEQA review. As such, it is not anticipated that the Project's contribution to cumulative impacts generated with projects provided in Chapter 4 Summary of Cumulative Impacts, would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the proposed Project would result in ***No Cumulative Impact*** on energy resources.

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

Conclusion: ***No Impact***

The proposed Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the proposed Project will result in ***No Impact*** regarding this resource.

DEFINITIONS AND ACRONYMS

Definitions

British Thermal Unit: British Thermal Unit (BTU) is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWhr) of electricity are 123,000 BTUs, 1,000 BTUs, and 3,400 BTUs, respectively. Natural gas usage is expressed in therms. A therm is equal to 100,000 BTU.

Acronyms

AB	Assembly Bill (State of California Assembly)
CARB or ARB	California Air Resources Board
BTU	British Thermal Unit
CALGreen	California Green Buildings Standards Code
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CPUC	California Public Utilities Commission
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
GHG	Greenhouse Gas
GWh	Gigawatt Hour
kWh	Kilowatt Hour
MWh	Megawatt Hour
OPR	Office of Planning and Research
SB	Senate Bill (State of California Senate)
PG&E	Pacific Gas and Electric Company
U.S. DOT	United States Department of Transportation

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California Legislative Information. Assembly Bill 32 (Nunez, 2006). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32.

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California Legislative Information. Senate Bill No. 107 (Simitian, 2006). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB107.

California Legislative Information. Senate Bill No. 1078 (Sher, 2002). Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1078.

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Geology and Soils
Chapter 3.7

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in ***No Impact*** related to Geology and Soils for Items 3.7 a) through e) through the Year 2030 Planning horizon. No mitigation measures will be required. However, as development occurs, it is possible to encounter previously unknown paleontological resources. Based on this uncertainty, the project would result in a ***Less Than Significant Impact with Mitigation*** to the paleontological resource through the Year 2030 Planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. Also, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the analysis as follows.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

As noted in Section 15126.2 (a), "[a]n EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by

bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Geology and Soils in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The thresholds of significance for this section are established by the CEQA Checklist Item including:

- Located on a Fault line
- Hazard to people or property
- Project subject to landslides
- Located on a liquefaction zone

ENVIRONMENTAL SETTING

"Tulare County is divided into two major physiographic and geologic provinces: the Sierra Nevada Mountains and the Central Valley. The Sierra Nevada Physiographic Province, in the eastern portion of the county, is underlain by metamorphic and igneous rock. It consists mainly of homogeneous granitic rocks, with several islands of older metamorphic rock. The central and western parts of the county are part of the Central Valley Province, underlain by marine and non-marine sedimentary rocks. It is basically a flat, alluvial plain, with soil consisting of material deposited by the uplifting of the mountains."[2]

"The San Joaquin and Tulare Basins constitute the southern two-thirds of the Central Valley of California, which is part of a large, northwest trending, asymmetric structural trough, filled with

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15382. Significant Effect on the Environment. Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

[2] Tulare County 2030 General Plan 2030 Update. Background Report. Page 8-4. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf or Tulare County General Plan Recirculated Draft EIR

marine and continental sediments up to 6 miles (mi) thick. The bedrock geology of the areas adjacent to the east and west sides of the San Joaquin Valley contrasts sharply."[3]

"This contrast between the composition of the highlands on the east and west sides of the valley has a profound influence on the sediments and water quality in the valley. Alluvial, Pleistocene nonmarine, and other nonmarine deposits of the eastern part of the valley were derived primarily from the weathering of granitic intrusive rocks of the Sierra Nevada, with lesser contributions from the sedimentary and metasedimentary rocks of the foothills. In the eastern part of the valley, sediments derived primarily from the Sierra Nevada are highly permeable, medium- to coarse-grained sands with low total organic carbon, forming broad alluvial fans where the streams enter the valley. These deposits generally are coarsest near the upper parts of the alluvial fans and finest near the valley trough."[4]

Geology & Seismic Hazards

Seismic hazards, such as earthquakes, can cause loss of human life and property damage, disrupt the local economy, and undermine the fiscal condition of a community. Secondary seismic hazards, including subsidence and liquefaction, can cause building and infrastructure damage.

Seismicity

"Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic hazards in Tulare County generally result from movement along faults associated with the creation of these ranges."[5]

"Earthquakes are typically measured in terms of magnitude and intensity. The most commonly known measurement is the Richter Scale, a logarithmic scale which measures the strength of a quake. The Modified Mercalli Intensity Scale measures the intensity of an earthquake as a function of the following factors:

- Magnitude and location of the epicenter;
- Geologic characteristics;
- Groundwater characteristics;
- Duration and characteristic of the ground motion;

[3] U.S. Geological Survey. Environmental Setting of the San Joaquin-Tulare Basins, California. Water-Resources Investigations Report 97-4205. 1998. Page 5. Accessed July 2023 at: https://pubs.usgs.gov/wri/1997/4205/report.pdf .

[4] Ibid. 6.

[5] Tulare County. Tulare County General Plan 2023 Update. Background Report. Page 8-5.Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf or Tulare County General Plan Recirculated Draft EIR

- Structural characteristics of a building."[6]

Faults

"Faults are the indications of past seismic activity. It is assumed that those that have been active most recently are the most likely to be active in the future. Recent seismic activity is measured in a geologic timescale. Geologically recent is defined as having occurred within the last two million years (the Quaternary Period). All faults believed to have been active during Quaternary time are considered "potentially" active."[7]

"Although a number of faults have been located along the western edge of the Sierra Nevada Mountains, none are known to be active. The Owens Valley Fault Group poses the greatest seismic threat."[8]

"There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west to Tulare County lies the "Central California Active Area," where many earthquakes have originated.

- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.

- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as "potentially active." This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts."[9]

Groundshaking

"Groundshaking is the primary seismic hazard in Tulare County because of the county's seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected

[6] Ibid. 8-4.
[7] Ibid.
[8] Op. Cit. 8-5 and 8-6.
[9] Op. Cit. 8-6 and 8-7.

levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake's epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by the population."[10]

"The San Joaquin Valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in this area will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[11]

"Older buildings constructed before current building codes were in effect, and even newer buildings constructed before earthquake resistance provisions were included in the current building codes, are most likely to suffer damage in an earthquake. Most of Tulare County's buildings are no more than one or two stories in height and are of wood frame construction, which is considered the most structurally resistant to earthquake damage. Older masonry buildings (without earthquake-resistance reinforcement) are the most susceptible to structural failure, which causes the greatest loss of life. The State of California has identified unreinforced masonry buildings (URMs) as a safety issue during earthquakes. In high risk areas (Bay Area) inventories and programs to mitigate this issue are required. Because Tulare County is not a high risk area, state law only recommends that programs to retrofit URMs are adopted by jurisdictions."[12]

Liquefaction

"Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged groundshaking. Areas most prone to liquefaction are those that are water saturated (e.g., where the water table is less than 30 feet below the surface) and consist of relatively uniform sands that are low to medium density. In addition to necessary soil conditions, the ground acceleration and duration of the earthquake must be of sufficient energy to induce liquefaction. Scientific studies have shown that the ground acceleration must approach 0.3g before liquefaction occurs in a sandy soil with relative densities typical of the San Joaquin alluvial deposits."[13]

"Liquefaction during major earthquakes has caused severe damage to structures on level ground as a result of settling, tilting, or floating. Such damage occurred in San Francisco on bay-filled areas during the 1989 Loma Prieta earthquake, even though the epicenter was several miles away. If liquefaction occurs in or under a sloping soil mass, the entire mass may flow toward a lower elevation, such as that which occurred along the coastline near Seward, Alaska during the 1964

[10] Op. Cit. 8-7.
[11] Op. Cit.
[12] Op. Cit. 8-8.
[13] Op. Cit. 8-8 and 8-9.

earthquake. Also of particular concern in terms of developed and newly developing areas are fill areas that have been poorly compacted.

No specific countywide assessments to identify liquefaction hazards have been performed in Tulare County. Areas where groundwater is less than 30 feet below the surface occur primarily in the San Joaquin Valley portion of the County. However, soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. Areas subject to 0.3g acceleration or greater are located in a small section of the Sierra Nevada Mountains along the Tulare-Inyo County boundary. However, the depth to groundwater in such areas is greater than in the valley, which would minimize liquefaction potential as well. Detailed geotechnical engineering investigations would be necessary to more accurately evaluate liquefaction potential in specific areas and to identify and map the areal extent of locations subject to liquefaction."[14]

Settlement

"Settlement can occur in poorly consolidated soils during groundshaking. During settlement, the soil materials are physically rearranged by the shaking and result in reduced stabling alignment of the individual minerals. Settlement of sufficient magnitude to cause significant structural damage is normally associated with rapidly deposited alluvial soils, or improperly founded or poorly compacted fill. These areas are known to undergo extensive settling with the addition of irrigation water, but evidence due to groundshaking is not available. Fluctuating groundwater levels also may have changed the local soil characteristics. Sufficient subsurface data is lacking to conclude that settlement would occur during a large earthquake; however, the data is sufficient to indicate that the potential exists in Tulare County."[15]

Soil Characteristics

The KACP planning area soils are typical of those found in semi-arid regions and are referred to as transported soils, indicating that they have been deposited some distance from their parent rock. The soils which characterize the KACP planning area originated from granitic rocks of the Sierra Nevada and contain quantities of mica, quartz, feldspars, and granitic sand. According to the U.S. Department of Agriculture (USDA) Soil Survey[16] (see **Table 3.7-1** and **Figure 3.7-1**), the following soil types are located in KACP planning area:

Calgro-Calgro, 0 to 2 percent slopes, consists of moderately deep to a duripan, moderately well drained soils that formed in alluvium mainly from granitic sources.

Hanford Sandy loam, 0 to 2 percent slopes, consists of very deep, well drained soils that formed in moderately coarse textured alluvium dominantly from granite. Hanford soils are on stream bottoms, floodplains and alluvial fans.

[14] Op. Cit. 8-9.

[15] Op. Cit.

[16] USDA. Natural Resources Conservation Service, Soil Survey. Eastern Fresno Area, California (CA654) and Tulare County, Western Part, California (CA 659). Accessed July 2023 at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Tujunga sand, 0 to 2 percent slopes, consists of very deep, somewhat excessively drained soils that formed in alluvium from granitic sources. Tujunga soils are on alluvial fans and floodplains, including urban areas.

Table 3.7-1 Soil Types			
Eastern Fresno Area			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI[a]**	**Percent of AOI**
105TW	Calgro-Calgro, saline-Sodic complex	2.4	0.8%
TzbA	Tujunga loamy sand	0.2	0.1%
Subtotals for Soil Survey Area		2.6	0.9%
Tulare County, Western Part			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
105	Calgro-Calgro, saline-Sodic complex	293.1	95.9%
124	Hanford sandy loam	6.0	2.0%
138	Tujunga loamy sand	4.1	1.3%
Subtotals for Soil Survey Area		303.1	99.1%
Totals for Area of Interest		**305.8**	**100.0%**
Notes: [a] *Area of Interest*			

As shown in Table **3.7-1**, Calgro-Calgro soil makes up almost 96% of the soils within the KACP, and almost 100% of the unimproved areas (i.e., undeveloped as an urban-type use such as residential, commercial, industrial, etc.). Hanford Sandy Loam and Tujunga make up the remaining soil types, with 100% of Tujunga soil areas developed as part of the Summerlyn residential subdivision project.

Figure 3.7-1 Soils Survey Map



Landslides

"Landslides are a primary geologic hazard and are influenced by four factors:

- Strength of rock and resistance to failure, which is a function of rock type (or geologic formation);
- Geologic structure or orientation of a surface along which slippage could occur;
- Water (can add weight to a potentially unstable mass or influence strength of a potential failure surface); and,
- Topography (amount of slope in combination with gravitation forces).

Tulare County has three geologic environments: the valley, foothills, and mountains. The range in topography between these three areas presents a range of landslide hazards. As of June 2009, the California Geological Survey had not developed landslide hazard identification maps for Tulare County. However, it is reasonable to assume that certain areas in Tulare County are more prone to landslides than others."[17] "There is no risk of large landslides in the valley area of the county due to its relatively flat topography. There is, however, the potential for small slides and slumping along the steep banks of rivers or creeks."[18]

Wastewater Treatment/Sanitary Sewer

The proposed Project does not include the construction or usage of septic tanks or alternative waste water disposal systems. Over time, the Project will build-out (i.e., developed) in similar soils within the Kingsburg area. Future development within the KACP planning area will likely connect to Selma-Kingsburg-Fowler (SKF) Sanitation District, with SKF's approval required and in compliance with SKF standards.

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to the proposed Project.

State Agencies & Regulations

Seismic Hazards Mapping Act

"The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, Section 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety

[17] Tulare County General Plan 2030 Update. Background Report. Page 8-10.
[18] Ibid.

and to minimize the loss of life and property by identifying and mitigating these seismic hazards. The SHMA was passed by the legislature following the 1989 Loma Prieta earthquake.

The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires."[19]

California Building Code

"The California Building Code is another name for the body of regulations known as the California Code of Regulations (C.C.R.), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards."[20]

Alquist-Priolo Earthquake Fault Zoning Act

"The Alquist - Priolo Earthquake Fault Zoning Act (formerly the Alquist- Priolo Special Studies Zone Act), signed into law December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within the zones, which includes withholding permits until geologic investigations are conducted in order to demonstrate that development sites are not threatened by future surface displacement (Hart, 1997). Surface fault rupture is not necessarily restricted to the area within an Alquist-Priolo Zone."[21]

Local Policy & Regulations

Tulare County General Plan Policies

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

ERM-7.2 Soil Productivity - The County shall encourage landowners to participate in programs that reduce soil erosion and increase soil productivity. To this end, the County shall promote coordination between the Natural Resources Conservation Service, Resource Conservation Districts, UC Cooperative Extension, and other similar agencies and organizations.

[19] State of California Department of Conservation. Seismic Hazards Mapping Act. Accessed July 2023 at: https://www.conservation.ca.gov/cgs/shma
[20] Tulare County General Plan 2030 Update. Background Report. Page. 8-3.
[21] Op. Cit.

HS-2.1 Continued Evaluation of Earthquake Risks - The County shall continue to evaluate areas to determine levels of earthquake risk.

HS-2.4 Structure Siting - The County shall permit development on soils sensitive to seismic activity permitted only after adequate site analysis, including appropriate siting, design of structure, and foundation integrity.

HS-2.7 Subsidence - The County shall confirm that development is not located in any known areas of active subsidence. If urban development may be located in such an area, a special safety study will be prepared and needed safety measures implemented. The County shall also request that developments provide evidence that its long-term use of ground water resources, where applicable, will not result in notable subsidence attributed to the new extraction of groundwater resources for use by the development.

HS-2.8 Alquist-Priolo Act Compliance - The County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones (pursuant to and as determined by the Alquist-Priolo Earthquake Fault Zoning Act; Public Resource code, Chapter 7.5) unless the specific provision of the Act and Title 14 of the California Code of Regulations have been satisfied.

IMPACT EVALUATION

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The Community Plan is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan). According to the Draft Community Plan, land use patterns in the Kingsburg area are typical of other Valley communities.

In addition to the built-out 54-acre Summerlyn residential subdivision project; predominantly

rural residential, commercial, and industrial areas accounted for approximately 363 acres of the KACP. Approximately 30 rural residences are located within the KACP planning area with many adjacent to or part of agriculturally productive lands. Currently, commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication]), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows] and McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Current commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Pemex gas station/mini-mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and, vacant land.

No substantial faults are known to traverse Tulare County according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation[22]. The nearest major fault line, which lies outside of Tulare County, is the San Andreas fault zones; approximately 60 miles west of the proposed Project site. According to the Five County Seismic Safety Element (FCSSE), Tulare County is located in the V-1 zone. This zone includes most of the eastern San Joaquin Valley, and is characterized by a relatively thin section of sedimentary rock overlying a granitic basement. Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance of the faults that are expected sources of the shaking is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.[23] Therefore, ***No Impact*** would result from the rupture of a known earthquake fault through the Year 2030 Planning horizon.

ii) Strong seismic ground shaking?

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

Tulare County is characterized as Severity Zone "Nil" and "Low" for ground-shaking events.[24] De-aggregation of the hazard was performed by using the USGS Interactive De-aggregation website and it was found that all faults within a 20 mile radius are quaternary faults between the ages of 750,000 and 1.6 million years old. [25] Quaternary faults are defined as those faults that have been recognized at the surface and which have evidence of movement in the past 1.6

[22] State of California Department of Conservation, Alquist-Priolo Earthquake Fault Zone Maps. Accessed July 2023 at: https://www.conservation.ca.gov/cgs/alquist-priolo and https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/

[23] Five County Seismic Safety Element. Summary & Policy Recommendations II. Pages 3 and 15. Accessed July 2023 at: https://tularecounty.ca.gov/rma/planning-building/environmental-planning/environmental-planning-resources/five-county-seismic-safety-element-1974/.

[24] Tulare County General Plan 2030 Update. Part 1-Goals and Policies Report. Page 253. Accessed July 2023. http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf

[25] USGS. Earthquake Hazards Program: Custom Mapping & Analysis Tools. Accessed July 2023 at: https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf

million years, which is the duration of the Quaternary Period.[26] Due to the distance and types of faults in the proposed Project vicinity, strong ground shaking is unlikely. Therefore, ***No Impact*** would occur as a result of this Project through the Year 2030 Planning horizon.

iii) Seismic-related ground failure, including liquefaction?

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

The proposed Project area is not located within an area mapped to have a potential for soil liquefaction. Liquefaction in soils and sediments occurs during earthquake events, when soil material is transformed from a solid state to a liquid state, generated by an increase in pressure between pore space and soil particles. Earthquake induced liquefaction typically occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts, but it can also occur in dry, granular soils or saturated soils with partial clay content. Based on available subsurface data, the proposed Project site is underlain by shallow rock that would not liquefy. Also, as noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the KACP to be consistent with the Tulare County General Plan 2030 Update and Zoning classifications and Zoning Map for KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. As such, there would be ***No Impact*** caused by seismic-related ground failure, including liquefaction, as a result of this Project through the Year 2030 Planning horizon.

iv) Landslides?

Landslides are not a significant threat as the topography in the proposed Project area is relatively flat. No geologic landforms exist on or near the site that would result in a landslide event. Therefore, there proposed Project would result in ***No Impact*** through the Year 2030 Planning horizon.

As noted in the Response to 3.7 a), due to the relatively flat nature of the building areas, there is no potential for lateral spreading; as such, there would be ***No Impact*** through the Year 2030 Planning horizon.

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

The existing Project area is not located within a published Earthquake Fault Zone and the potential for ground rupture is low. As earthquakes are possible throughout the State of California, the Project will be required to comply with the Tulare County General Plan and Zone II of the Uniform Building Code. In addition, the existing Project area is not located within an area mapped to have a potential for soil liquefaction. As the Project area is relatively flat, there is no potential for landslides. Also, as noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is

[26] USGS. Earthquake Hazards Program: Glossary. Accessed July 2023 at: https://www.usgs.gov/landsat-missions/landsat-glossary

consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. ***No Project-specific Impacts*** related to this Checklist Item will occur as a result of this Project through the Year 2030 Planning horizon.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2022 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will not increase geotechnical related impacts off-site. Also, as noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update and Zoning classifications and Zoning Map for the KACP planning area. The Urban Development Boundary (UDB) will also be expanded to accommodate project growth and land use needs. ***No Cumulative Impact*** related to this Checklist Item will occur as a result of this Project through the Year 2030 Planning horizon.

Mitigation Measures: ***None Required***

Conclusion: ***No Impact***

As noted earlier, implementation of the proposed Project will not cause a significant impact to this Checklist Item. ***No Cumulative Impacts*** would occur as a result of this Project through the Year 2030 Planning horizon and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The Community Plan is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan).

According to the Draft Community Plan, land use patterns in Kingsburg Area are typical of other Valley communities. In addition to the 54-acre recently built-out Summerlyn residential subdivision project, predominantly rural residential, commercial, and industrial areas accounted for approximately 363 acres of the KACP. In addition to the recently completed (2023) Summerlyn residential subdivision project, approximately 30 rural residences are located within the KACP planning area with many adjacent to or part of agriculturally-productive lands. Currently, commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication]), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows]), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Current commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Valero gas station/mini-mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, a non-operational rail spur and, vacant land.

The proposed Project area is primarily flat and as such, soil erosion is not anticipated. As future development occurs, site construction activities would potentially involve earthmoving activities to shape land, trenching for sewer and potable water distribution systems, pouring concrete for sidewalks, curbs, and gutters, and other typical construction-related activities. These activities could expose soils to erosion processes. The extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions.

To prevent water and wind erosion during the construction-related activities, a Storm Water Pollution Prevention Plan (SWPPP) would be developed for future developments within the Project areas as required for all projects which disturb more than one acre in size. As part of the SWPPP, applicants would be required to provide erosion control measures to protect the topsoil. Any stockpiled soils would be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction period are not anticipated. Therefore, the Project would result in ***No Impact*** through the Year 2030 Planning horizon. As such, no mitigation is required.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2022 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project area is not located on any slopes. The proposed Project also does not involve changes that will affect off-site hillsides. Also, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Therefore, ***No Impact*** related to this Checklist Item will occur as a result of this Project through the Year 2030 Planning horizon.

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

Conclusion: ***No Impact***

Implementation of the proposed Project will not cause a significant impact, potential Project-specific impacts related to this Checklist Item ***No Cumulative Impacts*** related to this Checklist Item will occur as a result of this Project through the Year 2030 Planning horizon.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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

There are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The Community Plan is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan). According to the Draft Community Plan, land use patterns in the Kingsburg planning area are typical of other Valley communities. Commercial development and apartments are situated on the more heavily traveled streets, industrial development is located along railroads, schools, and parks are integrated with residential districts, and the entire community is surrounded by agriculture.

Substantial grade change would not occur in the topography to the point where the future developments within the proposed Project area would expose people or structures to potential substantial adverse effects on, or offsite, such as landslides, lateral spreading, liquefaction or collapse. According to the Five County Seismic Safety Element the V-1 zone the proposed Project site inhabits has a low to moderate risk of subsidence.

There is no evidence to suggest that soils located within the Project area are subject to lateral spreading. Subsidence is due to non-compacted, wind-deposited, soils consolidation under load, to oil or gas production or to severe overdraft existing in the Project area. There would be ***No Impact*** as a result of this Project through the Year 2030 Planning horizon.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2022 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan EIR. Also, as noted earlier, in summary, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

As such, ***No Cumulative Impact*** related to this Checklist Item will occur through the Year 2030 Planning horizon.

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

Conclusion: ***No Impact***

As noted earlier, ***No Project-specific and No Cumulative Impact*** related to this Checklist item will occur through the Year 2030 Planning horizon.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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

There are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The Community Plan is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan). According to the Draft Community Plan, land use patterns in Kingsburg planning area are typical of other Valley communities. Existing land uses have been described earlier in this

Chapter.

Future developments within the planning area will be developed on soils that are classified as moderate with respect to expansion attributes. Typical compliance with the Uniform Building Code is required. Therefore, ***No Impact*** will occur as a result of this Project through the Year 2030 Planning horizon.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2022 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project will have a minor impact on soil compaction. This minor compaction will have a *de minimus* impact of on-site soils. Also, as noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs As such, ***No Cumulative Impact*** related to this Checklist Item will occur as a result of this Project through the Year 2030 Planning horizon.

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

Conclusion: ***No Impact***

As noted earlier, expansive soils were not identified within the Project site. Therefore, ***No Project-specific*** or ***Cumulative Impact*** related to this Checklist Item will occur as a result of this Project through the Year 2030 Planning horizon.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Project Impact Analysis: ***No-to-Less Than Significant Impact***

Also, as noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and

expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The Community Plan is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan). According to the Draft Community Plan, land use patterns in the Kingsburg planning area are typical of other Valley communities. Existing land uses have been described earlier in this Chapter.

The proposed Project does not include the construction or usage of septic tanks or alternative waste water disposal systems. Over time, the Project will build-out (i.e., developed) in similar soils within the Kingsburg area. Future development within the KACP planning area will likely connect to the Selma-Kingsburg-Fowler (SKF) Sanitation District, with SKF's approval and in compliance with SKF standards. Alternative, Chapter 3.19-18 Utilities and Service Systems, contains an discussion regarding the possibility of formation of private water company(ies) OR, over time, a community service district/area could be formed (providing potable water, sanitary sewer collection and treatment, or other service) to serve the entire KACP planning area within Tulare County's jurisdiction. As such, ***No-to-Less Than Significant Project-specific impacts*** to this Checklist Item will occur.

Cumulative Impact Analysis: ***No-to-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 Draft 2022 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms) residential subdivision project EIR, Selma-Kingsburg-Fowler (SKF) Sanitation District, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan EIR.

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP)that is consistent with the Tulare County General Plan 2030 Update, amendment to Zoning classifications, and an update to the Zoning Map for the Kingsburg planning area. The Urban Development Boundary (UDB) will also be expanded to accommodate projected growth and land use needs. As the proposed Project does not include any proposed development(s), it does not include a need for any septic system(s). As such, there will be no impacts related to soils suitable for septic tanks. Also as noted earlier, future development will likely connect to SKF, with SKF's approval. In addition, the proposed Project will have no impacts related to the use of septic tanks on other properties. As noted above, see also Chapter 3.19-18 Utilities and Service Systems. As such, ***No-to-Less Than Cumulative Impact*** related to this Checklist Item will occur as a result of this Project through the Year 2030 Planning horizon.

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

Conclusion: ***No Impact***

As noted earlier, future development will be required to connect to the wastewater treatment system, therefore the Project-specific or Cumulative Impacts related to this Checklist Item will result in ***No Impact*** as a result of this Project through the Year 2030 Planning horizon.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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

The Project is development of the draft Kingsburg Area Community Plan (KACP) and no development proposals are being considered at this time. As noted earlier, the KACP is being prepared to accommodate a growth rate of 1.3% (consistent with the Tulare County General Plan). According to the Draft Community Plan, land use patterns in the Kingsburg planning area are typical of other Valley communities. Existing land uses have been described earlier in this Chapter.

Also, as noted in Response to Item 3.5.a) in Chapter 3.5 Cultural Resources, a cultural resources records search was conducted of the site. No paleontological resources or sites, or unique geologic features were identified during that search.

Although it cannot conclusively be demonstrated that no subsurface paleontological resources are present, potential discovery of such resources would be mitigated through implementation of **Mitigation Measure 3.7.1**. With implementation of **Mitigation Measure 3.7.1**, Project-specific impacts related to this Checklist Item will be reduced ***to Less Than Significant Impact with Mitigation*** through the Year 2030 Planning horizon.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As such, the proposed Project would result in ***Less Than Significant Project-Specific and Cumulative Impacts with Mitigation*** through the Year 2030 Planning horizon.

Mitigation Measure(s):

3.7.1. The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources

requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the Project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the Project.

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

With implementation of **Mitigation Measure 3.7.1**, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced ***Less Than Significant with Mitigation*** through the Year 2030 Planning horizon.

DEFINITIONS/ACRONYMS

Definitions

Fault - "A fault is a fracture in the Earth's crust that is accompanied by displacement between the two sides of the fault. An active fault is defined as a fracture that has shifted in the last 10,000 to 12,000 years (Holocene Period). A potentially active fault is one that has been active in the past 1.6 million years (Quaternary Period). A sufficiently active fault is one that shows evidence of Holocene displacement on one or more of its segments or branches (Hart, 1997)."[27]

Liquefaction - "Liquefaction in soils and sediments occurs during earthquake events, when soil material is transformed from a solid state to a liquid state, generated by an increase in pressure between pore space and soil particles. Earthquake-induced liquefaction typically occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts, but it can also occur in dry, granular soils or saturated soils with partial clay content."[28]

Magnitude - "Earthquake magnitude is measured by the Richter scale, indicated as a series of Arabic numbers with no theoretical maximum magnitude. The greater the energy released from the fault rupture, the higher the magnitude of the earthquake. Magnitude increases logarithmically in the Richter scale; thus, an earthquake of magnitude 7.0 is thirty times stronger than one of magnitude 6.0. Earthquake energy is most intense at the point of fault slippage, the epicenter, which occurs because the energy radiates from that point in a circular wave pattern. Like a pebble thrown in a pond, the increasing distance from an earthquake's epicenter translates to reduced groundshaking."[29]

[27] General Plan Background Report. Page 8-2. Accessed July 2023.
[28] Ibid.
[29] Op. Cit.

Acronyms

CEQA	California Environmental Quality Act
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
FCSSE	Five County Seismic Safety Element
KACP	Kingsburg Area Community Plan
MCL	Maximum Contaminant Level
SHMA	Seismic Hazards Mapping Act
SKF	Selma-Kingsburg-Fowler Sanitation District
SWPPP	Storm Water Pollution Prevention Plan

REFERENCES

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Greenhouse Gas Emissions
Chapter 3.8

SUMMARY OF FINDINGS

The proposed Project will result in ***Less Than Significant Impacts*** related to Greenhouse Gas (GHG) Emissions through the Year 2030 Planning horizon. A detailed review of potential impacts is provided in the following analysis. An Air Quality and Greenhouse Gas Analysis Technical Memorandum (AQ/GHG Memorandum) prepared by Tulare County Resource Management Agency (RMA) staff, which is included as Appendix "A" of this document, is used as the basis for determining this Project will result in ***Less Than Significant Impacts***.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

As required in CEQA Guidelines Section 15064, the evaluation of the Project's impact on global climate change shall consider the direct and reasonably foreseeable indirect physical changes in the environment which may be caused by the project. CEQA Guidelines Section 15064.4 provides guidance to lead agencies on determining the significance of GHG emission on global climate change as follows.

"Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

    (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

    (2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

    (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project."[1]

Thresholds of Significance

According to Appendix G of the CEQA Guidelines, project-related greenhouse gas (GHG) emissions would normally have a significant effect on climate change if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

The San Joaquin Valley Unified Air Pollution Control District (Air District) has not adopted a numerical threshold, such as a volume of GHG per capita ($MTCO_2e$ per person) or a maximum annual volume (e.g. 3,000 $MMTCO_2e$ per year), for GHG emissions. The Air District, however, has provided guidance to assist Lead Agencies which established a menu of performance standards, some of which depend on the existence of an adopted climate action plan or the establishment of Best Performance Standards (BPS). Specifically, the Air District's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA* document provides the following process for evaluating GHG significance.[2]

- "Projects determined to be exempt from the requirements of CEQA would be determined to have a less than significant individual and cumulative impact for GHG emissions and would not require further environmental review, including analysis of project specific GHG emissions. Projects exempt under CEQA would be evaluated consistent with established rules and regulations governing project approval and would not be required to implement BPS.
- Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be

[1] CEQA Guidelines. Section 15064.4

[2] San Joaquin Valley Unified Air Pollution Control District (SJVAPCD or Air District), Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA. Pages 4-5. Accessed May 2022 at: http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf.

specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement BPS.

- Projects implementing Best Performance Standards would not require quantification of project specific GHG emissions. Consistent with CEQA Guideline, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.
- Projects not implementing Best Performance Standards would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business-as-Usual (BAU*), including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.
- Notwithstanding any of the above provisions, projects requiring preparation of an Environmental Impact Report for any other reason would require quantification of project specific GHG emissions. Projects implementing BPS or achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG." [3]

ENVIRONMENTAL SETTING

"Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern is that increases in GHGs are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. The gases believed to be most responsible for global warming are water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6)."[4]

"In 2007, Tulare County generated approximately 5.2 million tonnes of CO_2e [carbon dioxide equivalent]. The largest portion of these emissions (63 percent) is attributed to dairies/feedlots, while the second largest portion (16 percent) is from mobile sources."[5]

[3] Ibid.

[4] Tulare County General Plan 2030 Update. Background Report. Page 6-17. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf.

[5] Tulare County General Plan 2030 Update. Recirculated DEIR. Page 3.4-32.

Table 3.8-1 Emissions by Sector in 2007		
Sector	**CO_2e (tonnes/year)**	**% of Total**
Electricity	542,690	11%
Natural Gas	321,020	6%
Mobile Sources	822,230	16%
Dairy/Feedlots	3,294,870	63%
Solid Waste	227,250	4%
Total	**5,208,060**	**100%**
Per Capita	**36.1**	
Source: Tulare County General Plan 2030 Update Recirculated Draft EIR. Page 3.4-22. Table 3.4-2.		

"In 2030, Tulare County is forecast to generate approximately 6.1 million tons of CO_2e. The largest portion of these emissions (59 percent) is attributed to dairies/feedlots, while the second largest portion (20 percent) is from mobile sources. Per capita emissions in 2030 are projected to be approximately 27 tons of CO_2e per resident."[6]

Table 3.8-2 Emissions by Sector in 2030		
Sector	**CO_2e (tonnes/year)**	**% of Total**
Electricity	660,560	11%
Natural Gas	384,410	6%
Mobile Sources	1,212,370	20%
Dairy/Feedlots	3,601,390	59%
Solid Waste	246,750	4%
Total	**6,105,480**	**100%**
Per Capita	**27.4**	
Source: Tulare County General Plan 2030 Update Recirculated Draft EIR, page 3.4-22, Table 3.4-3		

The Tulare County General Plan 2030 Update Background Report contains the following: "Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO_2 and methane are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane primarily results from off-gassing associated with agricultural practices and landfills. SF_6 is a GHG commonly used in the utility industry as an insulating gas

[6] Ibid.

in transformers and other electronic equipment. There is widespread international scientific agreement that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming.

Some of the potential resulting effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CARB, 2006). Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great."[7]

According to AB 32, which is discussed further below, "The [California State] Legislature finds and declares all of the following: (a) Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems. (b) Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state."[8]

REGULATORY SETTING

Applicable Federal, State, and local regulations specific to greenhouse gas resources are described below. The following environmental regulatory settings were summarized, in part,

[7] Op. Cit. 6-27 to 6-28
[8] California Air Resources Board (ARB). AB 32 Global Warming Solutions Act of 2006. Accessed May 2022 at: http://www.arb.ca.gov/cc/ab32/ab32.htm.

from information contained in the Tulare County 2030 General Plan Update Background Report, Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (RDEIR), the California Air Resources Board (ARB) website, and the United States Environmental Protection Agency (US EPA) website.

Federal Agencies & Regulations

United States Environmental Protection Agency Greenhouse Gas Endangerment Findings

"On December 7, 2009, Administrator Lisa Jackson signed a final action, under Section 202(a) of the Clean Air Act, finding that six key well-mixed greenhouse gases constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to the climate change problem."[9]

"The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases — carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) — in the atmosphere threaten the public health and welfare of current and future generations."[10]

However, as indicated by the US EPA website accessed on July 2, 2017, "Thank you for your interest in this topic. We are currently updating our website to reflect EPA's priorities under the leadership of President Trump and Administrator Pruitt. If you're looking for an archived version of this page, you can find it on the January 19 snapshot."[11]

State Agencies & Regulations

California Clean Air Act (CAA)

"The California CAA of 1988 establishes an air quality management process that generally parallels the federal process. The California CAA, however, focuses on attainment of the State ambient air quality standards,… which, for certain pollutants and averaging periods, are more stringent than the comparable federal standards. Responsibility for meeting California's standards is addressed by the CARB and local air pollution control districts (such as the eight county SJVAPCD, which administers air quality regulations for Tulare County). Compliance strategies are presented in district-level air quality attainment plans."[12]

California Air Resources Board

"The Air Resources Board (ARB or Board) has established State ambient air quality standards (State standards) to identify outdoor pollutant levels considered safe for the public. After State

[9] United States Environmental Protection Agency (US EPA). Accessed May 2022 at: http://www.epa.gov/climatechange/EPAactivities/regulatory-initiatives.htm. l
[10] US EPA. Accessed May 2022 at: http://www.epa.gov/climatechange/endangerment/index.html.
[11] US EPA. Accessed May 2022 at: https://www.epa.gov/sites/production/files/signpost/cc.html.
[12] Tulare County General Plan 2030 Update. RDEIR. Pages 3.3-2 to 3.3-3.

standards are established, State law requires ARB to designate each area as attainment, nonattainment, or unclassified for each State standard. The area designations, which are based on the most recent available data, indicate the healthfulness of air quality throughout the State."[13]

"On April 26, 1996, the Board approved the "Carbon Monoxide Redesignation Request and Maintenance Plan for Ten Federal Planning Areas" as part of the State Implementation Plan (SIP) for Carbon Monoxide. U.S. EPA approved this revision on June 1, 1998 and redesignated the ten areas to attainment. On October 22, 1998, ARB revised the SIP to incorporate the effects of the recent Board action to remove the wintertime oxygen requirement for gasoline in certain areas. On July 22, 2004, ARB approved an update to the SIP that shows how the ten areas will maintain the standard through 2018, revises emission estimates, and establishes new on-road motor vehicle emission budgets for transportation conformity purposes."[14]

Executive Order S-3-05

"Executive Order S-3-05 was signed by Governor Schwarzenegger on June 1, 2005. This executive order established [GHG] emission reduction targets for California. Specifically, the executive order established the following targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order additionally ordered that the Secretary of the California Environmental Protection Agency (Cal EPA) would coordinate oversight of the efforts among state agencies made to meet the targets and report to the Governor and the State Legislature biannually on progress made toward meeting the GHG emission targets. Cal EPA was also directed to report biannually on the impacts to California of global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry, and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the EO [executive order], the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state…"[15]

Assembly Bill 32: California Global Warming Solutions Act of 2006

[13] ARB. Accessed May 2022 at: http://www.arb.ca.gov/desig/desig.htm.
[14] ARB. 2004 Revisions to the Carbon Monoxide Maintenance Plan. Accessed May 2022 at: http://www.arb.ca.gov/planning/sip/co/co.htm.
[15] Tulare County General Plan 2030 Update. RDEIR. Pages 3.4-4 to 3.4-5.

"In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

In December 2007, CARB approved the 2020 emission limit of 427 million metric tons of CO2 equivalents (CO2e) of greenhouse gases (CARB, page 2, 2007b). The 2020 target of 427 million metric tons of CO2e requires the reduction of 169 million metric tons of CO2e, or approximately 30 percent, from the State's projected 2020 emissions of 596 million metric tons of CO2e (business-as-usual).

Also in December 2007, CARB adopted mandatory reporting and verification regulations pursuant to AB 32. The regulations became effective on January 1, 2009, with the first reports covering 2008 emissions. The mandatory reporting regulations require reporting for certain types of facilities that make up the bulk of the stationary source emissions in California. Currently, the draft regulation language identifies major facilities as those that generate more than 25,000 metric tons/year of CO2e. Cement plants, oil refineries, electric-generating facilities/providers, cogeneration facilities, and hydrogen plants and other stationary combustion sources that emit more than 25,000 metric tons/year CO2e, make up 94 percent of the point source CO2e emissions in California (CARB, page 12, 2007a)."[16]

Climate Change Scoping Plan

"In June, 2008, CARB published its *Climate Change Draft Scoping Plan* (CARB, page ES-1, 2008a). The *Climate Change Draft Scoping Plan* reported that CARB met the first milestones set by AB 32 in 2007: developing a list of early actions to begin sharply reducing greenhouse gas emissions; assembling an inventory of historic emissions; and establishing the 2020 emissions limit. After consideration of public comment and further analysis, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in December, 2008 (CARB, page ES-1, 2008b). The Scoping Plan proposes a set of actions designed to reduce overall carbon emissions in California. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a Statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;

[16] Ibid. 3.4-5.

- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long term commitment to AB 32 implementation. (CARB, pages ES-3 – ES-4, 2008b)

The *Scoping Plan* notes that "[a]fter Board approval of this plan, the measures in it will be developed and adopted through the normal rulemaking process, with public input" (CARB, page ES-4, 2008b).

The *Scoping Plan* states that local governments are "essential partners" in the effort to reduce greenhouse gas emissions, and that they have "broad influence and, in some cases, exclusive jurisdiction" over activities that contribute to greenhouse gas emissions. Local governments may contribute to significant direct and indirect greenhouse gas emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Many of the proposed measures to reduce greenhouse gas emissions rely on local government actions. The plan encourages local governments to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020 (CARB, pages 26-27, 2008b).

The *Scoping Plan* also included recommended measures that were developed to reduce greenhouse gas emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving our natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures also put the State on a path to meet the long-term 2050 goal of reducing California's greenhouse gas emissions to 80 percent below 1990 levels. These measures were presented to and approved by the CARB on December 11, 2008.

The total reduction for the recommended measures is 174 million metric tons/year of CO2e, slightly exceeding the 169 million metric tons/year of CO2e of reductions estimated to be needed in the *Scoping Plan*. The measures in the Scoping Plan approved by the Board will be developed over the next two years and be in place by 2012."[17]

"The First Update to the Scoping Plan was approved by the Board on May 22, 2014, and builds upon the initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines ARB's climate change priorities for the next five years, and also sets the groundwork to reach long-term goals set forth in Executive Orders S-3-05 and B-16-2012. The Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term"

[17] Op. Cit. 3.4-5 to 3.4-6.

GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use."[18]

"On April 29, 2015, the Governor issued Executive Order B-30-15 establishing a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. All state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. ARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target, and therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions."[19]

Senate Bill 97

"Governor Schwarzenegger signed Senate Bill (SB) 97, a CEQA and greenhouse gas emission bill, into law on August 24, 2007. SB 97 requires the Governor's Office of Planning and Research (OPR) to prepare CEQA guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency certified and adopted the guidelines on December 31, 2009 and submitted them for review by the Office of Administrative Law. The adopted amendments will become effective after the Office of Administrative Law completes its review of the adopted amendments and rulemaking file, and transmits the adopted amendments to the Secretary of State for inclusion in the California Code of Regulations. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by CARB pursuant to the Global Warming Solutions Act, scheduled for 2012.[20]

Governor's Office of Planning and Research (OPR)

The OPR published a Technical Advisory in June of 2008 that is an informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents to serve in the interim until guidelines are established pursuant to SB 97. This Advisory recommends that CEQA documents include quantification of estimated GHG emissions associated with a proposed project and that a determination of significance be made. "The technical advisory points out that neither CEQA nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. "This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable" (OPR, page 4, 2008). OPR recommends that "the global nature of climate change warrants investigation of a Statewide threshold of significance for GHG emissions" (OPR, page 4, 2008). Until such a standard is established, OPR advises that each lead agency should develop its own approach to performing an analysis for projects that generate greenhouse gas emissions (OPR, page 5, 2008)."[21]

[18] ARB. 2013 Scoping Plan Documents. Accessed May 2022 at: https://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm.
[19] ARB. AB 32 Climate Change Scoping Plan. Accessed May 2022 at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm.
[20] Tulare County General Plan 2030 Update. RDEIR. Page 3.4-9.
[21] Ibid. 3.4-9 to 3.4-10.

Senate Bill 375

"SB 375 (Steinberg) was signed into law in 2008. It builds on AB 32 to connect the reduction of GHG emissions from cars and light trucks to land use and transportation policy. The transportation sector represents the State's largest contributor of greenhouse gases. Accordingly, SB 375 seeks (1) to use the regional transportation planning process to help achieve AB 32 goals; (2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GHG emissions; and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process. SB 375 aligns regional land use, transportation, housing and greenhouse gas reduction planning efforts. It requires CARB to set greenhouse gas emission reduction targets for passenger vehicles and light trucks for 2020 and 2035. The targets are for the 18 Metropolitan Planning Organizations in California. Metropolitan Planning Organizations are responsible for preparing Sustainable Community Strategies and, if needed, Alternative Planning Strategies, that will include the region's strategy for meeting the established targets. Tulare County Association of Governments is the Metropolitan Planning Organization for Tulare County. Implementation of SB 375 is a multi-year process, with regional GHG reduction targets to be determined in late 2010."[22]

California Attorney General

In response to the 2009 updates to the CEQA Guidelines, the Attorney General's Office (AGO) prepared two advisory documents in January 2010 to assist land use agencies in addressing greenhouse gases in CEQA evaluations. The advisory document *Addressing Climate Change at the Project Level* provides a variety of mitigation measures to address climate change, one of the most serious environmental effects affecting the State of California. The list that was provided was not intended to be an exhaustive list and not all mitigation measures would apply to all projects.[23]. The advisory document *Sustainability and General Plans: Example of Policies to Address Climate Change* provides land use agencies with a list of resources available to assist in integrating sustainability and climate change into general planning and local land use regulations. The document provides a list of examples of "exemplary and innovative" local sustainability and climate policies and measures that agencies could incorporate into their general plans.[24]

"The Attorney General is a leader in the State's efforts to fight global warming and promote a clean, lower-carbon economy. The Attorney General's Office, representing state agencies and acting independently in the name of the People:

- Successfully defended – and will continue to defend – the State's landmark clean cars laws. [See Clean Cars]

[22] Op. Cit. 3.4-11.
[23] State of California (CA). Attorney General's Office. Mitigation for Greenhouse Gas Emissions. Accessed May 2022 at: Mitigation for Greenhouse Gas Emissions | State of California - Department of Justice - Office of the Attorney General.
[24] State of California. Attorney General's Office. Sustainability and General Plans: Examples of Policies to Address Climate Change California Attorney General's Office. Accessed May 2022 at: Examples of General Plan Policies (ca.gov)

- Filed numerous actions that caused the U.S. Environmental Protection Agency to finally begin regulating greenhouse gas pollution, and continues to ensure that the federal government does its job. [See Clean Air Act]
- Through comments and litigation, ensures that local governments take account of climate change and plan for a more sustainable future for all members of the community. [See California Environmental Quality Act]
- Promotes renewable energy and enhanced energy efficiency in California, supporting hundreds of thousands of new jobs and improved air quality. [See Green Energy]
- Defends the Air Resources Board in challenges to its landmark carbon and greenhouse gas reduction regulations. The Board has defended against challenges to actions taken under AB 32, the Global Warming Solutions Act of 2006, which requires California to reduce its total greenhouse gas emissions to 1990 levels by 2020. The Board has also defended against challenges to the Low Carbon Fuel Standard by industry groups representing petroleum, refining, trucking, and ethanol interests. The Low Carbon Fuel Standard is a landmark regulatory effort to reduce the carbon content of all transportation fuel used in California, requiring at least a ten percent reduction in carbon intensity of fuel by the year 2020."[25]

Regional Policy & Regulations

California Air Pollution Control Officers Association (CAPCOA)

"In January 2008, the California Air Pollution Control Officers Association (CAPCOA) issued a "white paper" on evaluating GHG emissions under CEQA (CAPCOA, 2008). The CAPCOA white paper strategies are not guidelines and have not been adopted by any regulatory agency; rather, the paper is offered as a resource to assist lead agencies in considering climate change in environmental documents."[26]

The California Association of Air Pollution Control Officers (CAPCOA) represents all thirty-five local air quality agencies throughout California. CAPCOA, which has been in existence since 1975, is dedicated to protecting the public health and providing clean air for all our residents and visitors to breathe, and initiated the Greenhouse Gas Reduction Exchange.[27]

"The Greenhouse Gas Reduction Exchange (GHG Rx) is a registry and information exchange for greenhouse gas emissions reduction credits designed specifically to benefit the state of California. The GHG Rx is a trusted source of locally generated credits from projects within California, and facilitates communication between those who create the credits, potential buyers, and funding organizations."[28] Four public workshops were held throughout the state including in the SJVAPCD. The mission is to provide a trusted source of high quality California-based

[25] CA Attorney General's Office. Defending California's Climate Change Program. Accessed May 2022 at: https://oag.ca.gov/environment/climate-change.
[26] Tulare County General Plan 2030 Update. RDEIR. Page 3.4-12.
[27] California Air Pollution Control Officers Association. Accessed May 2022 at: GHG Rx Flyer - 8.31.2016 - FINAL.pdf (capcoa.org)
[28] Ibid.

greenhouse gas credits to keep investments, jobs, and benefits in-state, through an Exchange with integrity, transparency, low transaction costs and exceptional customer service.[29]

San Joaquin Valley Air Pollution Control District (Air District)

The Air District has jurisdiction over eight counties in California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the San Joaquin Valley Air Basin portion of Kern. The Air District "is a public health agency whose mission is to improve the health and quality of life for all Valley residents through efficient, effective and entrepreneurial air quality-management strategies."[30] As previously discussed the Air District has determined that the quantification of GHG emissions is expected for all projects that require an Environmental Impact Report. The Air District has provided guidance documents identifying recommended significance thresholds for GHG emissions.[31]

The Air District adopted the *Climate Change Action Plan* (CCAP) in August 2008. "The CCAP directed the District Air Pollution Control Officer to develop guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas (GHG) emissions on global climate change,

On December 17, 2009, the San Joaquin Valley Air Pollution Control District (District) adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, and the policy: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA.

Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. Projects implementing BPS would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual, is required to determine that a project would have a less than cumulatively significant impact. The guidance does not limit a lead agency's authority in establishing its own process and guidance for determining significance of project related impacts on global climate change."[32]

[29] California Air Pollution Control Officers Association. CAPCOA Greenhouse Gas Reduction Exchange. Accessed May 2022 at: http://www.ghgrx.org/.
[30] San Joaquin Valley Unified Air pollution Control District (Air District). About the District. Accessed May 2022 at: http://www.valleyair.org/General_info/aboutdist.htm#Mission.
[31] Air District. Guidance for Valley Land-use Agencies In Addressing GHG Emission Impacts for New Projects under CEQA, Pages 4-5 Accessed May 2022 at: http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf or Microsoft Word - 3 CCAP - FINAL LU Guidance - Dec 17 2009.doc (valleyair.org).
[32] Air District. Climate Change Action Plan. Accessed May 2022 at: http://www.valleyair.org/Programs/CCAP/CCAP_menu.htm.

Local Policy & Regulations

Tulare County General Plan Policies

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

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

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

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

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

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

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

LU-1.1 Smart Growth and Healthy Communities - The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

1. Creating a strong sense of place,
2. Mixing land uses, and
3. Preserving open space

Tulare County Climate Action Plan

"The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[33]

"Tulare County Climate Action Plan. The Tulare County adopted a Climate Action Plan (CAP) on August 28, 2012. The CAP is an implementation measure of the 2030 General Plan Update. The CAP follows a four-step process recommended by the Institute for Local Government, including identification of a baseline year and emissions inventory; projected future year inventories; and provision of policies, regulations, and programs that achieve reductions by the target years. The CAP uses 2007 as the baseline year, and contains projections for 2020 and 2030. The policies, regulations, and programs considered in the CAP include those by federal, state, and local governments. The measures were quantified to the extent possible.

Summary of CAP Actions

- Identifies sources of greenhouse gas emissions caused by activities within the unincorporated areas of Tulare County and estimates how these emissions may change over time.
- Establishes a reduction target of reducing Tulare County's greenhouse gas emissions to demonstrate consistent with AB 32 (2006) and CARB Scoping Plan targets. This requires a reduction of 6 percent on average from new development in excess of those achieved from adopted regulations.
- Provides energy use, transportation, land use, water conservation, and solid waste strategies to bring Tulare County's greenhouse gas emissions levels to the reduction target. Mitigates the impacts of Tulare County activities on climate change (by reducing greenhouse gas emissions consistent with the direction of the State of California via AB 32, Governor's Order S-03-05, and the 2009 amendments to the CEQA Guidelines to comply with SB 97 (2008). The CEQA Guidelines encourage the adoption of policies or programs as a means of addressing comprehensively the cumulative impacts of projects. (See CEQA Guidelines, Sections 15064(h)(3), 15130(c).)

[33] Tulare County Climate Action Plan. Climate Action Plan Purpose. Page 1. Microsoft Word - 23190016 Tulare Draft CAP 03-02-2010.doc.

- Allows the greenhouse gas emissions inventory and CAP to be updated every five years and to respond to changes in science, effectiveness of emission reduction measures and federal, state, regional, or local policies to further strengthen the County's response to the challenges of climate change.
- Provides substantial evidence that the emission reductions estimated in the CAP are feasible.
- Serves as the threshold of significance within the County of Tulare for climate change impacts, by which all applicable developments within the County will be reviewed.
- Proposed development projects that are consistent with the emission reduction and adaptation measures included in the CAP and the programs that are developed as a result of the CAP, would be considered to have a less than significant cumulative impact on climate change and emissions consistent with CEQA Guidelines 15064(h)(3) as amended to comply with SB 97."

IMPACT EVALUATION

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the KACP that would generate greenhouse gas (GHG) emissions as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. Implementation of the KACP will not result in generation of GHG emissions until future development occurs.

The Air District has determined that projects consistent with an adopted Climate Action Plan (CAP) would be considered to have a less than significant impact on the environment. [34] The Tulare County CAP was initially adopted in August 2012 and serves as a guiding document for County actions to reduce GHG emissions and adapt to the potential effects of climate change.[35] The CAP is an implementation measure of the Tulare County General Plan which provides the supporting framework for development in the County. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets required by State of California legislation. The General Plan fulfills many sustainability and GHG reduction objectives at the program level. The CAP identifies the policies from the various General Plan elements that promote more efficient development

[34] Air District, GAMAQI, Section 8.9.1, Page 112

[35] Tulare County. Climate Action Plan. August 2012. Page 1. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/004Resolution%20No.%202012-0698%20(CAP)/Tulare%20County%20CAP%2008-13-2012.pdf.

and reduce travel and energy consumption. The CAP requires projects achieve reductions in excess of the reduction identified in the Scoping Plan. The CAP identifies General Plan policies in place to assist the County in reducing GHG emissions. The CAP was updated in 2018 to reflect the County's strategies in achieving the State's post-2020 goals and identifies the County's fair share of reductions required to maintain consistency with the State's target.[36]

"The 2018 Update includes an additional method of determining project consistency with the CAP and 2030 targets. Projects subject to CEQA review could use a checklist containing design features and measures that are needed to determine consistency. Large projects (500-unit subdivisions and 100,000 square feet of retail or equivalent intensity for other uses) and new specific plans should provide a greenhouse gas analysis report quantifying GHG emissions to demonstrate that the project emissions are at least 31 percent below 2015 levels by 2030 or 9 percent below BAU emissions in 2030. These are the amounts currently required from development related sources to demonstrate consistency with SB 32 2030 targets. Smaller projects may also prepare a GHG analysis report if the checklist is not appropriate for a particular project or is deemed necessary by the project proponent or County staff. The GHG analysis should incorporate as many measures as possible from the CalEEMod mitigation component as described in Table 15 [of the 2018 CAP] and can take credit for 2017 Scoping Plan measures that have not been incorporated into CalEEMod but that will be adopted prior to 2030 such as 50 percent RPS."[37]

As the CAP implements the County's strategy to achieve the State's 2030 reduction targets, projects below the consistency thresholds have been determined to be consistent with the State's targets and do not require GHG emissions quantification. Projects below the consistency thresholds would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. As there are no specific development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP, the proposed Project will not result in GHG emissions until specific development occurs. Future developments would be required to comply with the CAP.

The CAP states, "The County has already approved a substantial number of lots for development. Development of some of these lots will be limited by various factors such as water supply, sewer/septic capability, road capacity, etc. that cannot be addressed during the planning horizon due to lack of resources. This means that the County expects that new development proposals will be received that are more likely to develop before existing lots are developed because the rural community, landowner, or developer has the resources to provide all improvements and services required for the site. As a rough estimate, this analysis assumes that 40 percent of the development will occur on existing lots and 60 percent will occur in new developments. Development occurring on existing lots will be subject to

[36] Tulare County. 2018 Climate Action Plan Update. December 2018. Page1. Accessed May 2022 at http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/220Climate%20Action%20Plan/CLIMATE%20ACTION%20PLAN%202018%20UPDATE.pdf.

[37] Ibid. New Development CAP Consistency Checklist. Page73.

existing conditions of the approved subdivision and zoning standards. Development occurring in new subdivisions and projects [after 2012] would be subject to additional measures required to mitigate significant impacts. The County will encourage developers of existing lots [established prior to 2012] to implement measures that reduce greenhouse gas emissions, but it has no authority to require additional reductions beyond those required by State regulation, the building code, and local ordinance."[38]

"Commercial and industrial development in Tulare County during the 2020 and 2030 planning timeframes will comply with increasingly stringent State energy efficiency regulations in most projects. For industrial projects where the SJVAPCD is a Responsible Agency, the project will be expected to implement Best Performance Standards included in the SJVAPCD Guidelines for Addressing Greenhouse Gas Emissions on the processes and stationary equipment that emit greenhouse gases to levels that meet or exceed State targets and may be subject to Cap-and-Trade Program requirements."[39]

As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) proposed within the KACP planning area. However, as the Community Plan is implemented and the communities are built out, the future development projects would generate GHG emissions that could directly or indirectly have a significant impact of the environment. The anticipated future growth within the KACP planning area based on the County's 1.3% annual growth rate is approximately 138 residential units, and 64,000 sf of non-residential space. Future developments within the Project study area must comply with applicable General Plan, Community Plan, and CAP policies; as such, the Community Plan would be consistent with the CAP and therefore, is considered to have a Less Than Significant impact on the environment. However, consistent with Air District guidance, Project-related emissions have been quantified using CalEEMod, Version 2020.4.0, and are summarized and provided below for informational purposes only.

Table 3.8-3 provides the construction-related GHG emissions and **Table 3.8-4** provides the operations-related GHG emissions that could occur if the buildout of the Community Plan is fully realized.

TABLE 3.8-3
CONSTRUCTION-RELATED GHG EMISSIONS (mitigated)

Emissions Source	**CO_{2e} Emissions (metric tons per year)**
Community Buildout	3,284
Streets/Road Maintenance	201
Total Construction Emissions	**3,485**
Amortized Annual Emissions	***116***

Note: Amortized emissions are based on an average 30-year life for all development types.
Source: See Attachment "A".

[38] Ibid. Development in Existing and New Subdivisions. 76.
[39] Op. Cit. Commercial and Industrial Projects. 76.

TABLE 3.8-4. OPERATIONS-RELATED GHG EMISSIONS (metric tons per year)			
Emissions Source	CO_{2e} Emissions (unmitigated)	CO_{2e} Emissions (mitigated)	% Reduction
Total Operations	6,639	6,066	8.63
Amortized Construction Emissions	116	116	0.00
Total Project Emissions	***6,755***	***6,182***	***8.48***
Note: Amortized emissions are based on an average 30-year life for all development types. *Source: See Attachment "A".*			

The Air District does not have a recommendation for lead agencies in assessing the significance of construction related GHG emissions. Emissions from construction would be temporary; however, to account for the long-lasting life of GHG emissions, the emissions were amortized based on the average life of all future development (30 years) and added to the operational emissions. These emissions represent a conservative estimate as the Complete Streets and Road Maintenance emissions were assessed as if they were completely new roads rather than as improvements to existing roadways.

As demonstrated in **Table 3.8-4**, the Project achieves an approximately 8.48% reduction in GHG emissions through compliance with current regulation. As future development is unknown, the analysis was performed assuming a worst-case emissions scenario, that is, that all future development would be developed in one phase beginning in 2023 and operational emissions assumed 2024 emission factors. Also, as future development is unknown, incorporation of project-specific design features in that would reduce GHG emissions and in compliance with the CAP cannot be incorporated into the emissions analysis. Therefore, the emissions reductions presented above underestimate the actual reductions that would be achieved on a project-by-project basis. As such, the draft KACP demonstrates continued progress towards the County achieving the State's 2030 GHG reduction goals. Furthermore, the State anticipates increases in the number of zero emission vehicles operated in the State under the Advanced Clean Car Program. Compliance with SB 375 reduction targets for light duty vehicles will provide continued reductions in emissions from that source through SB 375's 2035 milestone year. Implementation of the draft KACP will provide the County with a GHG emission reduction benefit as future buildout of the community will supply residents within the Kingsburg UDB and immediate vicinity with greater shopping and employment opportunities, thereby reducing vehicle miles traveled from travelling longer distances for such opportunities. Since future development activities requiring discretionary approvals would undertake additional CEQA review, future developments will continue to comply with existing and future regulations, and the General Plan, KACP, and CAP will continue to be implemented through development horizon Year 2030, the growth projected in the draft KACP would not result in significant greenhouse gas impacts. Therefore, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. This cumulative analysis is based on the information provided in the Air Quality and Greenhouse Gas Technical Memorandum prepared by RMA staff which is included as Appendix "A" of this DEIR.

Project-related emissions would be considered to have a significant cumulative impact if project-specific impacts are determined to be significant. As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) associated with the Community Plan. The KACP establishes the planning guidelines for the anticipated growth of the community through the horizon Year 2030. Future developments would be evaluated on a project-by-project basis and would implement all applicable KACP, Tulare County General Plan, and Tulare County CAP policies addressing GHG emissions. The growth projections are consistent with the County CAP and therefore, the emission reduction targets established in AB 32. As such, GHG emissions from future buildout of the KACP planning area would not have a significant impact on the environment. Furthermore, implementation of the Complete Streets and Road Maintenance Programs will further reduce GHG emissions by providing a safer, more walkable community, thereby reducing VMT within the communities Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item would occur.

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

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

As the proposed Project is consistent with aforementioned plans, policies, and rules/regulations, ***Less Than Significant Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

Since the proposed Project is located in an unincorporated area of Tulare County, the most applicable GHG plans are the Tulare County Climate Action Plan and ARB's 2017 Climate Change Scoping Plan. As previously noted, the CAP, initially adopted in August 2012, serves as a guiding document for County actions to reduce GHG emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the Tulare County General Plan which provides the supporting framework for development in the County. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets required by State of California legislation. The General Plan fulfills many sustainability and GHG reduction objectives at the program level. The CAP identifies the policies from the various General Plan elements that promote more efficient development and reduce travel and energy consumption. The

CAP requires projects achieve reductions in excess of the reduction identified in the Scoping Plan. The CAP identifies General Plan policies in place to assist the County in reducing GHG emissions. The 2018 CAP Update incorporates new baseline and future year inventories to reflect the latest information and updates the County's strategy to address the SB 32 2030 target. The CAP identifies the County's fair share of reductions required to maintain consistency with the State's target.

"The 2018 CAP Update includes an additional method of determining project consistency with the CAP and 2030 targets. Projects subject to CEQA review could use a checklist containing design features and measures that are needed to determine consistency. Large projects (500-unit subdivisions and 100,000 square feet of retail or equivalent intensity for other uses) and new specific plans should provide a greenhouse gas analysis report quantifying GHG emissions to demonstrate that the project emissions are at least 31 percent below 2015 levels by 2030 or 9 percent below BAU emissions in 2030. These are the amounts currently required from development related sources to demonstrate consistency with SB 32 2030 targets. Smaller projects may also prepare a GHG analysis report if the checklist is not appropriate for a particular project or is deemed necessary by the project proponent or County staff. The GHG analysis should incorporate as many measures as possible from the CalEEMod mitigation component as described in Table 15 and can take credit for 2017 Scoping Plan measures that have not been incorporated into CalEEMod but that will be adopted prior to 2030 such as 50 percent RPS.

Table 17 [of the 2018 CAP] lists the overarching consistency requirements for all projects based on consistency with County land use plans that apply to the project location. Reviews for consistency with land use plans require planning staff to review projects to determine if they comply with applicable plan policies and implementation measures."[40]

Table 3.8-5 presents the CEQA requirements for project consistency with the County's CAP.

TABLE 3.8-5.
CEQA PROJECT REQUIREMENTS FOR CONSISTENCY WITH CAP

Item	Required
Project helps to meet the density goals from the Tulare Blueprint	Yes
Consistency with General Plan policies	Yes
Consistency with Rural Valley Lands Plan or Foothill Growth Management Plan development criteria	N/A
Consistency with Urban Growth Boundary expansion criteria	Yes
Consistency for development within Rural Community Urban Development Boundaries (UDB) and Hamlet Development Boundaries (HDB), and Legacy Development Boundaries (LDB)	Yes

Note: Criteria as identified in the General Plan Planning Framework
Source: 2018 CAP Update. Table 17. page 73

[40] Op. Cit. 73.

"A more detailed review for compliance with CAP measures is required to ensure that a project is doing its part in reducing emissions. Table 18 [of the 2018 CAP] provides a checklist containing measures that will provide reductions necessary to achieve CAP consistency. A project checklist that can be used by staff is provided as Appendix C."[41]

Table 3.8-6 presents the CAP consistency checklist.

TABLE 3.8-6.
CAP CONSISTENCY CHECKLIST

CAP Measure	Compliance
Land Use: Project is consistent with the Tulare County General Plan policies listed in the CAP applicable to GHG emissions and sustainability.	Review for compliance during project review process.
Land Use—Residential: Subdivisions and multifamily projects propose densities consistent with County commitments for the Tulare Blueprint. Densities in subdivisions within the boundaries of Valley rural communities must be at least 5.0 units per acre. (County R-1 zoning has a 6,000 square foot minimum lot size or 7.26 units per gross acre). Overall residential density is 5.3 units per acre for the entire County including the cities. Mountain subdivisions over 50 lots require review to determine if they are consistent with the Blueprint.	Review development plans during project review to determine if densities are consistent with Blueprint.
Land Use—Non-Residential: Retail and office projects should be constructed within the boundaries of Rural Communities, HDB, UDB, LDB, and in designated transportation corridors to provide needed local goods services to residents and the traveling public. Agricultural industrial projects may be constructed in rural locations as long as consistent with the General Plan.	Review development plans to ensure locations are appropriate for type of project that is proposed and consistent with County plans.
Land Use Design: Projects that require construction of new roads or major intersection improvements provide a fair share of improvements such as sidewalks and pedestrian friendly crossings, and bike lanes/paths connecting to schools, shopping, and other uses consistent with County development standards.	Include roadway improvements as conditions of approval of subdivision or commercial site plan
Energy Efficiency: Project complies with current version of Title 24. (Current version is 2016 Title 24)	Provide copy of the Title 24 Report demonstrating compliance with the applicable standards with Building Permit application.
Renewable Energy: Project includes solar panels or other alternative energy source meeting County Solar Ordinance or new Title 24 standards whichever is more stringent.	Include solar on building plans and provide Title 24 compliance reports with Building Permit applications.
EV Charging: Project meets charging installation/charging ready requirements of the CalGreen Code.	Include charging in building plans
CalGreen Building Code Water: Project complies with indoor and outdoor water conservation measures.	Provide copy of report showing code compliance.
Water Conservation Landscaping:	Project complies with County water conservation ordinance requirements for

[41] Op. Cit.

TABLE 3.8-6.
CAP CONSISTENCY CHECKLIST

CAP Measure	Compliance
	landscaping.
Solid Waste: Project has access to recycling service for homes and businesses meeting CalRecycle requirements.	County verify that providers are in compliance with CalRecycle regulations regarding recycling and diversion of solid waste.
Large Employment Projects: Projects that will have large numbers of employees (over 100) are required to comply with Rule 9410 Employee Trip Reduction Plans (ETRIP). Provide a copy of the ETRIP plan to the County after approval of the plan by the SJVAPCD.	Employer is responsible for compliance with Rule 9410
Industrial Projects: Industrial projects that are large employers will comply with Rule 9410. Industrial process related GHG emissions are not under the County's regulatory authority but will require permits from the SJVAPCD and may be subject to Cap-and-Trade.	Employer is responsible for compliance with Rule 9410

Note: Criteria as identified in the General Plan Planning Framework
Source: 2018 CAP Update, Table 18, pages 73-74

As the County CAP requires projects to achieve reductions in excess of the reductions required in the Scoping Plan and by State legislation, projects that are consistent with the County CAP would not conflict with any applicable plan, policy or regulation adopted for reducing GHG emissions. There are no specific development projects (such as residential, commercial, or industrial uses) associated with the proposed Community Plan. Future developments will be required to comply with the requirements of the Tulare County CAP. Therefore, the Project does not conflict with the reduction strategies included in the Scoping Plan. ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. The Project is consistent with the applicable Scoping Plan reductions measures and the Air District's CCAP. The Project will implement applicable Tulare County General Plan and Tulare County CAP policies. As such, the Project will not conflict with applicable state, regional, and local plans, policies or regulation adopted for the purpose of reducing the emissions of greenhouse gases. ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

As the proposed Project is consistent with aforementioned plans, policies, and rules/regulations, ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur.

DEFINITIONS/ACRONYMS

Definitions

Achieved-in-Practice - Any equipment, technology, practice or operation available in the United States that has been installed and operated or used at stationary source site for a reasonable period of time sufficient to demonstrate that the equipment, technology, practice or operation is reliable when operated in a manner that is typical for the process. In determining whether equipment, technology, practice or operation is Achieved-in-Practice, the District will consider the extent to which grants, incentives or other financial subsidies influence the economic feasibility of its use.

Approved Alternate Technology - Any District approved, Non-Achieved-in- Practice GHG emissions reduction measure equal to or exceeding the GHG emission reduction percentage for a specific BPS.

Baseline - The three-year average (2002-2004) of GHG emissions for a type of equipment or operation within an identified class and category, expressed as annual GHG emissions per unit.

Best Performance Standard - For a specific Class and Category, the most effective, District approved, Achieved-In-Practice means of reducing or limiting GHG emissions from a GHG emissions source, that is also economically feasible per the definition of Achieved-in-Practice. BPS includes equipment type, equipment design, and operational and maintenance practices for the identified service, operation, or emissions unit class and category.

Business-as-Usual - The emissions for a type of equipment or operation within an identified class and category Projected for the year 2020, assuming no change in GHG emissions per unit of activity as established for the baseline period.

Category - A District approved subdivision within a "class" as identified by unique operational or technical aspects.

Class - The broadest District approved division of stationary GHG sources based on fundamental type of equipment or industrial classification of the source operation.

Global Warming - Global warming is an increase in the temperature of the Earth's troposphere. Global warming has occurred in the past as a result of natural influences, but the term is most often used to refer to the warming predicted by computer models to occur as a result of increased emissions of greenhouse gases.

Greenhouse Gas - Greenhouse gas (GHG) emissions are the release of any gas that absorbs infrared radiation in the atmosphere. Generally, when referenced in terms of global climate they are considered to be harmful. Greenhouse gases include, but are not limited to, water vapor,

carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrochlorofluorocarbons (HCFCs), ozone (O_3), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

Operational Boundaries - Operational boundaries are defined as "[t]he boundaries that determine the direct and indirect emissions associated with operations owned or controlled by the reporting company. This assessment allows a company to establish which operations and sources cause direct and indirect emissions, and to decide which indirect emissions to include that are a consequence of its operations" (GHG Protocol, 2008).

Acronyms and Abbreviations

AB	Assembly Bill
ARB	Air Resources Board (Short for CARB)
BAU	Business As Usual
BPS	Best Performance Standards
CAA	Clean Air Act
Cal EPA	California Environmental Protection Agency
CARB	California Air Resources Board
CERF	Compost Reduction Emission Factor
CH_4	Methane
CO_2	Carbon Dioxide
GHG	Greenhouse Gases
HFCs	Hydrofluorocarbons
MSW	Municipal Solid Waste
N_2O	Nitrous Oxide
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
SF_6	Sulfur Hexafluoride
AIR DISTRICT	San Joaquin Valley Air Pollution Control District

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Hazards and Hazardous Materials
Chapter 3.9

SUMMARY OF FINDINGS

The Draft 2022 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in ***No Impact*** through the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Hazards and Hazardous Materials in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Create a significant hazard
- Located within one-quarter mile of an existing or proposed school
- Located on a list of hazardous materials sites
- Located within an airport land use plan
- Located within the vicinity of a private airstrip
- Interfere adopted emergency response plan or emergency evacuation plan
- Wildland fire risk

ENVIRONMENTAL SETTING

"A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10)."[2]

"Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3)."[3]

[1] Natural Resources Agency California Environmental Quality Act (CEQA) Guidelines. Section 15126.2 (a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

[2] Tulare County General Plan 2030 Update. Background Report. Page 8-26. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf or Tulare County General Plan Background Report

[3] Ibid. Pages 8-26.

Hazardous Waste Shipments Originating Within Tulare County

"In 2007, the DTSC Hazardous Waste Tracking System (HWTS) manifest data reports that approximately 5,925 tons of hazardous waste was transported from all categories of generators in Tulare County. As of November 2008, hazardous waste data available for 2008 indicated that approximately 7,160 tons of hazardous waste was generated in the county (DTSC, 2008a)"[4]

Environmental Health Department Futures Assessment

"The California Environmental Protection Agency designated the Tulare County Environmental Health as the CUPA for Tulare County. The role of the CUPA is to assure consolidation, consistency and coordination of the hazardous materials programs within the County.

The Tulare County Division of Environmental Health is responsible for overseeing the six hazardous materials programs in the County. The Tulare County Division of Environmental Health is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program."[5]

REGULATORY SETTING

Federal Agencies & Regulations

Hazardous Materials Transportation Act

"The Hazardous Materials Transportation Act (HMTA) of 1975 is the major transportation-related federal statute affecting Department of Energy (DOE).

The purpose of the act is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous material in commerce by improving the regulatory and enforcement authority of the Secretary of Transportation.

The HMTA sets extensive guidelines for carriers of hazardous materials. They must classify, package, and label materials appropriately, use specific hazardous material placards for shipments, and have suitable shipping papers at all times. They must follow [U.S. Department of Transportation] DOT rules, maintain rapid response plans for emergencies, undergo safety training programs, and comply with packaging standards. Under delegated authority from the secretary of the DOT, the Federal Highway Administration (FHWA) enforces motor carrier regulations, the Federal Railroad Administration (FRA) enforces rail carrier regulations, the Federal Aviation Administration (FAA) enforces air carrier regulations, and the U.S. Coast

[4] Ibid. Page 8-37.

[5] Tulare County. Health and Human Services Agency. Environmental Health Division. Our Services. Hazardous Materials/Certified Unified Program Agency (CUPA). Accessed July 2023 at: https://tularecountyeh.org/eh/our-services/hazardous-materials-cupa/

Guard enforces maritime shipping regulations."[6]

Superfund

"Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), commonly referred to as "Superfund", was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities with the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. Additionally, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List, a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action."[7]

Superfund Amendments and Reauthorization Act (SARA)

"Superfund Amendments and Reauthorization Act SARA amended CERCLA on October 17, 1986. This amendment increased the size of the Hazardous Response Trust Fund to $8.5 billion, expanded EPA's response authority, strengthened enforcement activities at Superfund sites; and broadened the application of the law to include federal facilities. In addition, new provisions were added to the law that dealt with emergency planning and community right to know. SARA also required EPA to revise the Hazard Ranking System to ensure that the system accurately assesses the relative degree of risk to human health and the environment posed by sites and facilities subject to review for listing on the National Priorities List."[8]

State Agencies & Regulations

Hazardous Substance Account Act (HSAA, 1984), California Health and Safety Code Section 25300 et. seq.

"This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the state's 10 percent share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the EPA's ranking system may be placed on the California Superfund list of hazardous wastes requiring cleanup."[9]

[6] USLegal.com Legal Definitions. Hazardous Materials Transportation Act. July 2023 at: https://definitions.uslegal.com/h/hazardous-materials-transportation-act/
[7] Tulare County General Plan 2030 Update. Background Report. Page 8-27.
[8] Ibid. 8-27.
[9] Op. Cit. 8-28 to 8-29.

California Environmental Protection Agency (Cal/EPA) Department of Toxic Substance Control (DTSC)

"Cal/EPA has regulatory responsibility under Title 22 of the California Code of Regulations (CCR) for administration of the state and federal Superfund programs for the management and cleanup of hazardous materials. The DTSC is responsible for regulating hazardous waste facilities and overseeing the cleanup of hazardous waste sites in California. The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement and Unified Program activities. HWMP maintains the EPA authorization to implement the RCRA program in California, and develops regulations, policies, guidance and technical assistance/ training to assure the safe storage, treatment, transportation and disposal of hazardous wastes. The State Regulatory Programs Division of DTSC oversees the technical implementation of the state's Unified Program, which is a consolidation of six environmental programs at the local level, and conducts triennial reviews of Unified Program agencies to ensure that their programs are consistent statewide and conform to standards."[10]

California Occupational Safety and Health Administration (Cal/OSHA)

"Cal/OSHA and the Federal OSHA are the agencies responsible for assuring worker safety in the handling and use of chemicals in the workplace. Pursuant to the Occupational Safety and Health Act of 1970, Federal OSHA has adopted numerous regulations pertaining to worker safety, contained in the Code of Federal Regulations Title 29 (29 CFR). These regulations set standards for safe workplaces and work practices, including standards relating to hazardous material handling. Cal/OSHA assumes primary responsibility for developing and enforcing state workplace safety regulations. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those identified in 29 CFR. Cal/OSHA standards are generally more stringent than federal regulations."[11]

Hazardous Materials Transport Regulations

"California law requires that Hazardous Waste (as defined in California Health and Safety Code Division 20, Chapter 6.5) be transported by a California registered hazardous waste transporter that meets specific registration requirements. The requirements include possession of a valid Hazardous Waste Transporter Registration, proof of public liability insurance, which includes coverage for environmental restoration, and compliance with California Vehicle Code registration regulations required for vehicle and driver licensing."[12]

[10] Op. Cit. 8-29.
[11] Op. Cit. 8-30 and 8-31.
[12] Op. Cit. 8-31.

Cal/EPA Cortese List

"The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA)."[13] The Cortese List[14] identifies the following:

- Hazardous Waste and Substance Sites
- Cease and desist order Sites
- Waste Constituents above Hazardous Waste Levels outside the Waste Management Unit Sites
- Leaking Underground Tank (LUST) Cleanup Sites
- Other Cleanup Sites
- Land Disposal Sites
- Military Sites
- WDR Sites
- Permitted Underground Storage Tank (UST) Facilities Sites
- Monitoring Wells Sites
- DTSC Cleanup Sites
- DTSC Hazardous Waste Permit Sites

Local Policy & Regulations

Kingsburg Fire Department

The City of Kingsburg Fire Department also provides oversight of hazardous materials. The Fire Department is responsible for conducting inspections for code compliance and fire-safe practices, and for scene management and investigation of fire and hazardous materials incidents. The Fire Department regulates explosive and hazardous materials under the Uniform Fire Code, and permits the handling, storage and use of any explosives or other hazardous material.

Tulare County Office of Emergency Services

"The Tulare County Office of Emergency Services (OES) is Tulare County's comprehensive emergency management program. The discipline of emergency management aims to create partnerships, plans, and systems to build capabilities and coordinate the efforts of government, industry, and voluntary organizations in all phases of an emergency.

The activities of Tulare County OES can be categorized under the four phases of the emergency management cycle: Preparedness, Response, Recovery, and Mitigation. The day-to-day activities

[13] Cal/EPA Background and History. Accessed July 2023 at: https://calepa.ca.gov/sitecleanup/corteselist/background/

[14] California Legislative Information. Article 6 Section 65962.5. Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65962.5

of the program center around Preparedness and Mitigation phases, in order to combat potential hazards and minimize community impacts during the Response and Recovery phases. The following descriptions offer more detail about the activities in each phase of emergency management.

Preparedness

- Public Education
- Training & Exercise for responders
- Grants for public safety & health agencies

Response

Tulare County OES maintains the Emergency Operations Center (EOC) for the County and Operational Area. Tulare County OES also administers the AlertTC notification system and WebEOC crisis information management system.

Recovery

After the emergency is over, there is still considerable work to be done to help the community return to a pre-disaster state. Recovery often takes several years, perhaps even decades, to fully complete.

Mitigation

Mitigation is the process by which hazards and vulnerabilities are identified, and measures taken to decrease the potential for occurrence of the hazard, the vulnerability to the hazard should it occur, or both."[15]

Tulare County Health and Human Services Agency, Environmental Health Services Division

"The Tulare County Health and Human Services Agency (HHSA) provides a broad range of health, mental health, and social services, promoting wellness, self-sufficiency and a better quality of life for all individuals and families in Tulare County. HHSA integrates health and social service through a unified service-delivery system. This system is a family-focused and community=based, reflective of business principles in which services are delivered in a cost-effective and outcome-driven manner.

Our Vision: Healthy children and adults, supportive families, thriving communities.

[15] County of Tulare Office of Emergency Services. What is OES? Accessed July 2023 at: https://oes.tularecounty.ca.gov/oes/ or Home - Office of Emergency Services (ca.gov)

Our Mission: Dedicated to protecting and strengthening the well-being of the community through development of effective policies, practices, and services delivered in a culturally and linguistically competent manner.

Our Core Values: HHSA supports services and policies that are: collaborative, community-drive, and evidence-based. HHSA promotes service delivery that is: culturally competent, respectful, and a model of excellence. HHSA supports a work environment that demonstrates: diversity, integrity accountability, teamwork and mutual respect, staff development and recognition."[16]

Tulare County General Plan Policies

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

HS-4.1 Hazardous Materials - The County shall strive to ensure hazardous materials are used, stored, transported, and disposed of in a safe manner, in compliance with local, State, and Federal safety standards, including the Hazardous Waste Management Plan, Emergency Operations Plan, and Area Plan.

HS-4.3 Incompatible Land Uses - The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

HS-4.4 Contamination Prevention - The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

HS-4.6 Pesticide Control - The County shall monitor studies of pesticide use and the effects of pesticide on residents and wildlife and require mitigation of the effects wherever feasible and appropriate.

City of Kingsburg General Plan Policies

City of Kingsburg General Plan policies that relate to the proposed Project are listed as follows:

Goal No. 8 – Seismic Hazards[17]

> **Policy 2** – All new building construction shall conform to the latest seismic requirements of the Uniform Building Code as a minimum standard.
>
> **Policy 5** – Soil compaction tests, and geotechnical analysis of soil conditions and behavior under seismic conditions shall be required of all subdivisions and of all

[16] Tulare County. 2019-2020 A Year in Review. Tulare County Health & Human Services Agency. Accessed July 2023 at: http://hhsawebdocs.tchhsa.org/File.ashx?id=5542

[17] City of Kingsburg General Plan. Page 15. Accessed July 2023 at: http://ca-kingsburg.civicplus.com/DocumentCenter/View/1815/City-of-Kingsburg-General-Plan.

commercial, industrial and institutional structures over 6,000 square feet in area (or in the case of institutional structures, those which hold 100 or more people).

Policy 7 – All lines which are part of the domestic water distribution system should be looped to assure adequate pressure in the event of major fire, earthquake, or explosion. Adequate emergency standby power generation capability should be available at water wells to assure water availability in the event of a major power failure.

Goal No. 9 – Public Safety Hazards[18]

Policy 3 – The City will continue to maintain and update emergency service plans, including plans for managing emergency operations, the handling of hazardous materials and the rapid cleanup of hazardous material spills.

Policy 7 – Neighborhood watch programs will be encouraged in all residential areas of the City.

IMPACT EVALUATION

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

Moreover, new development in the KACP planning area could involve management of known or previously unknown hazardous materials that could pose a threat to human health or the environment if not properly managed or if accidently released. During construction-related activities, this would include the use of fuels, lubricants, and other potential hazardous materials typically associated with heavy construction equipment. During operation, it is anticipated that small quantities of cleaning, maintenance, and landscaping chemicals would be used and stored in nearly all buildings developed under the Community

[18] Ibid. 17.

Plan, and commercial/industrial uses, even under the performance standards contained in the Community Plan, may potentially use additional types of hazardous materials.

The routine storage, use, handling, generation, transport, and disposal of hazardous materials during site construction-related and operation activities are addressed by federal, state, and local laws, regulations, and programs, including the Resource Conservation and Recovery Act, the Toxic Substances Control Act, DOT regulations in 49 CFR, and hazardous materials regulations in CCR Title 26 at the federal and state levels. Cal/OSHA is responsible for developing and enforcing workplace safety standards, including the handling and use of hazardous materials. At the local level construction and operation-related activities of facilities will comply with the California fire code, local building codes (including requirements for fire suppression systems), and gas pipeline regulations. The Tulare County Fire Department will be responsible for enforcing provisions of the fire code. The California Public Utilities Code regulates the safety of gas transmission pipelines.

Based on this analysis, the future use of threshold exceeding quantities of hazardous materials will be evaluated for compatibility with surrounding areas on a case-by-case basis and all hazardous materials will be properly handled in accordance with applicable regulations. As such, there will be a ***Less Than Significant Impact*** related to this Checklist Item through the Year 2030 planning horizon.

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Draft 2022 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms) subdivision project EIR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, the Tulare County 2030 General Plan EIR.

With ***Less Than Significant*** Project-specific impacts, ***Less Than Significant Cumulative Impacts*** will also occur.

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

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

Potential Project-specific impacts related to this Checklist Item will be ***Less Than Significant***.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

See Response a) above. Any accumulated hazardous construction or operational wastes will be collected and transported away from the site in compliance with all federal, state and local regulations.

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms) subdivision project EIR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, the Tulare County 2030 General Plan EIR.

With ***Less Than Significant*** Project-specific impacts, ***Less Than Significant Cumulative Impacts*** will also occur.

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

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

Project-specific impacts related to this Checklist item will be reduced to a level of ***Less Than Significant.***

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

The nearest boundary of the proposed KACP planning area is less than approximately 100 feet south of the playing fields of Lincoln Elementary School. The other school in the vicinity is Kingsburg High School, which is approximately ¼-mile northwest of the northernmost portion of the KACP planning area. The Kingsburg Community Plan Area is within the Kingsburg Elementary and Kingsburg Joint Union High School Districts. They

offer pre-school through 12th grade education and had a 2020-2021 school year enrollment of 2,116 and 1,191 students; respectively, for a total of 3,307 students.[19]

As previously discussed, future developments will be evaluated on a case-by-case basis and all hazardous materials will be properly handled in accordance with applicable regulations. Therefore, No Impact related to this Checklist Item will occur through the Year 2030 planning horizon.

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms) subdivision project EIR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, the Tulare County 2030 General Plan EIR.

With ***Less Than Significant*** Project-specific impacts, ***Less Than Significant Cumulative Impacts*** will also occur.

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

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

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

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

As of July 2023, the proposed KACP planning area included only one Cortese List site. According to information provided in the State's database, the site completed cleanup of petroleum contamination in September 2007 and the case is closed.[20] As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Therefore, ***No Project-specific Impacts*** to this Checklist Item will occur.

[19] California Department of Education. Dataquest. Kingsburg Elementary and High School Districts. Elementary School district information accessed July 2023 at: https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1062240&agglevel=district&year=2020-21. High school district information . https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1062257&agglevel=district&year=2020-21

[20] State of California Waterboards. Geotracker. Accessed July 2023 at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Kingsburg%2C+CA

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Draft 2022 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms) Development Project EIR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, the Tulare County 2030 General Plan EIR.

The proposed Project site is not located on any Cortese List of hazardous materials. As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. As such ***No Cumulative Impacts*** to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

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 or excessive noise for people residing or working in the project area?

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

The proposed Project is not located within an airport land use area and is located farther than two miles from the nearest public or public use airport (the Selma Airport is approximately 8 miles northwest of the Project site), and from the nearest private airstrip (Central Valley Aviation Inc. Airport is approximately seven (7) miles northwest of the proposed Project site). The proposed Project would not create an aircraft safety hazard for people residing or working in the proposed Project area. Implementation of the proposed Project would result in ***No Impact*** relative to this Checklist Item.

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Draft 2023 Kingsburg Area Community Plan, Summerlyn

(formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, the Tulare County 2030 General Plan EIR.

There are no significant project level impacts and therefore ***No Cumulative Impacts*** to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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

As identified earlier in City of Kingsburg General Plan Goal No. 9 – Public Safety Hazards, Policy 3 – The City will continue to maintain and update emergency service plans, including plans for managing emergency operations, the handling of hazardous materials and the rapid cleanup of hazardous material spills.

"Tulare County has in place an emergency plan to cope with natural disasters that are statewide or happen locally. The County Fire Department and local stationed California Department of Forestry (CDF) are well prepared to fight fires locally as well as statewide. The United States Forest Service (USFS) is in charge of fires that happen in the national parks and Tulare County assists with the fire management process as needed."[21]

"In the event of a disaster, certain facilities are critical to serve as evacuation centers, provide vital services, and provide for emergency response. Existing critical facilities in Tulare County include hospitals, county dispatch facilities, electrical, gas, and telecommunication facilities, water storage and treatment systems, wastewater treatment systems, schools, and other government facilities. This plan also addresses evacuation routes, which include all freeways, highways, and arterials that are located outside of the 100-year flood plain."[22]

The proposed Project does not involve a change to any emergency response plan. There are several entrances into the KACP planning area, with the most prominent being roadways leading east and west of the Mendocino/SR 99/off-ramp leading to Kern Street/Avenue 396 to the east and Road 12 to the west. The northwest portion of the KACP can be accessed via Road 16, Avenue 392 on the south (east of SR 99), Avenue 392 west of SR 99 at the

[21] Tulare County Association of Governments Regional Transportation Plan, Page 1-11. Accessed July 2023 at: Regional Transportation Plan (RTP) - TCAG (tularecog.org) or Regional Transportation Plan (RTP) - TCAG (tularecog.org)
[22] Tulare County General Plan 2030 Update Background Report, pages 8-35 to 8-36

southwest portion of the KACP, and from the west on Mehlert Street/Avenue 364 (west of SR 99). ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, the Tulare County 2030 General Plan EIR.

The proposed Project does not include alterations to an emergency plan or include reductions of site accessibility by emergency vehicles. ***No Cumulative Impacts*** to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

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

As noted earlier, the proposed KACP planning area is currently actively utilized as agricultural, rural residential, commercial, and light industrial uses with urban-type development in the City of Kingsburg immediately northwest; agricultural uses dominate the landscape south and east of the KACP. With this environmental context, the proposed Project site is not located within a wildlands area. Therefore, the proposed Project will not expose people or structure to wildland fires. ***No Project-specific impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms) subdivision project EIR, Tulare County 2030 General Plan, Tulare County General Plan Background Report, and the Tulare County 2030 General Plan EIR.

The Project site in not located in wildlands and will result in ***No Impact*** to the growth of wildlands. ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

ACRONYMS

Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
CACUDB	County Adopted City Urban Development Boundary
CCR	California Code of Regulations
CDF/CalFire	California Department of Forestry
CEQA	California Environmental Quality Act
CUPA	Comprehensive Unified Program Agency
DEIR	Draft Environmental Impact Report
DOE	United States Department of Energy
DTSC	Department of Toxic Substance Control (CalEPA)
EPA	United States Environmental Protection Agency
HMTA	Hazardous Materials Transportation Act of 1975
HWMP	Hazardous Waste Management Program
HWTS	Hazardous Waste Tracking System
HSAA	Hazardous Substance Account Act
EIR	Environmental Impact Report
EOC	Emergency Operations Center (for Tulare County)
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
LUST	Leaking Underground Tank
NCP	National Contingency Plan
OES	Office of Emergency Services (Tulare County OES)
SARA	Superfund Amendments and Reauthorization Act
SWPP	Storm Water Pollution Prevention Plan
USFS	United States Forest Service

DEFINITIONS

Hazardous Waste Generators - Hazardous waste generators can be classified in three groups depending on the quantity of waste generated in any month. A Conditionally Exempt Small Quantity Generator (CESQG) is defined in regulation as a generator of less than 100 kilograms of hazardous waste in a calendar month. A Small Quantity Generator (SQG) is a generator of greater than 100 kg and less than 1000 kg of hazardous waste in a calendar month. A Large Quantity Generator (LQG) generates greater than 1000 kg of hazardous waste in a calendar month. Determination of whether a facility is a CESQG, SQG, or LQG is the responsibility of the generator. The designation may change during the year, based on the quantity of hazardous waste produced during a particular month. Specific hazardous waste materials may also be exempt from the monthly total quantity. Therefore, the Certified Unified Program Agencies (CUPA) cannot authoritatively designate the number of generators within each of the earlier categories.

Small Quantity Generators - CUPA has designated 58 active and 30 inactive small quantity generators (SQG's). The total estimated quantities of hazardous waste generated within Tulare County by active and inactive SQG's during calendar year 2002 were 121.7 and 56.3 tons, respectively.

Large Hazardous Waste Producers - CUPA has designated 23 active and 3 inactive large quantity generators (LQG's). The total estimated quantities of hazardous waste generated within Tulare County by active and inactive LQG's during calendar year 2002 were 559.7 and 121.6 tons, respectively.

Storage Facilities - According to available information from the agencies (Department of Toxic Substances Control [DTSC] and RWQCB) that oversee treatment, storage and disposal facilities (TSDFs), there are no facilities authorized for the storage of hazardous waste in Tulare County.

Disposal Facilities - According to available information from the agencies (DTSC and RWQCB) that oversee treatment, storage and disposal facilities (TSDFs), there are no facilities authorized for the disposal of hazardous waste in Tulare County.

Planned Treatment, Storage and Disposal Facilities - According to information available to the CUPA, there are no new treatment, storage and disposal facilities proposed in Tulare County.

REFERENCES

California Department of Education. Dataquest. Kingsburg Elementary and High School Districts. Elementary School district information accessed July 2023 at: https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1062240&agglevel=district&year=2020-21. High school district information accessed July 2023 at: https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1062257&agglevel=district&year=2020-21

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Tulare County General Plan 2030 Update. Background Report. http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf or Tulare County General Plan Background Report

U.S. Department of Energy, The Office of Health, Safety and Security. Accessed July 2023 at: https://energy.gov/ehss/environment-health-safety-security.

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Hydrology and Water Quality
Chapter 3.10

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in ***Less Than Significant Impacts with Mitigation*** related to Hydrology and Water Quality during the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Hydrology and Water Quality in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report and/or Tulare County General Plan Revised DEIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

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

- Project not in compliance with the regulations outlined by the State Water Resources Control Board.
- Project not in compliance with the regulations by the Regional Water Quality Control Board.
- Design of stormwater facilities will not adequately protect surface water quality.
- Project will cause erosion.
- Project will alter watercourse and increase flooding impacts.
- Project's water usage not assessed in the Tulare County 2030 General Plan (General Plan Amendment, Zone Change, etc.).
- Project that will impact service levels of a Water Services District.
- Project includes or requires an expansion of a Water Service District.
- Project in flood zone.
- Project will create a flood safety hazard.
- Project located immediately downstream of a dam.
- Project violate any water quality standards or waste discharge requirements.
- Project will substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15126.2 (a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted*)*.

- Project will substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Project will substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- Project will create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Project will otherwise substantially degrade water quality; place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Project will place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- Project will expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or be subject to inundation by seiche, tsunami, or mudflow.

ENVIRONMENTAL SETTING

"The Tulare Lake Hydrologic Region covers approximately 10.9 million acres (17,050 square miles) and includes all of Kings and Tulare counties and most of Fresno and Kern counties (Figure TL-1 [**Figure 3.10-1** of this EIR]). The San Joaquin Valley is divided into the San Joaquin River and the Tule Lake regions by the San Joaquin River with the Tulare Lake region in the southern portion. Historically, the valley floor in this region had been a complex series of interconnecting natural sloughs, canals, and marshes.

The economic development of the region is closely linked to the surface water and groundwater resources of the Tulare Lake region. Major rivers draining into the Tulare Lake region include the Kings, Kaweah, Tule, and Kern rivers. The original ecological character of the area has been changed dramatically, largely from the taming of local rivers for farming. In the southern portion of the region, significant geographic features include the lakebeds of the former Buena Vista/Kern and Tulare lakes, comprising the southern half of the region; the Coast Ranges to the west; the Tehachapi Mountains to the south; and the southern Sierra Nevada to the east.

Figure 3.10-1 Tulare Lake Hydrologic Region



The Tulare Lake region is one of the nation's leading agricultural production areas, growing a wide variety of crops on about 3 million irrigated acres. Agricultural production has been a mainstay of the region since the late 1800s. However, since the mid-1980s, other economic sectors, particularly the service sector, have been growing"[2]

The Tulare Lake Hydrologic Region has both watershed areas (surface water) and groundwater sub basin areas (see **Figure 3.10-2**[3]).

Watershed (Surface Water)

"The Tulare Lake region is divided into several main hydrologic subareas: the alluvial fans from the Sierra foothills and the basin subarea (in the vicinity of the Kings, Kaweah, and Tule rivers and their distributaries); the Tulare Lake bed; and the southwestern uplands. The alluvial fan/basin subarea is characterized by southwest to south flowing rivers, creeks, and irrigation canal systems that convey surface water originating from the Sierra Nevada. The dominant hydrologic features in the alluvial fan/basin subarea are the Kings, Kaweah, Tule, and Kern rivers and their major distributaries from the western flanks of the Sierra. Los Gatos Creek is the one substantial creek entering from the Coast Ranges, flowing southeast. The largest river in terms of runoff is the Kings River, which originates high in Kings Canyon National Park and generally trends southwest into Pine Flat Lake. Downstream of Pine Flat Dam, the river flows south and west toward Tulare Lake. During flood release events from Pine Flat Reservoir, the majority of the Kings River flow is diverted northwest into the Fresno Slough/James Bypass system (along the historically high-water outlet of Tulare Lake), emptying first into the Mendota Pool, and from there, into the San Joaquin River. The Kaweah River begins in Sequoia National Park, flows west and southwest, and is impounded by Terminus Dam. It subsequently spreads into many distributaries around Visalia and Tulare trending toward Tulare Lake. The Tule River begins in Sequoia National Forest and flows southwest through Lake Success toward Tulare Lake."[4]

"Surface water from the Tulare Lake Basin only drains north into the San Joaquin River in years of extreme rainfall. This essentially closed basin is situated in the topographic horseshoe formed by the Diablo and Temblor Ranges on the west, by the San Emigdio and Tehachapi Mountains on the south, and by the Sierra Nevada Mountains on the east and southeast.

The Basin encompasses approximately 10.5 million acres, of which approximately 3.25 million acres are in federal ownership. Kings Canyon and Sequoia National Parks and substantial portions of Sierra, Sequoia, Inyo, and Los Padres National Forests are included in the Basin. Valley floor lands (i.e., those having a land slope of less than 200 feet per mile) make up slightly less than one-half of the total basin land area. The maximum length and width of the Basin are about 170 miles and 140 miles, respectively. The valley floor is approximately 40 miles in width near its southern end, widening to a maximum of 90 miles near the Kaweah River.

[2] California Department of Water Resources. California Water Plan Update 2013. Tulare Lake Hydrologic Region. Page TL-11 and TL-13. https://h8b186.p3cdn2.secureserver.net/wp-content/uploads/2017/05/CWP-Update-2013-Tulare-Lake-Hydrologic-Region.pdf

[3] Ibid. TL-14.

[4] Op. Cit. TL-13.

Urban development is generally confined to the foothill and eastern valley floor areas. Major concentrations of population occur in or near the metropolitan areas of Bakersfield, Fresno, Porterville, Hanford, Tulare, and Visalia.

The Basin is one of the most important agricultural centers of the world. Industries related to agriculture, such as food processing and packaging (including canning, drying, and wine making), are prominent throughout the area. Producing and refining petroleum lead non-agricultural industries in economic importance.

Surface water supplies tributary to or imported for use within the Basin are inadequate to support the present level of agricultural and other development. Therefore, ground water resources within the valley are being mined to provide additional water to supply demands. Water produced in extraction of crude oil is used extensively to supplement agricultural irrigation supply in the Kern River sub-basin."[5]

Surface Water Quality

"Surface water quality in the Basin is generally good, with excellent quality exhibited by most eastside streams. The Regional Water Board intends to maintain this quality."[6] "As new information becomes available, the Regional Water Board will review the appropriateness of these objectives, and may modify them accordingly."[7] Specific objectives outlined in the Water Quality Control Plan are listed below: [8]

- **Ammonia:** Waters shall not contain un-ionized ammonia in amounts which adversely affect beneficial uses. In no case shall the discharge of wastes cause concentrations of un-ionized ammonia (NH3) to exceed 0.025 mg/l (as N) in receiving waters.
- **Bacteria:** In waters designated REC-1, the fecal coliform concentration based on a minimum of not less than five samples for any 30-day period shall not exceed a geometric mean of 200/100 ml, nor shall more than ten percent of the total number of samples taken during any 30-day period exceed 400/100 ml.
- **Biostimulatory Substances:** Waters shall not contain biostimulatory substances in concentrations that promote aquatic growths to the extent that such growths cause nuisance or adversely affect beneficial uses.
- **Chemical Constituents:** Waters shall not contain chemical constituents in concentrations that adversely affect beneficial uses.
- **Color:** Waters shall be free of discoloration that causes nuisance or adversely affects beneficial uses.

[5] California Regional Water Quality Control Board. Central Valley Region. Water Quality Control Plan for the Tulare Lake Basin. Third Edition. Revised May 2018). Page 1-1. Accessed July 2023 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/
[6] Ibid. 3-3.
[7] Op. Cit. 3-3.
[8] Ibid. 3-3 to 3-9.

- **Dissolved Oxygen:** Waste discharges shall not cause the monthly median dissolved oxygen concentrations (DO) in the main water mass (at centroid of flow) of streams and above the thermocline in lakes to fall below 85 percent of saturation concentration, and the 95 percentile concentration to fall below 75 percent of saturation concentration.
- **Floating Material:** Waters shall not contain floating material, including but not limited to solids, liquids, foams, and scum, in concentrations that cause nuisance or adversely affect beneficial uses.
- **Oil and Grease:** Waters shall not contain oils, greases, waxes, or other materials in concentrations that cause nuisance, result in a visible film or coating on the surface of the water or on objects in the water, or otherwise adversely affect beneficial uses.
- **pH:** The pH of water shall not be depressed below 6.5, raised above 8.3, or changed at any time more than 0.3 units from normal ambient pH.
- **Pesticides:** Waters shall not contain pesticides in concentrations that adversely affect beneficial uses.
- **Radioactivity:** Radionuclides shall not be present in concentrations that are deleterious to human, plant, animal, or aquatic life nor which result in the accumulation of radionuclides in the food web to an extent that presents a hazard to human, plant, animal, or aquatic life
- **Salinity:** Waters shall be maintained as close to natural concentrations of dissolved matter as is reasonable considering careful use of the water resources.
- **Sediment:** The suspended sediment load and suspended sediment discharge rate of waters shall not be altered in such a manner as to cause nuisance or adversely affect beneficial uses.
- **Settleable Material:** Waters shall not contain substances in concentrations that result in the deposition of material that causes nuisance or adversely affects beneficial uses.
- **Suspended Material:** Water shall not contain suspended material in concentrations that cause nuisance or adversely affect beneficial uses.
- **Tastes and Odors:** Waters shall not contain taste- or odor-producing substances in concentrations that cause nuisance, adversely affect beneficial uses, or impart undesirable tastes or odors to fish flesh or other edible products of aquatic origin or to domestic or municipal water supplies.
- **Temperature:** Natural temperatures of waters shall not be altered unless it can be demonstrated to the satisfaction of the Regional Water Board that such alteration in temperature does not adversely affect beneficial uses.
- **Toxicity:** All waters shall be maintained free of toxic substances in concentrations that produce detrimental physiological responses in human, plant, animal, or aquatic life…
- **Turbidity:** Waters shall be free of changes in turbidity that cause nuisance or adversely affect beneficial uses.

Surface Water Supply

"Surface water supplies for the Tulare Lake Basin include developed supplies from the [Central Valley Project] CVP, the [State Water Project] SWP, rivers, and local projects. Surface water also includes the supplies for required environmental flows. Required environmental flows are comprised of undeveloped supplies designated for wild and scenic rivers, supplies used for instream flow requirements, and supplies used for Bay-Delta water quality and outflow requirements. Finally, surface water includes supplies available for reapplication downstream. Urban wastewater discharges and agricultural return flows, if beneficially used downstream, are examples of reapplied surface water."[9]

"The Kings, Kaweah, Tule, and Kern Rivers, which drain the west face of the Sierra Nevada Mountains, are of excellent quality and provide the bulk of the surface water supply native to the Basin. Imported surface supplies, which are also of good quality, enter the Basin through the San Luis Canal/California Aqueduct System, Friant-Kern Canal, and the Delta-Mendota Canal. Adequate control to protect the quality of these resources is essential, as imported surface water supplies contribute nearly half the increase of salts occurring within the Basin.

Buena Vista Lake and Tulare Lake, natural depressions on the valley floor, receive flood water from the major rivers during times of heavy runoff. During extremely heavy runoff, flood flows in the Kings River reach the San Joaquin River as surface outflow through the Fresno Slough. These flood flows represent the only significant outflows from the Basin.

Besides the main rivers, the basin also contains numerous mountain streams. These streams have been administratively divided into eastside streams and westside streams using Highway 58 from Bakersfield to Tehachapi. Streams from the Tehachapi and San Emigdio Mountains are grouped with westside streams. In contrast to eastside streams, which are fed by Sierra snowmelt and springs from granitic bedrock, westside streams derive from marine sediments and are highly mineralized, and intermittent, with sustained flows only after extended wet periods.[10]"

Groundwater Aquifers and Wells

"Groundwater resources in the Tulare Lake region are supplied by both alluvial and fractured rock aquifers. Alluvial aquifers are composed of sand and gravel or finer grained sediments, with groundwater stored within the voids, or pore space, between the alluvial sediments. Fracturedrock aquifers consist of impermeable granitic, metamorphic, volcanic, and hard sedimentary rocks, with groundwater being stored within cracks, fractures, or other void spaces. The distribution and extent of alluvial and fractured-rock aquifers and water wells vary significantly within the region. A brief description of the aquifers for the region is provided below. Alluvial Aquifers

[9] Tulare County General Plan 2030 Update. Background Report. Page 10-7. Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf

[10] California Regional Water Quality Control Board. Central Valley Region. Water Quality Control Plan for the Tulare Lake Basin. Third Edition Revised May 2018. Page 1-2.

Alluvial Aquifers

"The Tulare Lake Hydrologic Region contains 12 groundwater basins and 7 subbasins recognized in California Department of Water Resources (DWR) Bulletin 18-2003 (California Department of Water Resources 2003) and underlie approximately 8,400 square miles, or about 50 percent of the region. The majority of the groundwater in the region is stored in alluvial aquifers. Figure TL-3 shows the location of the alluvial groundwater basins and subbasins and Table TL-1 lists the associated names and numbers. Pumping from the alluvial aquifers in the region accounts for about 38 percent of California's total average annual groundwater extraction. The most heavily used groundwater basins in the region include Kings, Westside, Kaweah, Tulare Lake, Tule, and Kern County. These basins account for approximately 98 percent of the average 6.3 million acrefeet (maf) of groundwater pumped annually during the 2005-2010 period. Groundwater wells in the San Joaquin Valley extend to depths of more than 1,000 feet (Page 1986). Based on a series of irrigation pump tests, groundwater pumping rates in the various subbasins were determined to range from about 650 gallons per minute (gpm) to about 1,650 gpm (Burt 2011)."[11]

"Water agencies in the Tulare Lake region have been practicing conjunctive use for many years to manage groundwater and assist dry year supplies. Groundwater recharge is primarily from rivers and natural streambeds, irrigation water percolating below the root zone of irrigated fields, direct recharge from developed ponding basins and water banks, and in-lieu recharge where surface water is made available in-lieu of groundwater pumping. Some water agencies accomplish recharge by directing available water into existing natural streambeds and sloughs, and others encourage application of water, when available, on farmed fields. The Deer Creek and Tule River Authority provides an example of how groundwater management activities can be coordinated with other resources. The authority, in conjunction with the US Bureau of Reclamation, has constructed more than 200 acres of recharge basins as part of its Deer Creek Recharge-Wildlife Enhancement Project. When available, the project takes surplus water during winter months and delivers it to the basins, which serve as winter habitat for migrating waterfowl, creating a significant environmental benefit. Most of the water also recharges into the underlying aquifer, thereby benefiting the local groundwater system."[12]

Groundwater Quality

Specific objectives outlined in the Water Quality Control Plan are listed as follows:

- **Bacteria:** In ground waters designated MUN, the concentration of total coliform organisms over any 7-day period shall be less than 2.2/100 ml.
- **Chemical Constituents:** Ground waters shall not contain chemical constituents in concentrations that adversely affect beneficial uses.
- **Pesticides:** No individual pesticide or combination of pesticides shall be present in concentrations that adversely affect beneficial uses.

[11] California Water Plan Update 2013. Tulare Lake. Pages TL-13 and TL-16.
[12] Ibid. TL-10.

- **Radioactivity:** Radionuclides shall not be present in ground waters in concentrations that are deleterious to human, plant, animal, or aquatic life, or that result in the accumulation of radionuclides in the food web to an extent that presents a hazard to human, plant, animal or aquatic life.
- **Salinity:** All ground waters shall be maintained as close to natural concentrations of dissolved matter as is reasonable considering careful use and management of water resources.
- **Tastes and Odors:** Ground waters shall not contain taste- or odor producing substances in concentrations that cause nuisance or adversely affect beneficial uses.
- **Toxicity:** Ground waters shall be maintained free of toxic substances in concentrations that produce detrimental physiological responses in human, plant, animal, or aquatic life associated with designated beneficial use(s).[13]

According to the California Water Plan, the key ground water quality issues include the following.[14]

Salinity: Salinity is the primary contaminant affecting water quality and habitat in the Tulare Lake region. Because the groundwater basin in the San Joaquin Valley portion of the region is an internally drained and closed basin, salts, much of which are introduced into the basin with imported water supplies, build up in the soil and groundwater. Salt contained in the imported water supply is the primary source of salt circulating in the Tulare Lake region. The California Aqueduct, Friant-Kern Canal, and to a less extent Delta Mendota Canal supply most of the higher quality surface irrigation water in the Tulare Lake region. The quality of this supply may be impaired by the recirculation of salts from the San Joaquin River to the Delta Mendota Canal intake pump, leading to a greater net accumulation of salts in the basin. Delivery data from the two major water projects in California indicate there is a substantial amount of salt being transported from the Delta to other basins throughout the state. Annual import of salt into the Tulare Lake region is estimated to be 1,206 thousand tons of salt. In situ dissolution of salts and pumping from the underlying confined aquifer are important secondary sources.

Sedimentation and Erosion: In the Central Valley, erosion is occurring from the headwaters down to the valley floor. Although naturally occurring, erosion can be accelerated by timber harvest activities, land use conversion, rural development, and grazing. Excessive soil erosion and sediment delivery can impact the beneficial uses of water by (1) silting over fish spawning habitats; (2) clogging drinking water intakes; (3) filling in pools creating shallower, wider, and warmer streams and increasing downstream flooding; (4) creating unstable stream channels; and (5) losing riparian habitat. Timber harvesting in the riparian zone can adversely affect stream temperatures by removing stream shading, a concern for spawning and rearing habitat for salmonids. Thousands of miles of streams are potentially impacted, and the lack of resources has prevented a systematic evaluation of these impacts.

[13] Op. Cit. 3-10 to 3-12.
[14] California Water Plan Update 2009. Tulare Lake. Page TL-22 to TL-24.

Nitrates and Groundwater Contaminates: Groundwater is a primary water supply, but in many places it is impaired or threatened because of elevated levels of nitrates and salts that are derived principally from irrigated agriculture, dairies, discharges of wastewater to land, and from disposal of sewage from both community wastewater systems and septic tanks. As population has grown, many cities have struggled to fund improvements in wastewater systems. High TDS content of west-side water is due to recharge of streamflow originating from marine sediments in the Coast Range.

Naturally occurring arsenic and human-made organic chemicals—pesticides and industrial chemicals—in some instances have contaminated groundwater that is used as domestic water supplies in this region. In some cases, nitrates are from natural sources. Agricultural pesticides and herbicides have been detected throughout the valley, but primarily along the east side where soil permeability is higher and depth to groundwater is shallower. The most notable agricultural contaminant is DBCP, a now-banned soil fumigant and known carcinogen once used extensively on grapes.

Groundwater Supply

"Surface water supplies tributary to or imported for use within the Basin are inadequate to support the present level of agricultural and other development. Therefore, ground water resources within the valley are being mined to provide additional water to supply demands. Water produced in extraction of crude oil is used extensively to supplement agricultural irrigation supply in the Kern River sub-basin."[15]

"Tulare Lake region's groundwater use rises and falls contingent on the availability of both local and imported surface supplies. The management of water resources within this region is a complex activity and critical to the region's agricultural operations. Local annual surface supplies are determined by the amount of runoff from the Sierra Nevada watersheds, the flows captured in local reservoirs, and carryover storage over a series of years. Imported surface supply availability is contingent not only on runoff in any year or series of years but also by regulations determining the amount of water that can be pumped month to month from the Sacramento-San Joaquin River Delta due to fishery and other concerns. The recent San Joaquin River settlement will reduce the overall volume of water available for diversion into the Friant-Kern Canal. The new biological opinion on the Operating Criteria and Plan (OCAP) for the SWP and CVP will impact surface water supplies to south-of-Delta water users."[16]

"Groundwater in Tulare County occurs in an unconfined state throughout, and in a confined state beneath its western portion. Extensive alluvial fans associated with the Kings, Kaweah, and Tule Rivers provide highly permeable areas in which groundwater in the unconfined aquifer system is readily replenished. Interfan areas between the streams contain less permeable surface soils and subsurface deposits, impeding groundwater recharge and causing well yields to be relatively low.

[15] California Regional Water Quality Control Board. Central Valley Region. Water Quality Control Plan for the Tulare Lake Basin. Third Edition Revised May 2018. Page 1-2.
[16] California Water Plan Update 2009. Tulare Lake. Page TL-15 to TL-17.

The mineral quality of groundwater in Tulare County is generally satisfactory for all uses."[17] "Groundwater recharge is primarily from natural streams, other water added to streambeds, from deep percolation of applied irrigation water, and from impoundment of surface water in developed water bank/percolation ponds."[18]

"The Tulare Lake region has experienced water-short conditions for more than 100 years, which has resulted in a water industry that has consciously developed—through careful planning, management and facility design—the possibility of a shortage occurring in any year. Water demand is more or less controlled by available, reliable long-term water supplies. Over the years, agricultural acreage has risen and dropped largely based on water supplies. The region initially developed with surface water supplies; but local water users learned these supplies could widely vary in volume from year to year and drought conditions could quickly develop. The introduction of deep well turbines resulted in a dramatic rise in groundwater use in the early 1900s, subsequently resulting in dropping groundwater levels and land subsidence. Surface water storage and conveyance systems built to alleviate the overuse of groundwater provided an impounded supply of water that could be used during years with deficient surface water. This resulted in a regional reliance on conjunctive water use in the development of the local water economy. Efforts to address Delta environmental issues and the subsequent loss of surface water to the region is increasing groundwater use and creating concern that additional pumping will increase subsidence."[19]

"Groundwater overdraft is expected to decline statewide by 2020. The reduction in irrigated acreage in drainage problem areas on the west side of the San Joaquin Valley is expected to reduce groundwater demands in the Tulare Lake region by 2020."[20]

As indicated in the 2013 California Water Plan, "California's water resources vary significantly from year to year. Ten recent years show this variability for water use and water supply. Applied Water Use shows how water is applied to urban and agricultural sectors and dedicated to the environment and the Dedicated and Developed Water Supply shows where the water came from each year to meet those uses. Dedicated and Developed Water Supply does not include the approximately 125 million acre-feet (MAF) of statewide precipitation and inflow in an average year that either evaporates, are used by native vegetation, provides rainfall for agriculture and managed wetlands, or flow out of the state or to salt sinks like saline aquifers (see Table TL-23). Groundwater extraction includes annually about 2 MAF more groundwater used statewide than what naturally recharges – called groundwater overdraft. Overdraft is characterized by groundwater levels that decline over a period of years and never fully recover, even in wet years."[21]

[17] Tulare County General Plan 2030 Update. Background Report. Page 10-11.
[18] California Water Plan Update 2009. Tulare Lake. Page TL-17.
[19] Ibid. TL-19.
[20] Tulare County General Plan 2030 Update. Background Report. Page 10-11.
[21] California Water Plan Update 2013. Tulare Lake. Page TL-56. https://cawaterlibrary.net/document/california-water-plan-2013-tulare-lake-hydrologic-region-report /

According to the *2013 California Water Plan*, "Tulare Lake Hydrologic Region consists of 10 planning areas. Table TL-23 [in the 2013 California Water Plan, **Table 3.10-1** in this Draft EIR] provides a hydrologic water balance summary for the Tulare Lake region. Figure TL-15 [in the 2013 California Water Plan] illustrates a water balance for dedicated and developed supply by year. For more information on the water balances and portfolios, go to Volume 5, The Technical Guide."[22]

Table 3.10-1
Tulare Lake Hydrologic Water Balance for 2003-2010 (thousand acre-feet)[23]

Tulare Lake Region	Water Year							
	2003	2004	2005	2006	2007	2008	2009	2010
Water Entering the Region								
Precipitation	12,137	11,964	19,939	17,135	7,031	10,724	9,945	16,185
Inflow from Oregon/Mexico	0	0	0	0	0	0	0	0
Inflow from Colorado River	0	0	0	0	0	0	0	0
Imports from Other Regions	3,696	4,239	5,174	5,944	4,434	2,797	2,704	4,456
Total	**17,311**	**16,780**	**22,848**	**23,079**	**11,465**	**13,521**	**12,649**	**20,641**
Water Leaving the Region								
Consumptive Use of Applied Water	7,667	8,221	6,953	7,376	8,214	8,592	8,684	7,668
Outflow to Oregon/Nevada/Mexico	0	0	0	0	0	0	0	0
Exports to Other Regions	1,898	1,961	1,724	2,269	2,053	1,215	1,204	1,502
Statutory Required Outflow to Salt Sink	0	0	0	0	0	0	0	0
Additional Outflow to Salt Sink	458	457	300	468	456	514	456	456
Evaporation, Evapotranspiration of Native Vegetation, Groundwater Subsurface Outflows, Natural and Incidental Runoff, Ag Effective Precipitation & Other Outflows	10,090	10,342	13,297	13,241	5,303	8,528	7,667	13,095
Total	**20,113**	**20,981**	**22,274**	**23,350**	**16,026**	**18,849**	**18,011**	**22,721**
Storage Changes in Region: [+] Water added to storage, [-] Water removed from storage								
Change in Surface Reservoir Storage	173	-199	680	-108	-473	-59	101	259
Change in Groundwater Storage	-2975	-4,002	-106	163	-4,088	5,269	5,463	2,339
Total	**-2,802**	**-4,201**	**574**	**-4,256**	**-4,088**	**-5,329**	**-5,362**	**-2,080**

Notes: taf = thousand acre-feet, M&I = municipal and industrial

[a] *Definition: Consumptive use is the amount of applied water used and no longer available as a source of supply. Applied water is greater than consumptive use because it includes consumptive use, reuse, and outflows.*

[b] *Definition: Change in Supply: Groundwater – The difference between water extracted from and water recharged into groundwater basins in a region. All regions and years were calculated using the following equation: change in supply: groundwater = intentional recharge + deep percolation of applied water + conveyance deep percolation and seepage - withdrawals.*

This equation does not include unknown factors such as natural recharge and subsurface inflow and outflow. For further details, refer to Volume 4, Reference Guide, the article "California's Groundwater Update 2013" and Volume 5, Technical Guide.

Source: California Water Plan Update 2013, Tulare Lake, Department of Water Resources.

Irrigation Districts in Tulare County

"There are 19 entities in Tulare County with active programs of groundwater management. These management programs include nearly all types of direct recharge of surface water. Groundwater recovery is accomplished primarily through privately owned wells. Among the

[22] Ibid. TL-52.
[23] Ibid.

larger programs of groundwater management are those administered by the Kaweah Delta Water Conservation District, the Kings River Water Conservation District, the Tulare Irrigation District, the Lower Tule Water Users Association, and the Alta Irrigation District, utilizing water from the Friant-Kern Canal and local streams. The Kings River Water Conservation District covers the western county."[24] **Table 3.10-2** lists irrigation districts located in Tulare County.

Table 3.10-2
Irrigation Districts in Tulare County[25]

Entity	Surface Water	Imported Water Source	Groundwater Extraction
Alpaugh Irrigation District	NA	Friant-Kern Canal (1,000af average)	19,000 af
Alta Irrigation District	King River	Friant-Kern Canal (surplus)	230,000 af
Delano-Earlimart Irrigation District	NA	Friant-Kern Canal (146,050 af average)	8,000 af
Exeter Irrigation District	NA	Friant-Kern Canal (1,000 af average)	14,000 af
Hills Valley Irrigation District	NA	Cross Valley Canal (2,000 af average)	1,000 af
Ivanhoe Irrigation District	Kaweah River	Friant-Kern Canal (11,650 af average)	15,000 af
Kaweah Delta Water Cons. District	Kaweah River	Friant-Kern Canal (24,000 af average)	130,000 af
Kern-Tulare Water District	Kern River	Cross Valley Canal (41,000 af average)	33,000 af
Lindmore Irrigation District	NA	Friant-Kern Canal (44,000 af average)	28,000 af
Lower Tulare River Irrigation Dist.	Tule River	Friant-Kern Canal (180,200 af average) Cross Valley Canal (31,000 af average)	NA
Lindsay-Strathmore Irrigation District	NA	Friant-Kern Canal (24,150 af average)	NA
Orange Cove Irrigation District	NA	Friant-Kern Canal (39,200 af average)	30,000 af
Pioneer Water Irrigation District	Tule River		3,000 af
Pixley Irrigation District	NA	Friant-Kern Canal (1,700 af average) Cross Valley Canal (31,000 af average)	130,000 af
Porterville Irrigation District	Tule River	Friant-Kern Canal (31,000 af average)	15,000 af
Rag Gulch Water District	Kern River	Friant-Kern Canal (3,700 af average) Cross Valley Canal (13,300 af average)	
Saucelito Irrigation District	Tule River	Friant-Kern Canal (37,600 af average)	15,000 af
Stone Corral Irrigation District	NA	Friant-Kern Canal (10,000 af average)	5,000 af
Teapot Dome Irrigation District	NA	Friant-Kern Canal (5,600 af average)	
Terra Bella Irrigation District	NA	Friant-Kern Canal (29,000 af average)	2,000 af
Tulare Irrigation District	Kaweah River	Friant-Kern Canal (100,500 af average)	65,000 af

"The Tulare County Resource Management Agency maintains a list of special districts that provide sewer and/or water service that cannot currently meet the demand of new development projects. The list provided by Tulare County RMA (last updated April 30, 2007) indicates that following water and/or sewer districts are either under a temporary cease and desist order by the Regional Water Control Board prohibiting any new connections, or have other limitations for water and sewer connections.

- Alpaugh Joint Powers Authority Water District;
- Cutler Public Utility District;
- Delft Colony Zone of Benefit (County RMA);
- Earlimart Public Utility District;

[24] Ibid. Page 10-14

- El Rancho Zone of Benefit (County RMA);
- Orosi Public Utility District;
- Pixley Public Utility District;
- Pratt Mutual Water Company;
- Richgrove Public Utility District;
- Seville Zone of Benefit (County RMA);
- Seville Water Company;
- Springville Public Utility District;
- Tooleville Zone of Benefit (County RMA);
- Traver Zone of Benefit (County RMA); and
- Well Tract Zone of Benefit (County RMA)"[26]

"In order to determine if a local utility district will be able to serve a proposed development project, a "Will Serve Letter" is required to be submitted with the building permit application. This requirement establishes whether or not a permit can proceed early in the application process and avoid application denials several weeks into the permit approval process."[27]

Much of the County's land is rural in nature and requires the use of private wells. If a project utilizes water from an existing irrigation district, then the affected irrigation district is responsible for determining if the proposed Project could potentially create a significant impact related to water supply. An example of a potential impact could involve a need for a significant increase in the service levels of an irrigation district.

Flooding

"Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two kinds of flooding can occur in the Central Valley: general rainfall floods occurring in the late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and early summer. Most floods are produced by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt) enter storage reservoirs, causing an increase in the amount of water that is released."[28]

"Floods in the Tulare Lake Hydrologic Region can be caused by heavy rainfall; by dams, levees, or other engineered structures failing; or by extreme wet-weather patterns. Historically, in the Tulare Lake region flooding originates principally from melting of the Sierra snowpack and from rainfall. Flooding from snowmelt typically occurs in the spring and has a lengthy runoff period. Flooding in the region was intermittent, with severe flooding some years and drought in other years. Flash and slow-rise flooding are the most commonly experienced types of flooding in this hydrologic region. Floods that occur in the Tulare Lake region take a variety of forms and can be classified into flash, alluvial fan, debris flow, stormwater, slow-rise, and engineered structure

[26] Tulare County General Plan 2030 Update. Background Report. Page 7-33.
[27] Ibid. 7-34.
[28] Op. Cit. 8-13.

failure flooding. For a complete record of floods, refer *California Flood Future Report, Attachment C: Flood history of California* technical memorandum (California Department of Water Resources and the U.S. Army Corps of Engineers 2013a)."[29]

"Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms."[30] As seen in **Figure 3.10-3** FEMA flood zones within the KACP planning area.[31]

"The flood carrying capacity in rivers and streams has decreased as trees, vegetation, and structures (e.g., bridges, trestles, buildings) have increased along the Kaweah, Kings, and Tule Rivers. Unsecured and uprooted material can be carried down a river, clogging channels and piling up against trestles and bridge abutments that can, in turn, give way or collapse, increasing blockage and flooding potential. Flooding can force waters out of the river channel and above its ordinary floodplain. Confined floodplains can result in significantly higher water elevations and higher flow rates during high runoff and flood events."[32]

"Dam failure can result from numerous natural or human activities, such as earthquakes, erosion, improper siting, rapidly rising flood waters, and structural and design flaws. Flooding due to dam failure can cause loss of life, damage to property, and other ensuing hazards. Damage to electric-generating facilities and transmission lines associated with hydro-electric dams could also affect life support systems in communities outside the immediate hazard area."[33]

[29] Department of Water Resources California Water Plan Update 2009. Tulare Lake. Page TL-30.

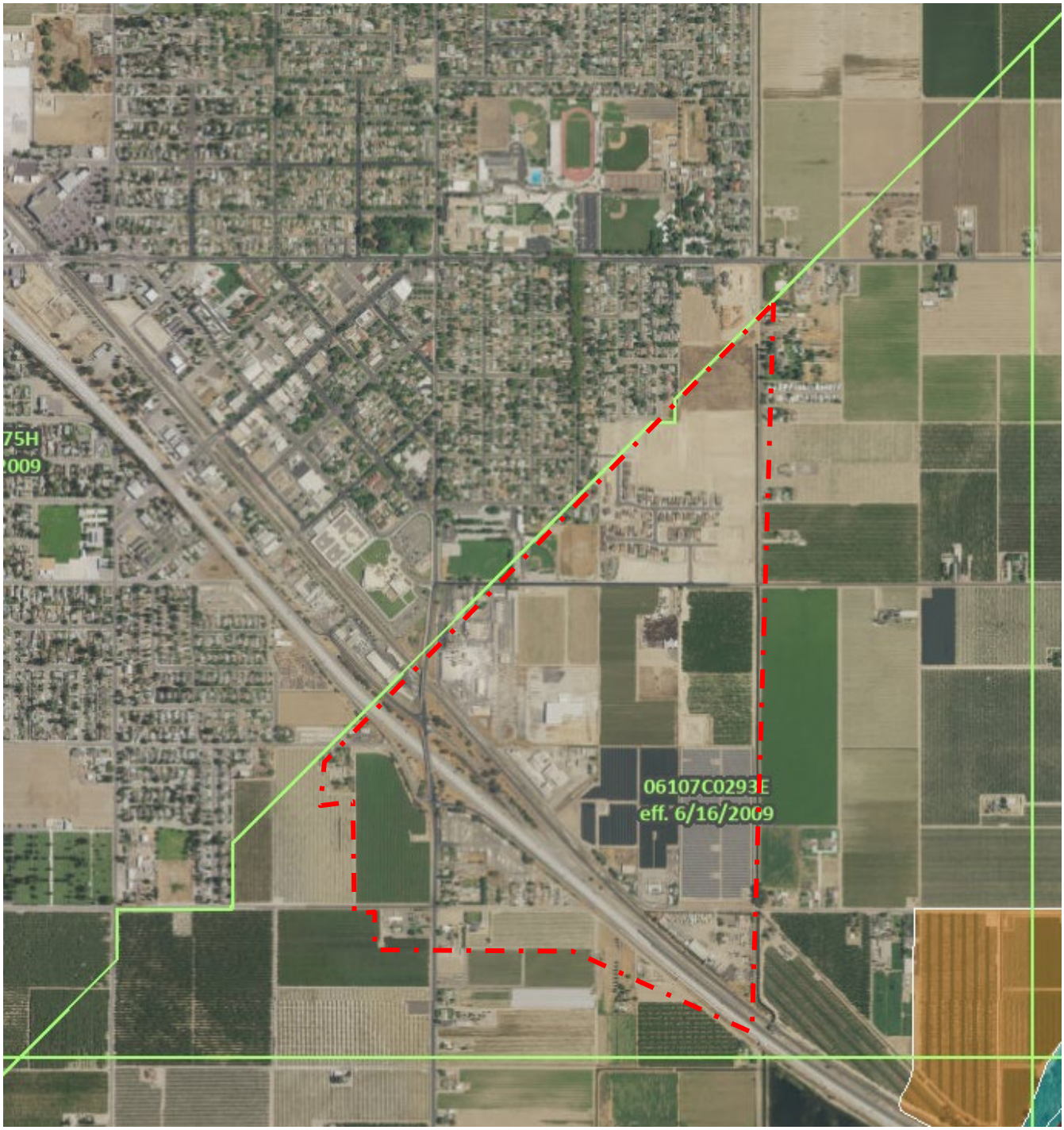
[30] Tulare County General Plan 2030 Update. Background Report. Page 8-14.

[31] U.S. Department of Homeland Security. Federal Emergency Management Agency (FEMA). Flood Maps. Panel 06107C0293E. Effective June 16, 2009. Accessed July 2023 at: FEMA's National Flood Hazard Layer (NFHL) Viewer (arcgis.com). or https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-119.57418870163427,36.48401739647535,-119.49110459518907,36.518514625220234

[32] Tulare County General Plan 2030 Update. Background Report. Page 8-14.

[33] Ibid. 8-17.

Figure 3.10-2
KACP Planning Area Flood Hazards Zones Map



Storm Drainage

"A storm drainage system is designed to drain excess rain and groundwater (from roads, sidewalks, etc.) to some point where it is discharged into a channel, ponding basin, or piped system. The system itself typically consists of pipes connecting inlets and is facilitated by curbs and gutters, manholes, and sumps. The operation of the system consists of runoff being collected in the inlets and transported by pipes to a discharge location. Manholes provide access to storm drainpipes for inspection and cleanout. A sump is a shallow, artificial pond designed to infiltrate storm water through permeable soils into the groundwater aquifer. It does not typically discharge to a detention basin.

Storm drainage systems should be designed so they have adequate capacity to accommodate runoff that enters the system for the design frequency and should also be designed considering future development. An inadequate roadway drainage system could result in the following:

- Water overflowing the curb and entering adjacent property leading to damage
- Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways
- Over saturation of the roadway structural section due to immersion will lead to pavement deterioration[34]

The KACP planning area does not have an areawide storm water drainage system. Storm water drainage is currently limited to the Summerlyn subdivision project or contained on-site via grading, swales, and storm water retention basins.

REGULATORY SETTING

Federal Agencies & Regulations

Clean Water Act/NPDES

"The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972… Under the CWA, EPA has implemented pollution control programs such as setting wastewater standards for industry. We have also set water quality standards for all contaminants in surface waters… The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a

[34] Tulare County. Tulare County Housing Element – Action Program 9. Page 1-27. Excerpted from 1. Community of Alpaugh. Page. 1-2 and 1-3.

surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters."[35]

Safe Drinking Water Act

"The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources—rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.) SDWA authorizes the United States Environmental Protection Agency (US EPA) to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. US EPA, states, and water systems then work together to make sure that these standards are met."[36]

Environmental Protection Agency

The mission of EPA is to protect human health and the environment.
"EPA's works to ensure that:

- Americans have clean air, land and water;
- National efforts to reduce environmental risk are based on the best available scientific information;
- Federal laws protecting human health and the environment are administered and enforced fairly, effectively and as Congress intended;
- Environmental stewardship is integral to U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are similarly considered in establishing environmental policy;
- All parts of society -- communities, individuals, businesses, and state, local and tribal governments -- have access to accurate information sufficient to effectively participate in managing human health and environmental risks;
- Contaminated lands and toxic sites are cleaned up by potentially responsible parties and revitalized; and
- Chemicals in the marketplace are reviewed for safety."[37]

[35] U.S. Environmental Protection Agency. Summary of the Clean Water Act. Accessed July 2023 at: https://www.epa.gov/laws-egulations/summary-clean-water-act.
[36] U.S. Environmental Protection Agency. Summary of the Safe Drinking Water Act. Accessed July 2023 at: https://www.epa.gov/sdwa/overview-safe-drinking-water-act. Accessed April 2021.
[37] U.S. Environmental Protection Agency. Our Mission and What we do. Accessed July 2023 at: https://www.epa.gov/aboutepa/our-mission-and-what-we-do.

United States Army Corps of Engineers (US ACE or Corps)

"The Department of the Army Regulatory Program is one of the oldest in the Federal Government. Initially it served a fairly simple, straightforward purpose: to protect and maintain the navigable capacity of the nation's waters. Time, changing public needs, evolving policy, case law, and new statutory mandates have changed the complexion of the program, adding to its breadth, complexity, and authority.

The Regulatory Program is committed to protecting the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands."[38]

National Flood Insurance Program

"Created by Congress in 1968, the NFIP is a federal program that aims to reduce the impact of flooding across the country. It does so by providing flood insurance to property owners who live in communities that adopt and enforce floodplain management standards.

The NFIP is designed to provide an insurance alternative to disaster assistance to meet the rising costs of repairing flood damage to homes, businesses, and belongings."[39]

State Agencies & Regulations

The Porter-Cologne Water Quality Control Act

"Porter-Cologne, named for the late Los Angeles Assemblyman Carly V. Porter and then-Senator Gordon Cologne, was recognized as one of the nation's strongest pieces of anti-pollution legislation. Through it, the Water Boards have been entrusted with broad duties and powers to preserve and enhance the state's complex waterscape. The new state law was so influential that Congressional authors used sections of Porter-Cologne as the basis of the Federal Water Pollution Control Act Amendments of 1972, known as the Clean Water Act.

The Clean Water Act required the states or the U.S. Environmental Protection Agency (US EPA) to set standards for surface water quality, mandate sewage treatment and regulate wastewater discharges into the nation's surface waters. It established a multi-billion dollar Clean Water Grant Program that, with Clean Water Bond funding, approved by California's voters, assisted communities in building municipal wastewater treatment facilities.

The State assumed responsibility for enforcing the Clean Water Act. This involved melding state and federal processes together for activities such as setting water quality standards, issuing

[38] U.S. Army Corps of Engineers. Regulatory Program Overview. Accessed July 2023 at: Regulatory_Program_Overview.pdf (army.mil)
[39] National Flood Insurance Program. What is the National Flood Insurance Program (NFIP)? Accessed July 2023 at: https://agents.floodsmart.gov/agents-guide/background.

discharge permits and operating the grants program."[40]

State Water Quality Control Board

"The State Water Resources Control Board (State Water Board) was created by the Legislature in 1967. The joint authority of water allocation and water quality protection enables the State Water Board to provide comprehensive protection for California's waters. The State Water Board consists of five full-time salaried members, each filling a different specialty position. Board members are appointed to four-year terms by the Governor and confirmed by the Senate. There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State's waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans" for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality. The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the State and Regional Water Quality Control Boards."[41]

Regional Water Quality Control Board

"There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State's waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans" for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality."[42]

"The primary duty of the Regional Board is to protect the quality of the waters within the Region for all beneficial uses. This duty is implemented by formulating and adopting water quality plans for specific ground or surface water basins and by prescribing and enforcing requirements on all agricultural, domestic and industrial waste discharges. Specific responsibilities and procedures of the Regional Boards and the State Water Resources Control Board are contained in the Porter-Cologne Water Quality Control Act."[43]

California Department of Water Resources (DWR)

DWR's mission is, "To sustainably manage the water resources of California in cooperation with

[40] California Water Boards. History of the Water Boards. Porter-Cologne: California's Cornerstone of Water Protection Law. Accessed July 2023 at: https://www.waterboards.ca.gov/about_us/water_boards_structure/history_water_policy.html

[41] California State Water Resources Control Board. Accessed July 2023 at: http://www.waterboards.ca.gov/about_us/water_boards_structure/mission.shtml

[42] California State Water Resources Control Board. Accessed July 2023 at: http://www.waterboards.ca.gov/about_us/water_boards_structure/mission.shtml.

[43] Central Valley Water Quality Control Board. Accessed July 2023 at: http://www.swrcb.ca.gov/centralvalley/about_us/.

other agencies, to benefit the State's people, and to protect, restore, and enhance the natural and human environments."[44] "DWR's major responsibilities include:

- Overseeing the statewide process of developing and updating the California Water Plan (Bulletin 160 series)
- Planning, designing, constructing, operating, and maintaining the SWP
- Protecting and restoring the Sacramento-San Joaquin Delta
- Regulating dams, providing flood protection, and assisting in emergency management
- Working to preserve the natural environment and wildlife
- Educating the public about the importance of water, water conservation, and water safety
- Providing grants and technical assistance to service local water needs
- Collecting, analyzing, and reporting data in support of our mission to manage and protect California's water resources[45]

SB 610 (Costa, 2001)

This Bill requires additional information to be included as part of an urban water management plan if groundwater is identified as a source of water available to the supplier. This law also requires an urban water supplier to include in the plan a description of all water supply projects and programs that may be undertaken to meet total projected water use.

SB 221 (Kuehl, 2001)

This Bill prohibits approval of a tentative subdivision map, or a parcel map for which a tentative subdivision map is not required, or a development agreement for a subdivision of property of more than 500 dwelling units unless the city or county provides written verification from the applicable public water system that a sufficient water supply is available. In addition, the law requires the city or county make a finding that sufficient water supplies are, or will be, available prior to completion of the project.

Local Policy & Regulations

Tulare County Environmental Health Services

The Environmental Health Services Division regulates retail food sales and hazardous waste storage and disposal; inspects contaminated sites and monitors public water systems, which protects and reduces the degradation of groundwater. The Division regulates the production and shipping of milk for Tulare and Kings Counties and also serves as staff to the Tulare County Water Commission appointed by the Board of Supervisors. The goal of HHSA's Environmental Health division is to protect Tulare County's residents and visitors by ensuring that our environment is kept clean and healthy. This division requires water quality testing of public

[44] California Department of Water Resources. About. Accessed July 2023 at: https://water.ca.gov/About or About (ca.gov)
[45] Ibid.

water systems. Any project that involves septic tanks and water wells within Tulare County is subject to approval by this agency. All recommendations provided by this division will be added as mitigation measures to ensure reduction of environmental impacts.

Tulare County General Plan 2030 Update Policies

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

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

PFS-2.1 Water Supply - The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

PFS-2.2 Adequate Systems - The County shall review new development proposals to ensure that the intensity and timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval.

PFS-2.3 Well Testing - The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

PFS-2.4 Water Connections - The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

PFS-2.5 New Systems or Individual Wells - Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

PFS-3.1 Private Sewage Disposal Standards - The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity - The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

PFS-3.3 New Development Requirements - The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available.

PFS-3.7 Financing - The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County.

PFS-4.1 Stormwater Management Plans - The County shall oversee, as per Community Plan Content Table PF-2.1 and Specific Plan Content, Hamlet Plans Policy PF-3.3, and Table LU-4.3, the preparation and adoption of stormwater management plans for communities and hamlets to reduce flood risk, protect soils from erosion, control stormwater, and minimize impacts on existing drainage facilities, and develop funding mechanisms as a part of the Community Plan and Hamlet Plan process.

PFS-4.2 Site Improvements - The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

PFS-4.3 Development Requirements - The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

PFS-4.4 Stormwater Retention Facilities - The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

PFS-4.5 Detention/Retention Basins Design - The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

PFS-4.6 Agency Coordination - The County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge.

PFS-4.7 NPDES Enforcement - The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

AG-1.17 Agricultural Water Resources - The County shall seek to protect and enhance surface water and groundwater resources critical to agriculture.

HS-4.4 Contamination Prevention - The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

HS-5.1 Development Compliance with Federal, State, and Local Regulations - The County shall ensure that all development within the designated floodway or floodplain zones conforms to FEMA regulations and the Tulare County Flood Damage Prevention Ordinance. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-5.2 Development in Floodplain Zones - The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-5.4 Multi-Purpose Flood Control Measures - The County shall encourage multipurpose flood control projects that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the County's streams, creeks, and lakes. Where appropriate, the County shall also encourage the use of flood and/or stormwater retention facilities for use as groundwater recharge facilities.

HS-5.6 Impacts to Downstream Properties - The County shall ensure that new County flood control projects will not adversely impact downstream properties or contribute to flooding hazards.

HS-5.9 Floodplain Development Restrictions - The County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas.

HS-5.10 Flood Control Design - The County shall evaluate flood control project involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berm and landscaped levees, in combination with recreation amenities, are studied.

HS-5.11 Natural Design - The County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

WR-1.1 Groundwater Withdrawal - The County shall cooperate with water agencies and management agencies during land development processes to help promote an adequate, safe, and economically viable groundwater supply for existing and future development within the County. These actions shall be intended to help the County mitigate the potential impact on ground water resources identified during planning and approval processes.

WR-1.5 Expand Use of Reclaimed Wastewater - To augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts.

WR-1.6 Expand Use of Reclaimed Water - The County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources.

WR-2.1 Protect Water Quality - All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement - The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

WR-2.3 Best Management Practices (BMPs) - The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

WR-2.4 Construction Site Sediment Control - The County shall continue to enforce provisions to control erosion and sediment from construction sites.

WR-2.5 Major Drainage Management - The County shall continue to promote protection of each individual drainage basin within the County based on the basins unique hydrologic and use characteristics.

WR-2.6 Degraded Water Resources - The County shall encourage and support the identification of degraded surface water and groundwater resources and promote restoration where appropriate.

WR-2.8 Point Source Control - The County shall work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the California Environmental Quality Act review and project approval process) and monitored to ensure long-term compliance.

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

WR-3.5 Use of Native and Drought Tolerant Landscaping - The County shall encourage the use of low water consuming, drought-tolerant and native landscaping and emphasize the importance of utilizing water conserving techniques, such as night watering, mulching, and drip irrigation.

WR-3.6 Water Use Efficiency - The County shall support educational programs targeted at reducing water consumption and enhancing groundwater recharge.

WR-3.10 Diversion of Surface Water - Diversions of surface water or runoff from precipitation should be prevented where such diversions may cause a reduction in water available for groundwater recharge.

2023 Kingsburg Area Community Plan (KACP)

The Draft 2023 Kingsburg Area Community Plan also has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project in regard to this resource are listed as follows.

GOAL III - Achieve development densities consistent with levels of available service.

Objective I - Urbanization in the planning areas should be contiguous and compact.

Policy 2. The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc.). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

Policy 3. The extension of water and sewer facilities into the planning area shall be coordinated with the policies of this Plan and the goals and policies of the Tulare County General Plan. Development in the planning area shall pay their fair share for services

GOAL IV - Coordinate Community Development Decisions with the City of Kingsburg (City) and Selma-Kingsburg-Fowler Sanitation District (SKF).

Objective 1 - Coordinate possible services (e.g., water, sanitary sewer) for new and existing development can be by the City and SKF during the Year 2030 planning period**.**

Policy 1. Coordinate zoning with availability of utilities and community services.

Policy 2. Promote commercial and industrial development with wastewater discharge characteristics, which can be accommodated by the City and SKF.

Policy 3. Encourage industries with excessive effluent to pre-treat wastewater prior to conveyance to the City and SKF's sanitary sewer system.

Policy 4. Encourage coordination between developers and the City and SKF within the KACP planning area throughout the application and development process to prevent time delays and to assure that the the City and SKF can accommodate the needs of proposed development.

Policy 5. Before the issuance of any land use permit, and where a development desires connection with the City and SKF, the Tulare County Resource Management Agency must receive confirmation from the City and SKF that water and sewer service requirements can be accommodated.

Policy 6. Assist the City and SKF in applications for grant funds to carry out their capital improvement program for providing, maintaining and improving their sewer and water systems to serve new and existing developments, which implement the goals and objectives of this Plan and of the Tulare County General Plan.

Policy 7. Before the issuance of any land use permit, the Tulare County Economic and Planning Department will require all project applications for new development or redevelopment to include storm water disposal plans in accordance with the recommendations of the Tulare County Public Works Department and City to prevent runoff flows into the County and City rights-of-way.

IMPACT EVALUATION

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. Development proposals will be required to comply with applicable local and state (e.g., Tulare County Environmental Health and Regional Water Quality Control Board) water quality standards or waste discharge requirements. Ultimately, through the Year 2030 planning horizon of the Project, Project-specific impacts related this Checklist item will result in a ***Less Than Significant Impact*** through the Year 2030 planning horizon.

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

The geographic area of this cumulative analysis is the Tulare Lake Basin. This cumulative analysis is based on information provided in the Water Quality Control Plan for the Tulare Lake Basin, Tulare County Department of Health and Human Services (Environmental Health Services Division), Draft 2023 Kingsburg Area Community Plan, Tulare County 2030 General Plan, General Plan Background Report, Tulare County 2030 General Plan EIR, and/or the City of Kingsburg and Selma-Kingsburg-Fowler Sanitation District.

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. As future development is proposed, it will be required to comply with applicable requirements, standards, permits, etc., of the California Regional Water Quality Control Board, Tulare County Environmental Health Services Division, the City, and SKF. In addition, Project-specific and cumulative impacts will be, upon full build-out, reduced, minimized, or avoided to a ***Less Than Significant*** level. Therefore, the proposed Project will results in a ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

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

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

With implementation of applicable requirements of the California Regional Water Quality Control Board, Central Valley, Tulare County Environmental Health Division, the City, and SKF, potential Project-specific related to this Checklist item will be reduced ***Less Than Significant***. Cumulative impacts related to this Checklist item will be ***Less Than Significant***.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts.

The Project site is currently in agricultural production and draws groundwater from a well on site for purposes of irrigation. However, when the Project is implemented, the existing well will be capped (and will be rendered inactive), as the Project will tie into the City of Kingsburg's water system. The Project applicant has obtained a Will-Serve letter from the water purveyor (See Appendix I).

A description of water demands is included below. The assumptions used are only for residential-related land uses; commercial, industrial, or other uses will be evaluated on a case-by-case basis. Further, the assumptions are based on connection to the City of Kingsburg water service (which is estimated per capita) and the County of Tulare (which is estimated per acre). The number of residential units (180) and population estimates (see page 3.14-9 in Chapter 3.14 Population & Housing) derived from hypothetical development of those areas zoned as single-family residential (SFR) are used to estimate hypothetical water usage. Water usage by crop type is also estimated; assumptions are used following site visit by RMA staff to determine current crop type and only within containing a proposed zone of SFR. As the Summerlyn residential subdivision project is nearly built-out and both water and wastewater service the City and SKF, it will not be used in this resource analysis; rather the reader is guided to Chapter 3.19 Utilities and Service Systems where it has been included been included in the cumulative analysis section.

Project Water Demands Based on Kingsburg UWMP

To calculate projected water use, the Kingsburg UWMP assumes 330 gallons (of water) per day per person and 2.82 persons per household (page 3-2 of the *Kingsburg Urban Water Management Plan*). This equates to 93,060 gallons of water per day (100 sfr X 2.82 pph X

330 gals./person = 930.6) or 33,966,900 gallons per year (93,060 x 365) which is approximately 104 acre feet of water per year (that is, 33,966,900 gallons of water ÷ 326,000 gallons per acre-foot of water). According to the California Department of Water Resources *California Single Family Water Use Efficiency Study*, approximately 53% of residential water use (in this case, 175gallons/day/capita) is used for outdoor landscape irrigation. Therefore, using this figure (175 pgd/capita), if drought tolerant landscaping reduces water use 75%, then the daily per capita water use would be reduced by approximately 131 (175 X 0.25) gallons per day for a total of approximately 43.75 gallons per day (gpd) per person (that is, 330 gpd X 53% = 175 gpd, then reduced by 75% = 43.7 gpd). As 47% of water is used for as drinking water, approximately 155.1 gpd of drinking water (330 gpd X 47%) plus the 43.75 gallons of water used for landscaping would result in a total of 198.8 gpd. This equates to 56,061 gpd (198.8 gpd X 2.82 pph X 100 sfr.) or 20,462,484 gallons per year (or approximately 113-acre feet per year). As such, total potable water use is estimated to be approximately 63 (62.76)-acre feet of water per year, assuming a 75% reduction in outdoor landscaping water use using the Kingsburg UWMP assumptions.

Water Demands Based on Tulare County General Plan

The Tulare County General Plan assumes 3.5-acre feet [of water] per acre per year for single family residential units (page 11 of the General Plan *Phase I Water Supply Evaluation)*. Based on only those areas proposed for single-family residential uses (17 acres), this equates to approximately 59.5-acre feet of water per year. Using the same assumption of 53% of total use is for outdoor landscape irrigation results in 31.5-acre feet (59.5 X 0.53 = 31.5-acre feet), A reduction of 75% of the 31.5-acre feet used for outdoor irrigation would result in total outdoor water use of approximately 7.8-acre feet per year. The 47% used as drinking water would result in approximately 28-acre feet of water. Combining water used for landscaping and drinking water, a total of approximately 36-acre feet would be used if the 17 acres classified as single-family residential uses are developed. **Tables 3.10-3** and **3.10-4** estimate water use using Kingsburg UWMP and County of Tulare General Plan assumptions.

Table 3.10-3
Estimated Water Use Using Kingsburg UWMP Assumptions

Estimated water use using Kingsburg UWMP	With 50% outdoor reduction	With 75% outdoor reduction	Existing site water use*	Water Savings
104 acre/feet/year	87.5-acre/feet/year	43.75-acre/feet/year	62-acre/feet/year	18-acre/feet/year

* *Only takes into account the 17 acres currently in ag production that are proposed as single-family residential use, not the historical production of the entire KACP planning area*.

Table 3.10-4
Estimated Water Use Using Tulare County General Plan Assumptions

Estimated water use using County GP	With 50% outdoor reduction	With 75% outdoor reduction	Existing site water use*	Water Savings
59.5 acre/feet/year	15.75-acre/feet/year	7.8-acre/feet/year	62-acre/feet/year	39-acre/feet/year

** Only takes into account the 17 acres currently in ag production, not the historical production of the entire KACP planning area.*

Water Use Comparison

The information below provides a comparison of existing (baseline) conditions versus potential water use based on full buildout of the proposed project. Existing agricultural water use is based on crop information contained in Tulare County's *Phase I Water Supply Evaluation.* The site has historically been farmed, but most recently, the 17 acres of those areas planned for single-family residential uses are currently farmed as "stone fruit", that is, plums, peaches, nectarines, etc. Stone fruit typically uses 3.66 ac/ft of water per year to irrigate.[46]

It is estimated that current farming of the 17 acres on the area classified as single-family residential would requires approximately 62-acre feet per year which is slightly less than Project water demands as calculated using the assumptions in Kingsburg's UWMP and slightly more than the Project water demands as calculated using the assumptions in the Tulare County General Plan."[47]

In order to further reduce the demand for water from the proposed Project the following Mitigation Measures have been established to limit flows for human consumption and landscaping. Standard water conservation measures have been added as **Mitigation Measures 3.10.1** through **3.10.3**. In addition, per Tulare County Ordinance 3029, water efficient landscaping is required to conserve water. As noted in the **Mitigation Measure 3.10.2**, the proposed Project shall conform to this Water Efficient Landscaping Ordinance. With the implementation of these Mitigation Measures, proposed Project impacts related to this Checklist Item (specific to the facility expansion) will be reduced to a ***Less Than Significant Impact with Mitigation***. See also Chapter 3.19 Utilities and Service Systems, **Mitigation Measures 3.19.1** through **3.19.5**, as applicable.

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

The geographic area of this cumulative analysis is the Tulare Lake Basin. This cumulative analysis is based on the information provided in the California Water Plan Update 2009, Regional Report 3, Tulare Lake.

As part of the Tulare County General Plan 2030, a number of large projects were identified in the General Plan Draft EIR. After considering these projects, it was noted in the General Plan Draft EIR that a cumulative unavoidable impact to ground water supply would occur.

As noted previously, the assumptions used are only for residential-related land uses; commercial, industrial, or other uses will be evaluated on a case-by-case basis. Further, the assumptions are based on connection to the City of Kingsburg water service (which is estimated per capita) and the County of Tulare (which is estimated per acre). The number of residential units (180) and population estimates (see page 3.14-9 in Chapter 3.14 Population & Housing) derived from hypothetical development of those areas zoned as single-family

[46] University of California. Agriculture and Natural Resources ANR Publication 8549. October 2015. "Irrigating Citrus with Limited Water" Page 2. Accessed July 2023 at: Drought Tip: Irrigating Citrus with Limited Water (ucanr.edu)

residential (SFR) are used to estimate hypothetical water usage. Water usage by crop type is also estimated; assumptions are used following site visit by RMA staff to determine current crop type and only within containing a proposed zone of SFR. As noted earlier, the Summerlyn residential subdivision project is nearly built-out and both water and wastewater service the City and SKF is accounted for in the cumulative analysis in Chapter 3.19 Utilities and Service Systems. In addition, as **Mitigation Measures 3.10.1** thru **3.10.3** (including water conservation measures) will be implemented to reduce water use, the cumulative impacts related to this Checklist Item are ***Less Than Significant with Mitigation.*** See also Chapter 3.19 Utilities and Service Systems, **Mitigation Measures 3.19.1** through **3.19.5**, as applicable.

Mitigation Measure(s):

3.10.1 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.

3.10.2 The proposed Project shall conform to the Tulare County Water Efficient Landscaping Ordinance.

3.10.3 No ground water shall be transported off-site for any use.

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

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on-or off-site;
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite;
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
iv) impede or redirect flood flows?

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

i) **Result in substantial erosion or siltation on-or off-site?** The proposed Project does not include any projects which would alter any land. The proposed Project does not include any project that would add a significant amount of impervious areas that would cause significant impacts related to drainage. As development occurs within the proposed Project area each will be evaluated on a case-by-case basis to determine if it is necessary to implement a Stormwater Pollution Prevention Plan (SWPPP) as part of their National Pollutant Discharge Elimination System (NPDES) permit if one acre or more. This

SWPPP will ensure that potential construction erosion and siltation will not affect offsite drainages. This will prevent any erosion or siltation from occurring onsite or offsite. As such, Project-specific impacts related to this Checklist item will be ***Less Than Significant***.

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

The geographic area of this cumulative analysis is Tulare County. Alteration of a stream or river would be subject to the regulations of the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife.

As the drainage plan will adequately address potential stormwater impacts, a ***Less Than Significant Cumulative Impact*** related to this Checklist item will occur.

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

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

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

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

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

See Response a). In addition, the proposed Project site is not located along a natural water feature such as a lake, river or stream. As noted earlier, there is an irrigation ditch owned by CID adjacent to and east along the eastern edge of the KACP, south of Avenue 396; however, anychanges to the existing drainage pattern will not impact the irrigation ditch. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is Tulare County. Alteration of a stream or river would be subject to the regulations of the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife. As noted earlier, additional discussion regarding undergrounding of the irrigation ditch located along the eastern border of the site can be found in See Section 3.4 (Biological Resources).

The proposed Project will not affect the drainage pattern of any off-site parcels, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

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

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

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

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

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

As noted earlier, the proposed Project does not include any development projects. As development occurs within the proposed Project area each will be evaluated on a case-by-case basis to determine if it is necessary to implement a Stormwater Pollution Prevention Plan (SWPPP) as part of their National Pollutant Discharge Elimination System (NPDES) permit if one acre or more. This SWPPP will ensure that potential construction erosion and siltation will not affect As such, implementation of a Storm Water Pollution Prevention Plan (SWPPP) will be required as applicable. In addition, stormwater collection and storage system for development proposal must be designed to provide adequate stormwater handling capacity as required by policies contained in the Tulare County General Plan; and consistent with policies specified by the City of Kingsburg General Plan, as applicable. As such, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the requirements of the Central Valley Regional Water Quality Control Board.

As noted in the SWPPP, storm water will be retained on site. As such, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

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

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

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

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

The proposed Project does not include elements that could degrade water quality beyond what was discussed in Item 3.10 a). ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the requirements of the Central Valley Regional Water Quality Control Board.

As noted earlier, the proposed Project does not include elements that could degrade water quality beyond what was discussed in Item 3.10 a). ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

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

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

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

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

As identified in the FIRM Flood Insurance Rate Map for Tulare County, Panel 293 of 2550, the proposed Project and surrounding areas are located in Flood Zone X which is a flood insurance rate zone that correspond to areas outside of 100-year floodplains, areas of 100-year sheet flow flooding where average depths are less than 1 foot, areas of 100-year stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 100-year flood by levees. ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

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

The proposed Project does not include any housing units. Therefore, ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

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

As described earlier, the proposed Project is located in Zone X (0.2 percent chance flood). The proposed Project will not place any structures within a 100-year flood hazard area. Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

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

The proposed Project will not have off site impacts related to flooding. In addition, the proposed Project will not induce additional flooding hazards. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Conclusion: ***No Impact***

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

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

According to the City of Kingsburg General Plan EIR, the City is located within the dam inundation zone of Pine Flat Dam which stores the waters of the Kings River (approximately 25 miles northeast of the Project's location). However, the risk of dam inundation is low and annual inspections of the dams and detention basins are conducted by Fresno Metropolitan Flood Control District personnel and by CA Division of Safety of Dams. The General Plan determined that potential impacts resulting from the effects of dam or levee failure is less than significant.

The proposed Project is not located near a major levee or dam. In addition, the proposed Project does not involve significant water storage or changing the alignment of an established watercourse. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

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

As noted earlier, the proposed Project is not located near a major levee or dam. The proposed Project will not have any impacts related to this Checklist Item on other off-site parcels. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

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

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

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

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

The Project site is relatively flat and is not located near a large body of water, the coast or hillsides. As such, the proposed Project is not subject to inundation by seiche, tsunami, or mudflow. ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

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

As noted earlier, the proposed Project is not located near a large body of water, the coast or hillsides. The proposed Project will not have any impacts related to this Checklist item on other off-site parcels. ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

ACRONYMS

AB	Assembly Bill (in California)
AF	Acre-feet
AMP	Agricultural Management Plan
CACUDB	County Adopted City Urban Development Boundary
CEQA	California Environmental Quality Act
CIMIS	California Irrigation Management Information System
CVP	Central Valley Project
CWA	Clean Water Act
DEIR	Draft Environmental Impact Report
DWR	State of California Department of Water Resources
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
KACP	Kingsburg Area Community Plan
MAF	Million Acre Feet
M&I	Municipal and Industrial
MW	Megawatts
NFIP	National Flood Insurance Program
NPDES	National Pollutant Discharge Elimination System
OCAP	Operating and Criteria Plan
O&M	Operation and Maintenance
SB	Senate Bill (in California)
SDWA	Safe Drinking Water Act
SFR	Single-Family Residential
SKF	Selma-Kingsburg-Fowler Sanitation District
SWP	State Water Project
RMA	Tulare County Resource Management Agency
TDS	Total Dissolved Solids
UDB	Urban Development Boundary
US ACE	United States Army Corps of Engineers
UWMP	Urban Water Management Plan (City of Kingsburg)
WSA	Water Supply Assessment

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Land Use and Planning
Chapter 3.11

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** to Land Use and Planning through the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the analysis as follows.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the County's Land Use and Planning setting. The regulatory setting provides a description of the applicable Federal, State and Local regulatory policies that were developed from the Tulare County 2030 General Plan, Background Report, and the Tulare County General Plan DEIR incorporated by reference and summarized below. A description of the potential impacts from the proposed Project, and the identification of feasible mitigation measures to avoid or lessen the impacts, are provided.

Thresholds of Significance:

- Divide Community
- Conflict with Applicable land use pan policy, or regulation of an agency with jurisdiction over the Project
- Conflict with applicable habitat conservation plan

ENVIRONMENTAL SETTING

The Kingsburg Area Community Plan (KACP) planning area is adjacent to and east and west of State Route 99 (SR 99) on the northwestern edge of Tulare County; and southeast and adjacent to the City of Kingsburg. It is located approximately 17 miles southeast of Fresno; approximately 16 miles northwest of Visalia (which is the County seat of Tulare County); approximately 16 miles northwest of Visalia Municipal Airport; and approximately 19 miles from downtown Visalia.

Existing Land Use

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. It is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Urban-type land uses such as rural residential, single-family residential, commercial, and industrial uses account for the predominant uses in the approximately 363-acre KACP planning area. Rural residences are located within the KACP planning area with many adjacent to or part of agriculturally-productive lands. At the time of release of this DEIR (September 2023), commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication]), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Current commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Pemex gas station/mini mart). An approximately 37-acre solar farm is located northeast of Clarkson Road and Avenue 392. One light industrial facility along Clarkson Drive is non-operational (Can-Am Produce) that

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15126.2 (a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org) or 2023 CEQA Statutes and Guidelines (califaep.org)

currently includes paved surfaces, vacant structures, non-operational rail spur, and vacant land. Rural residential areas in the KACP planning area generally consisted of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. The unused light industrial facility consists of buildings, containers, and paved surfaces.

Land Use Designations

Consistent with the land uses contained in the Tulare County General Plan, the existing Kingsburg County Adopted City Urban Development Boundary (CACUDB) contains the following land use designations (see **Figure 3.11-1**):

Table 3.11-1
Kingsburg Area Community Plan Land Uses

Existing Land Use	Acres
Mixed-Use	246.9
Unclassified (Rights-of-Way)	39.5
Total	286.4

Mixed-Use (MU)

This designation establishes areas appropriate for the planned integration of some combination of retail, office, single and multi-family residential, hotel, recreation, limited industrial, public facilities or other compatible use. Mixed-Use areas allow for higher density and intensity development, redevelopment, or a broad spectrum of compatible land uses ranging from a single use on one parcel to a cluster of uses. These areas are intended to provide flexibility in design and use for contiguous parcels having multiple owners, to protect and enhance the character of the area.

The consideration of development proposals in Mixed-Use areas should focus on compatibility between land uses, and the development potential of a given area compared to the existing and proposed mix of land uses and their development impacts. Density bonuses for residential units of 25 % to 35 % may be granted, according to the Density Bonus Ordinance or State law, to Mixed-Use areas to encourage the development of affordable housing units, compact development in the implementation of development strategies that support the use of mass transit, reduction of air impacts, and implementation of measures that contribute to the reduction of global warming. Specific plans may be required to assist in the consideration of Mixed-Use development proposals. This designation is found within UDBs, HDBs, PCAs, and MSCs and pursuant to regional growth corridor plans and policies.

Existing Zoning

The KACP planning area currently contains the following Zoning Districts (A-1, AE-20, C-2, C-3, C-3, M-1, M-1-MU, P-O, R-1, R-1-MU, and R-A, Z). The zoning districts are summarized as follows:

Agricultural (A-1) The designation has been established to insure that areas zoned A-1 develop in a manner consistent with the General Plan and the public health, safety and general welfare, and to prevent the introduction of incompatible commercial, manufacturing, subdivision, and other urban uses into predominantly agricultural areas of the County.

Exclusive Agricultural Zone 20 Acre Minimum (AE-20) - The AE-20 Zone is an exclusive zone for intensive agricultural uses and for those uses which are a necessary and integral part of the agricultural operation. The purpose of this zone is to protect the general welfare of the agricultural community from encroachments of unrelated agricultural uses which, by their nature, would be injurious to the physical and economic well- being of the agricultural community. It is also the purpose of this zone to prevent or to minimize the negative interaction between various agricultural uses. A related purpose of this zone is to disperse intensive animal agricultural uses to avoid air, water, or land pollution otherwise resulting from compact distributions of such uses. The minimum parcel size permitted to be created in this zone is, with certain exceptions, twenty (20) acres.[2]

Andersen Village is a Specific Plan to guide development on approximately 51 acres within the City of Kingsburg and the unincorporated areas of Tulare County. The Plan Area has two (2) acres in Fresno County, two (2) acres in the City of Kingsburg (City), and approximately 47 acres in Tulare County. The Specific Plan calls for meeting the City's R-1-7 residential lot requirements (7,000 square foot) in the single-family areas, and the City's RM-3.0 standards for the multi-use neighbor (fourplexes) fronting along Kern (which were ultimately developed to single-family residences rather than fourplexes). Amenities include approximately 2.5 acres of multi-use park features, street side landscaping, and the Madsen/Sierra and Kern/18th Avenue. Streets include landscaped pedestrian corridor, parkways and perimeters, and bulb outs

C-1 (Neighborhood Commercial) - Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve.

C-1-MU (Neighborhood Commercial Mixed-Use Overlay) - Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve. The MU overlay combining zone allows a mix os uses that promotes flexibility in the types of entitlements that can be issued.

General Commercial (C-2) – The General Commercial Zone is intended for retail stores and businesses which do not involve the manufacture, assembling, packaging, treatment or processing of articles of merchandise for distribution and retail sale.[3]

Service Commercial (C-3) – The Service Commercial Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and

[2] Ibid. AE-20 Exclusive Agricultural Zone-20 Acre Minimum (Chapter 3, Section 9.6). Accessed July 2023 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-zoning-ordinance/chapter-3-section-9-6-ae20/

[3] Op. Cit. C-2 General Commercial (Chapter 3, Section 12). Accessed July 2023 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-zoning-ordinance/chapter-3-section-12-c2/

products, but which do not involve the manufacturing, assembling, packaging or processing of articles of merchandise for distribution and retail sales.[4]

Mixed-Use – The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed-use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment. Within the Mixed-Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2 and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to and compatible with those specific zoning districts are also allowed. In addition, use and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above mentioned zoning districts are also allowed.[5]

Light Manufacturing (M-1) – The Light Manufacturing Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise or other similar causes.[6]

P-O – Zone is intended for any use permitted in the R-3, Multiple-Family Zone. Apothecary (limited to the sale of pharmaceuticals, medical and hygienic supplies and packaged confections). Clinic, dental or medical. Laboratory, dental or medical. Museum. Mortuary. Business and Professional office. Optician. Optometrist. Parking Lot: no servicing, repair, dismantling or commercial freight handling will be permitted. Post Office. Telephone exchange. Incidental and accessory structures and uses located on the same site with and necessary for the operation of a permitted use.

R-1 - Zone allows one-family dwellings units of a permanent character placed in permanent locations and one-family manufactured homes installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code which comply with Subsection G of this Section. Private garages to accommodate not more than three (3) cars.

R-A - Zone allows single family dwellings and farming uses.

[4] Op. Cit. C-3 Service Commercial (Chapter 3, Section 12.5). Accessed July 2023 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-zoning-ordinance/chapter-3-section-12-5-c3/

[5] Op. Cit. MU Mixed-Use Overlay Combining Zone (Chapter 3, Section 18.9). Accessed July 2023 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-zoning-ordinance/chapter-3-section-18-9-mu-mixed-use/

[6] Op. Cit. M-1 Light Manufacturing (Chapter 3, Section 13). Accessed July 2023 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-zoning-ordinance/chapter-3-section-13-m1/

Table 3.11-2 Existing Kingsburg Area Zoning Classifications (Districts)	
Zoning	Acres
A-1	159.9
AE-20	14.7
Anderson Village Specific Plan	46.9
C-2	0.5
C-3	5.6
C-3-SR	6.1
M-1	2.4
M-1-SR	3.8
Z	6.8
Unclassified (Right-of-Way)	39.5
Total	286.4

Agriculture

See Chapter 3.2 Agricultural Resources

Urban Boundaries

The existing County Adopted City Urban Development Boundary (CACUDB) contains approximately 286 total acres with approximately 247 acres containing zone classifications.

Union Pacific Railroad

The railroad brought new prosperity to Tulare County's towns and farms. Tulare was the division headquarters for Southern Pacific Railroad from 1872 to 1891. The Southern Pacific Railroad (now Union Pacific Railroad) and Atchison Topeka & Santa Fe Railroad are the two major railroad lines serving Tulare County communities.[7] The Union Pacific Railroad traverses the KACP planning area and is east of and adjacent (parallel) to SR 99.

[7] Tulare County. Tulare County General Plan 2030 Update. Background Report. Page 11-8. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf

Figure 3.11-1 Existing Kingsburg CACUDB Land Use Plan Map

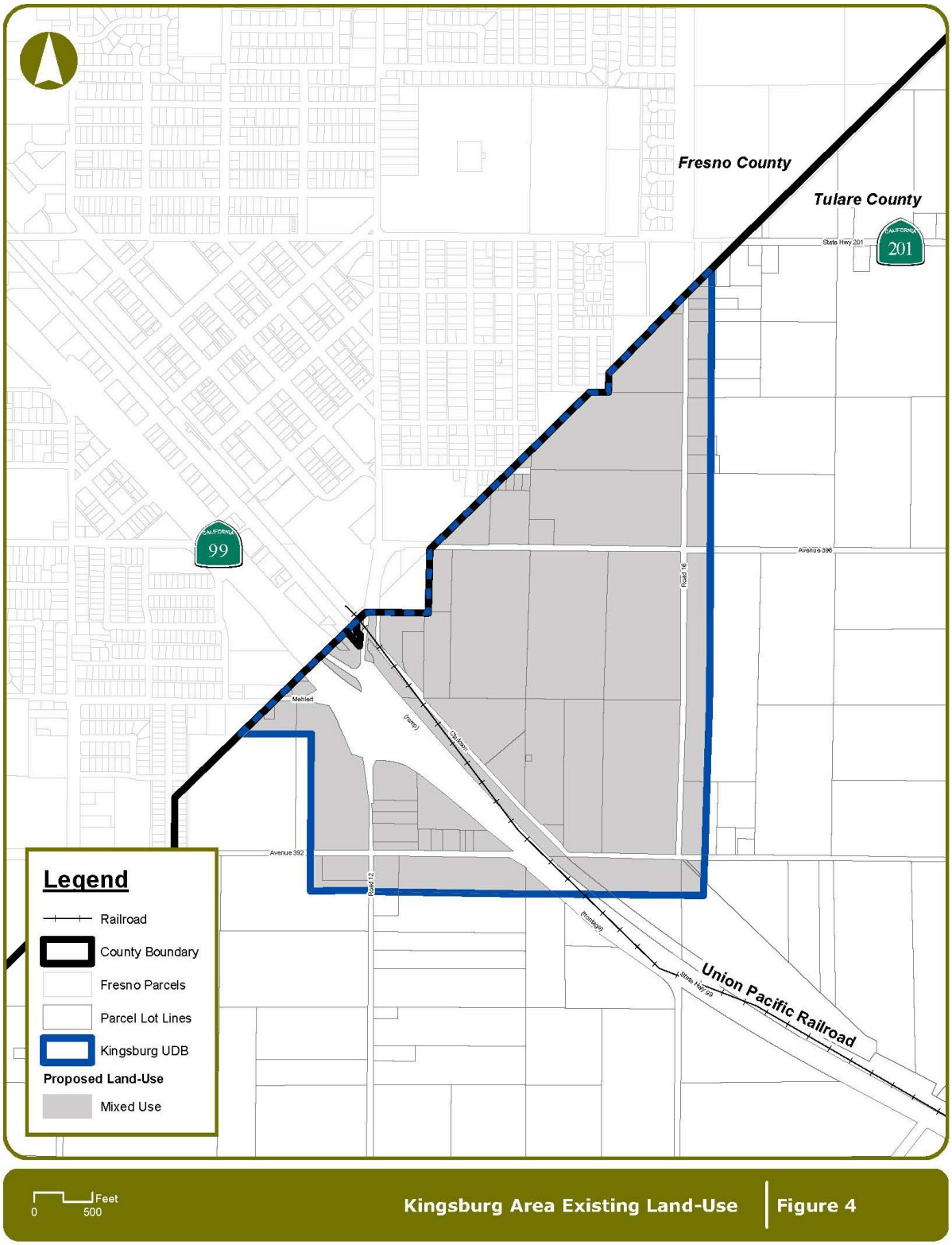
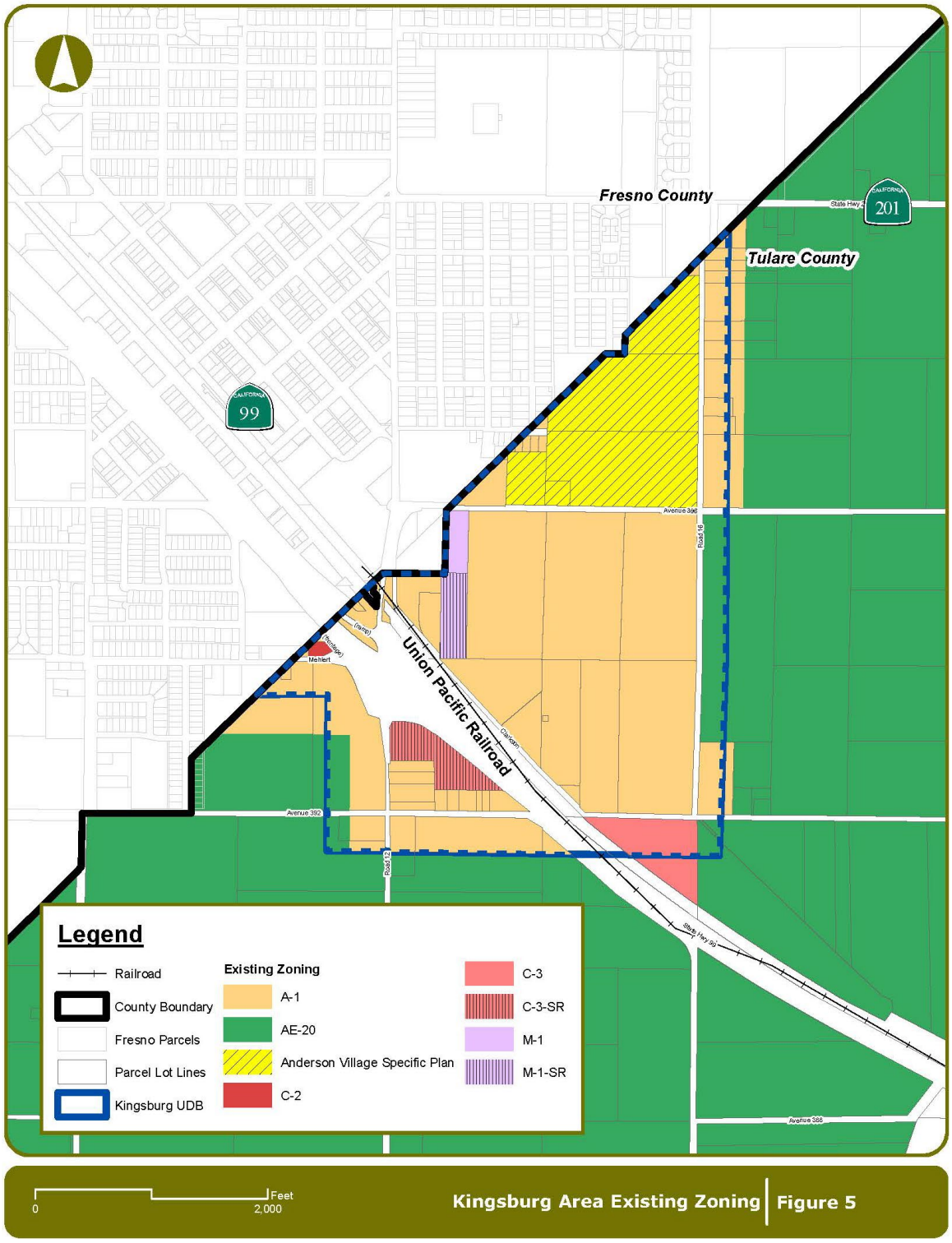


Figure 3.11-2 Existing Kingsburg CACUDB Zoning Use Plan Map



REGULATORY SETTING

Federal Agencies & Regulations

Federal Endangered Species Act

"Through federal action and by encouraging the establishment of state programs, the 1973 Endangered Species Act provided for the conservation of ecosystems upon which threatened and endangered species of fish, wildlife, and plants depend. The Act:

- authorizes the determination and listing of species as endangered and threatened;
- prohibits unauthorized taking, possession, sale, and transport of endangered species;
- provides authority to acquire land for the conservation of listed species, using land and water conservation funds;
- authorizes establishment of cooperative agreements and grants-in-aid to States that establish and maintain active and adequate programs for endangered and threatened wildlife and plants;
- authorizes the assessment of civil and criminal penalties for violating the Act or regulations;
- authorizes the payment of rewards to anyone furnishing information leading to arrest and conviction for any violation of the Act or any regulation issued there under."[8]

State Agencies & Regulations

California Department of Fish and Wildlife (CDFW)

"The Mission of the Department of Fish and Wildlife [formerly Fish and Game] is to manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public."[9]

California Endangered Species Act

"The California Endangered Species Act (CESA) is a California environmental law that conserves and protects plant and animal species at risk of extinction. Originally enacted in 1970, CESA was repealed and replaced by an updated version in 1984 and amended in 1997. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the California Fish and Game Commission. Approximately 250 species are currently listed under CESA. A CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, "taken" (i.e., killed), possessed, purchased, or sold without proper authorization. Implementation of CESA has reduced and avoided impacts to California's most imperiled plants and animals, has protected hundreds of thousands of acres of vital habitat, and has led to a greater scientific understanding of California's incredible biodiversity.

The California Department of Fish and Wildlife (CDFW) works with agencies, organizations, and other interested persons to study, protect, and preserve CESA-listed species and their habitats.

[8] Federal Endangered Species Act. Accessed July 2023 at: https://www.fws.gov/law/endangered-species-act
[9] California Department of Fish and Game (CDFW). Mission. Accessed July 2023 at: https://wildlife.ca.gov/

CDFW also conducts scientific reviews of species petitioned for listing under CESA, administers regulatory permitting programs to authorize take of listed species, maintains an extensive database of listed species occurrences, and conducts periodic reviews of listed species to determine if the conditions that led to original listing are still present."[10]

Local Policy & Regulations

Tulare County Association of Governments (TCAG)

"TCAG is committed to improving the quality of life for residents and visitors throughout Tulare County, creating regional plans and building regional projects. We coordinate regional transit programs to make getting around easy and convenient. We have improved air quality and strive to continue to meet national standards. We responsibly use the extra hard earned tax dollars that the people of Tulare County bring in to us from the passage of Measure R under the supervision of the board and citizen's review committee. We address current and future rail needs and possibilities with a forward thinking approach. We gather important data which is used by the census and the public to properly forecast housing and transit needs. We also manage the abandoned vehicle program for the county, and do a whole lot more."[11]

Existing County Land Uses

The proposed Project site is located in the northwestern portion of Tulare County. Tulare County is 4,863 square miles in area and is located in the San Joaquin Valley portion of California's Great Central Valley. It lies south of the Sacramento-San Joaquin Delta and is bordered by Fresno County to the north, Kings County to the west, Kern County to the south, and Inyo County to the east. The valley land portion is approximately 3,930 square miles or approximately 81 percent of Tulare County. Open space, which includes wilderness, national forests, monuments and parks, and county parks, encompass approximately 1,230 square miles, or approximately 25 percent of the County. Agricultural uses total approximately 2,150 square miles or approximately 44 percent of the entire County. Incorporated cities in the Tulare County account for less than three percent of the entire County area.

The County's primary regulatory tool for implementing the General Plan is the Zoning Ordinance. Tulare County's first zoning ordinance was adopted in 1947 as Ordinance 352. The current *Tulare County Zoning Ordinance* and related *State and Local Land Use Regulations* were revised in September 2005 and covers the entire unincorporated county. The *Zoning Ordinance* has been amended many times since 2005 but has not undergone a comprehensive update. The zoning regulations regulate the extent and type of development that can occur in the unincorporated areas, therefore the outdated ordinance is limiting the County's holding capacity and build out potential. A major difference between the general plan and zoning is that the General Plan provides guidance on the location, type, density, and timing of new growth and development over the long-term, while zoning determines what development can occur on a site specific basis. The land general

[10] Ibid. Accessed July 2023 at: https://wildlife.ca.gov/Conservation/CESA
[11] Tulare County Association of Governments. About Us. Accessed July 2023 at: https://tularecog.org/tcag/about-us/history-of-tcag/

plan use designations, and the zoning classifications and development standards of the zoning ordinance, determine the County's holding capacity and buildout potential.

The *Zoning Ordinance* establishes three residential zones, four commercial zones, three industrial zones, and seven other zones related to agriculture, timber, and resource-related uses. The purpose of the zones is to translate the broad land use categories established by the *Tulare County General Plan* into detailed land use classifications that are applied to properties with much greater precision than the General Plan. The zoning classifications follow specific property lines and road alignments and correspond to the applicable General Plan categories. Working with the zoning classifications, the text of the *Zoning Ordinance* provides detailed regulations for the development and use of land.

Tulare County General Plan Policies

The General Plan contains the following policies aimed at reducing potential land use conflicts, promoting an efficient urban form, and ensuring consistency with local land use and environmental plans. General Plan policies that relate to the proposed Project are listed below.

ED-2.2 Land Requirements - The County shall ensure there is capacity for new and expanding businesses by: Reserving sufficient locations for industry, recognizing industry's need for greater land requirements; Recognizing the need for a variety of locations to avoid creation of a monopoly of the industrial land market and to reflect varying requirements for transportation facilities and utility services; and Reserving land for exclusive industrial use to encourage development of like industries that complement each other and to prevent encroachment on industrial areas by incompatible uses.

ED-2.11 Industrial Parks - As part of new or updated community plans, the County shall designate sites for industrial development to meet projected demand.

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

ERM-2.9 Compatibility - The County will encourage the development of mineral deposits in a manner compatible with surrounding land uses.

PF-1.1 Maintain Urban Edges - The County shall strive to maintain distinct urban edges for all unincorporated communities within the valley region or foothill region, while creating a transition between urban uses and agriculture and open space.

PF-1.2 Location of Urban Development -
The County shall ensure that urban development only takes place in the following areas:
1. Within incorporated cities and CACUDBs;
2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;

3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.

PF-1.3 Land Uses in UDBs/HDBs - The County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures.

PF-1.4 Available Infrastructure - The County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies.

PF-2.1 Urban Development Boundaries – Communities - The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined as shown on Figures 2.2-2 thru 2.2-22.

PF-2.4 Community Plans - The County shall ensure that community plans are prepared, updated, and maintained for each of the communities. These plans shall include the entire area within the community's UDB and shall address the community's short and long term ability to provide necessary urban services.

PF-2.7 Improvement Standards in Communities - The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

PF-2.8 Inappropriate Land Use - Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

LU-1.2 Innovative Development - The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-2.3 Open Space Character - The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons.

LU-3.1 Residential Developments - The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

LU-3.2 Cluster Development - The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately-maintained road designed to meet County road standards.

LU-3.3 High-Density Residential Locations - The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

LU-5.1 Industrial Developments - The County shall encourage a wide range of industrial development activities in appropriate locations to promote economic development, employment opportunities, and provide a sound tax base.

LU-5.4 Compatibility with Surrounding Land Use - The County shall encourage the infill of existing industrial areas and ensure that proposed industrial uses will not result in significant harmful impacts to adjacent land uses.

LU-5.7 Industrial Uses Allowed on Resource Land - The County shall allow asphalt batch plants and similar processing facilities that are directly associated with the development of a resource to be located at the site of the resource under the following criteria: Any such site shall be developed under the Special Use Permit process, and The Special Use Permit shall not permit any commercial or industrial uses that are not related to the processing of the resource.

LU-6.2 Buffers - The County shall ensure that residential and other non-compatible land uses are separated and buffered from major public facilities such as landfills, airports, and sewage treatment plants.

LU-7.2 Integrate Natural Features - The County shall emphasize each community's natural features as the visual framework for new development and redevelopment.

ED-2.3 New Industries - The County shall encourage new industries to locate within cities, unincorporated communities, hamlets, regional growth corridors, and other unincorporated County areas where appropriately zoned. The County, in cooperation with cities and communities will

identify locations for industrial uses in unincorporated areas around cities consistent with the cities' economic development strategies, taking into account opportunities offered by variations in local environmental conditions.

IMPACT EVALUATION

Would the project:

a) Physically divide an established community?

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

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

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 City of Kingsburg General Plan, Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed Project's limited expansion of the CACUDB would remain consistent with other agencies' jurisdictional boundaries (e.g., Selma-Kingsburg-Fowler Sanitation District, Fresno LAFCo, Tulare LAFCo,), and the Tulare County General Plan, the Project will not conflict with any of the previously noted land use plans, jurisdictions, or authorities. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

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

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

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs **(see Figure 3.11-3)**. Limited expansion of approximately 77 acres to the CACUDB toward the southeast and toward the west thereby resulting in a UDB of approximately 363 acres.

The Community Plan also includes a Complete Streets Program. The KACP has been developed concurrently with this process and has been found to be in consistent with the requirements of the Complete Streets Program.

The proposed Project's limited expansion of the CACUDB would remain consistent with other agencies' jurisdictional boundaries (e.g., Selma-Kingsburg-Fowler Sanitation District (SKF), Fresno LAFCo, Tulare LAFCo,), and the Tulare County General Plan, the Project will not conflict with any of the previously noted land use plans. Further, the County of Tulare is collaborating with the City of Kingsburg to ensure that future development of the KACP is consistent with the City's vision of urban development while maintaining the County's authority regarding land use decisions. As noted in the Summerlyn (formerly Hash Farms and Andersen Village) subdivision project DEIR, "Kingsburg has two boundaries which have served to limit and determine the pattern of urban expansion a southern City limit line which is coterminous with the Fresno/Tulare County boundary line, and a major irrigation canal along the east side of Madsen Avenue. The Fresno/Tulare County boundary has been particularly limiting to the City's efforts to achieve a rational urban pattern…Limited annexation to Fresno County and the City in these areas is proposed as a major policy of the General Plan to create opportunities for residential expansion and highway commercial development which is consistent with sound principles of urban form and municipal service. This policy is being pursued actively through a cooperative effort among affected agencies of the two counties and the City of Kingsburg."[12] Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

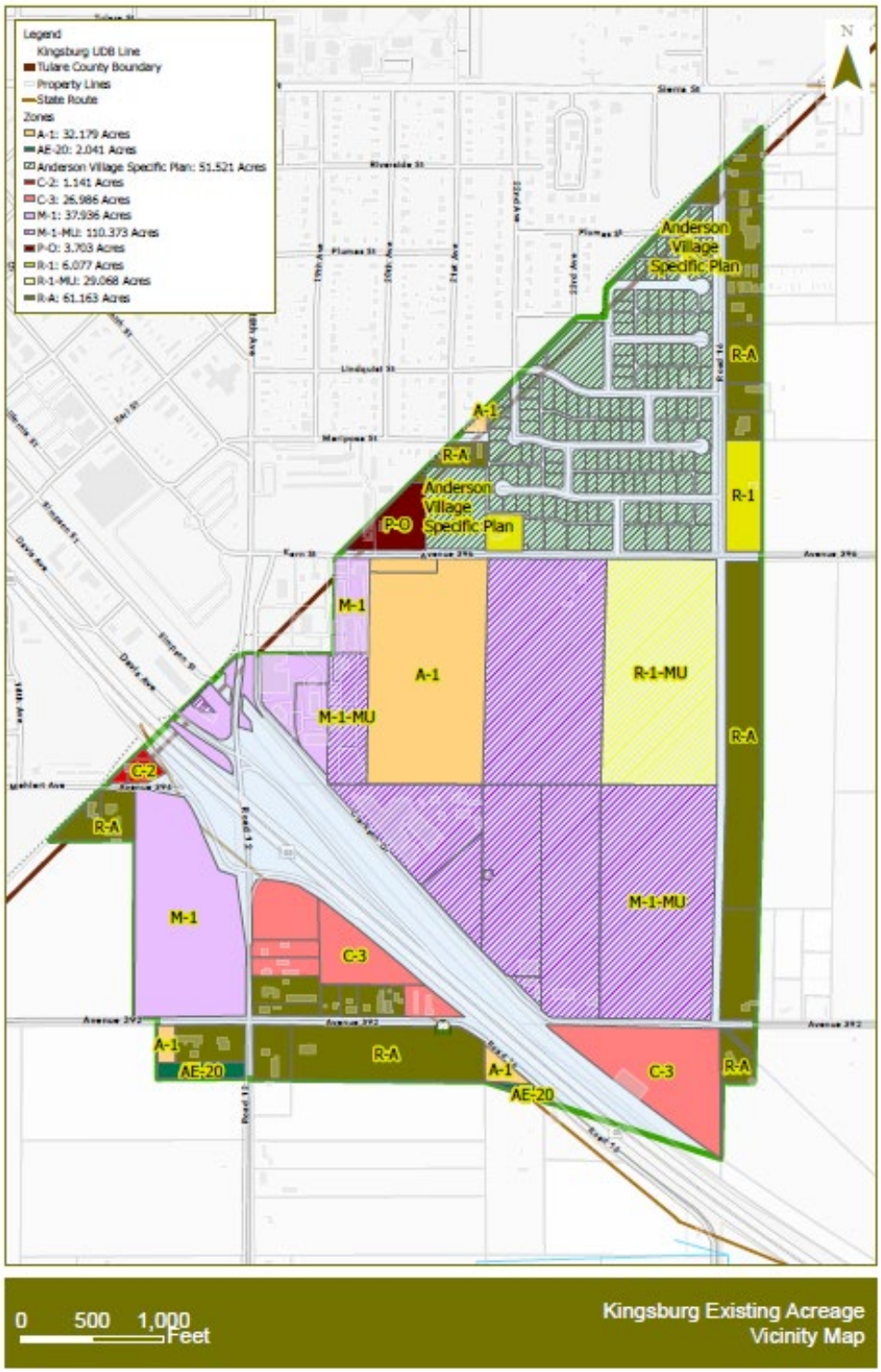
On January 1, 2023, the Tulare County Board of Supervisors (Board or BOS) approved a change of zone and supporting environmental documents (mitigated negative declaration) for PZC 19-015 via Resolution 2023-0072 and Ordinance Nos. 3620 and 3721 for a parcel west of SR 99 northeast of Avenue 392 and Road 12. The project Reed Industrial Park, Zone Amendment PZC 19-015, is wholly within assessor's parcel number 028-360-009. The zone change resulted in the parcel being rezoned from the A-1 (Agricultural) and AE-20 (Exclusive Agricultural - 20-acre minimum) classification to the M-1 (Light Industrial) classification. The zone change is consistent with the proposed zoning for this parcel as contained in the draft Kingsburg Area Community. As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed Project's limited expansion of the CACUDB would remain consistent with other agencies' jurisdictional boundaries (e.g., Selma-Kingsburg-Fowler Sanitation District, Consolidated Irrigation District, Fresno County LAFCo, Tulare County LAFCo) and the Tulare County General Plan, thus, the Project will not conflict with any of the previously noted land use plans, jurisdictions, or authorities. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

Figure 3.11-3
Proposed Zoning – Kingsburg Area Community Plan



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

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

As noted in Chapter 3.4 Biological Resources, there are two habitat conservation plans that apply in Tulare County. The Kern Water Habitat Conservation Plan only applies to an area near Allensworth (located in southwestern Tulare County), thus the proposed Project site is not subject to this Plan. The Recovery Plan for Upland Species in the San Joaquin Valley outlines a number of species that are important to the San Joaquin Valley. None of these species were identified on the Project site. As such, No Project-specific Impacts related to this Checklist Item will occur.

Cumulative Impact Analysis: ***Less than Significant Impact***

The geographic area of this cumulative analysis is Tulare County, Fresno County, and the City of Kingsburg. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

There are no impacts related to habitat conservation plans, and therefore ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

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

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

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

ABBREVIATIONS

A-1	Agricultural (A-1)
AE-20	Exclusive Agricultural Zone 20 Acre Minimum (AE-20)
C-2	General Commercial (C-2)
C-3	Service Commercial (C-3)
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CACUDB	The County Adopted City Urban Development Boundary
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
KACP	Kingsburg Area Community Plan
LAFCo or LAFCO	Local Agency Formation Commission
M-1	Light Manufacturing
MU	Mixed-Use
TCAG	Tulare County Association of Governments

REFERENCES

California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15126.2 (a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org) or 2023 CEQA Statutes and Guidelines (califaep.org)

California Department of Fish and Game (CDFW). Mission. Accessed July 2023 at: California Department of Fish and Wildlife Home Page
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Mineral Resources
Chapter 3.12

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a Less Than Significant Impact to Land Use and Planning through the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

(e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Mineral Resources in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

The Tulare County 2030 General Plan identifies known Mineral Resource areas. The threshold of significance for this section will include the following:

- Impact a known Mineral Resource

ENVIRONMENTAL SETTING

"There is estimated to be a total of 932 million tons of aggregate resources in Tulare County. This figure includes 219 million tons of reserves available for mining and 200 million tons that are located in the hard rock quarries southeast of Porterville. Of that total, 19 million tons are located in Northern Tulare County, which is expected to be depleted by the year 2010 unless new resources are permitted for mining. Lemon Cove has been the most highly extracted area for PCC quality aggregate supplies."[2] Since 2015, three operating mines (Culver Mine, Deer Creek, and Orosi Rock) have expanded their lifespans and/or increased their footprints to accommodate aggregate production assuring a continued supply of aggregate through and beyond the Tulare County General Plan 2030 Update's planning horizon.

"Economically, the most important minerals that are extracted in Tulare County are sand, gravel, crushed rock and natural gas. Other minerals that could be mined commercially include tungsten, which has been mined to some extent, and relatively small amounts of chromite, copper, gold, lead, manganese, silver, zinc, barite, feldspar, limestone, and silica. Minerals that are present but do not exist in the quantities desired for commercial mining include antimony, asbestos, graphite, iron, molybdenum, nickel, radioactive minerals, phosphate, construction rock, and sulfur... The majority of these activities appear to occur in the Sierra Foothill Area."[3]

"The following MRZ categories are used by the State Geologist in classifying the State's lands.

[1] Tulare County. Tulare County General Plan 2030 Update. Background Report. Page 10-18. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf
[2] Ibid. 10-18.
[3] Op. Cit. 10-17.

The geologic and economic data and the arguments upon which each unit MRZ assignment is based are presented in the mineral land classification report transmitted by the State Geologist to the SMGB…

A. *MRZ-1*—Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. This zone is applied where well developed lines of reasoning, based on economic-geologic principles and adequate data, indicate that the likelihood for occurrence of significant mineral deposits is nil or slight.

B. *MRZ-2a*—Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present. As shown on the diagram of the California Mineral Land Classification System, MRZ-2 is divided on the basis of both degree of knowledge and economic factors. Areas classified MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits. A typical MRZ-2a area would include an operating mine, or an area where extensive sampling indicates the presence of a significant mineral deposit.

C. *MRZ-2b*—Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified MRZ-2b contain discovered deposits that are either inferred reserves or deposits that are presently sub-economic as determined by limited sample analysis, exposure, and past mining history. Further exploration work and/or changes in technology or economics could result in upgrading areas classified MRZ-2b to MRZ-2a. A typical MRZ-2b area would include sites where there are good geologic reasons to believe that an extension of an operating mine exists or where there is an exposure of mineralization of economic importance.

D. *MRZ-3a*—Areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories. MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits. As shown on the diagram of the California Mineral Land Classification System, MRZ-3 is divided on the basis of knowledge of economic characteristics of the resources. An example of a MRZ-3a area would be where there is direct evidence of a surface exposure of a geologic unit, such as a limestone body, known to be or to contain a mineral resource elsewhere but has not been sampled or tested at the current location.

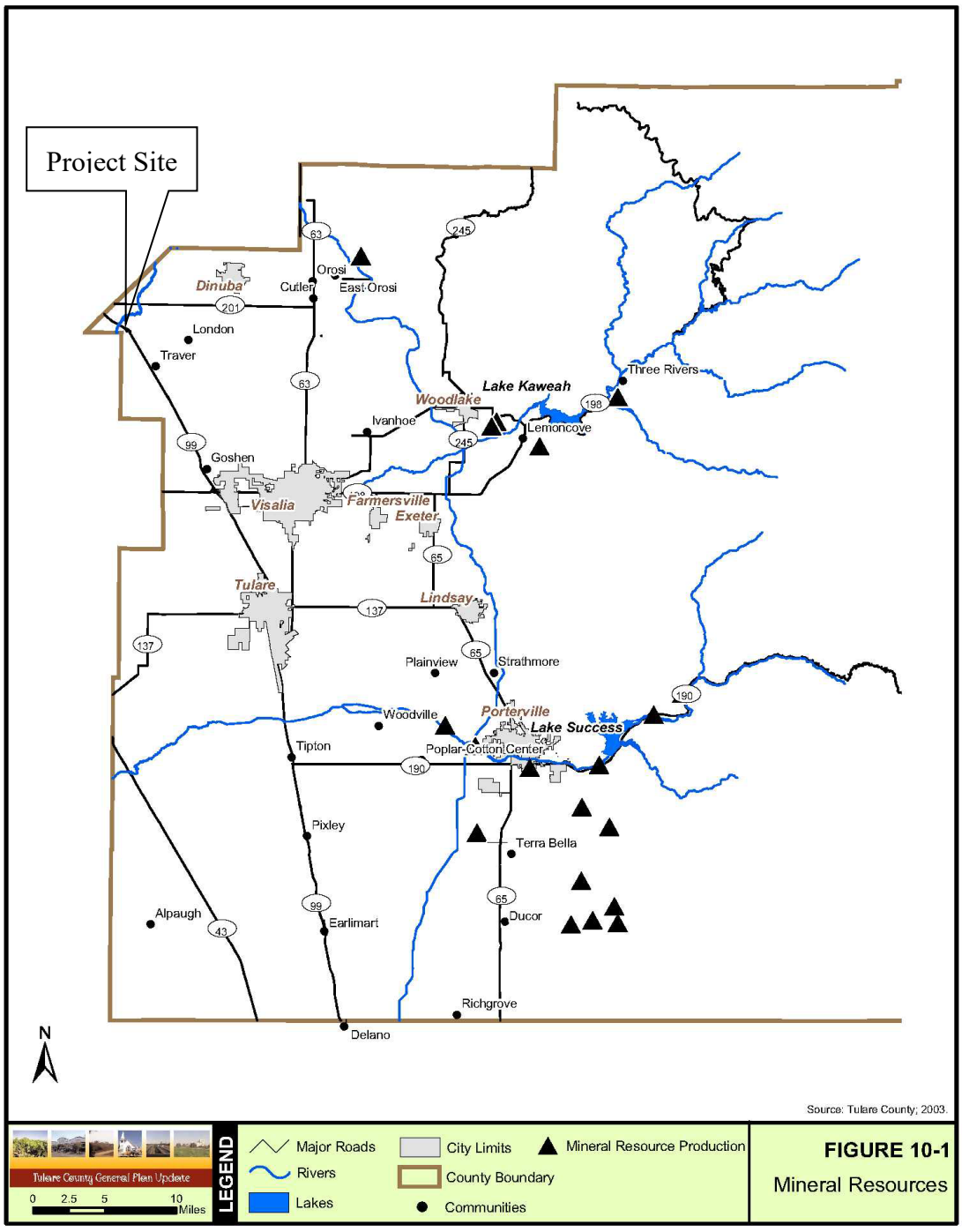
E. *MRZ-3b*—Areas containing inferred mineral deposits that may qualify as mineral resources. Land classified MRZ- 3b represents areas in geologic settings which appear to be favorable environments for the occurrence of specific mineral deposits. Further exploration work could result in the reclassification of all or part

of these areas into the MRZ-3a category or specific localities into the MRZ-2a or MRZ-2b categories. MRZ-3b is applied to land where geologic evidence leads to the conclusion that it is plausible that economic mineral deposits are present. An example of a MRZ-3b area would be where there is indirect evidence such as a geophysical or geochemical anomaly along a permissible structure which indicates the possible presence of a mineral deposit or that an ore-forming process was operative.

F. *MRZ-4*—Areas where geologic information does not rule out either the presence or absence of mineral resources. The distinction between the MRZ-1 and MRZ-4 categories is important for land-use considerations. It must be emphasized that MRZ-4 classification does not imply that there is little likelihood for the presence of mineral resources, but rather there is a lack of knowledge regarding mineral occurrence. Further exploration work could well result in the reclassification of land in MRZ-4 areas to MRZ-3 or MRZ-2 categories."[4]

[4] California Department of Conservation (DOC). CALIFORNIA SURFACE MINING AND RECLAMATION POLICIES AND PROCEDURES. Guidelines for Classification and Designation of Mineral Land. Pages 4 to 6. Accessed July 2023 at: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf.

Figure 3.12-1
Tulare County Mineral Resource Zones[5]



[5] Tulare County. Tulare County General Plan 2030 Update. Background Report. Figure 10-1. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to the proposed Project.

State Agencies & Regulations

Surface Mining and Reclamation Act of 1975 (SMARA)

"The Surface Mining and Reclamation Act (SMARA), Chapter 9, Division 2 of the Public Resources Code, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

The Surface Mining and Reclamation Act of 1975 (SMARA, *Public Resources Code Sections 2710 et seq. and its regulations at 14 California Code of Regulations Section 3500 et seq.*,)) provides a comprehensive surface mining and reclamation policy to assure that adverse environmental impacts are minimized, and mined lands are reclaimed. SMARA also encourages the production, conservation, and protection of the State's mineral resources."[6]

State Mining & Geology Board (SMGB)

"The SMGB serves as a regulatory, policy, and hearing body representing the State's interests in geology, geologic, and seismologic hazards, conservation of mineral resources, and reclamation of mined lands…The mission of the Board is to provide professional expertise and guidance, and to represent the State's interest in the development, utilization, and conservation of mineral resources, the reclamation of mined lands, and the development and dissemination of geologic and seismic hazard information to protect the health and welfare of the people of California."[7]

Division of Mine Reclamation (DMR)

"In 1991, the Division of Mine Reclamation (DMR) was created to provide a measure of oversight for local governments as they administer the Surface Mining and Reclamation Act (SMARA) within their respective jurisdictions. While the primary focus is on existing mining operations and the return of those mined lands to a usable and safe condition, issues relating to abandoned legacy mines are addressed through the Abandoned Mine Lands Unit."[8]

[6] DOC. Statutes and Regulations. Surface Mining and Reclamation Act (SMARA). SMARA Description. Accessed July 2023 at:http://www.conservation.ca.gov/smgb/Regulations/Pages/regulations.aspx

[7] DOC. State Mining & Geology Board (SMGB). Accessed July 2023 at: http://www.conservation.ca.gov/smgb/Pages/Index.aspx.

[8] DOC. Division of Mine Reclamation. Accessed July 2023 at: https://www.conservation.ca.gov/dmr.

Local Policy & Regulations

Tulare County General Plan Policies

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

ERM-2.1 Conserve Mineral Deposits - The County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50 year supply of locally available PCC grade aggregate.

ERM-2.2 Recognize Mineral Deposits - The County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits.

ERM-2.3 Future Resource Development - The County will provide for the conservation of identified and/or potential mineral deposits within Tulare County as areas for future resource development. Recognize that mineral deposits are significantly limited within Tulare County and that they play an important role in support of the economy of the County.

ERM-2.7 Minimize Adverse Impacts - The County will minimize the adverse effects on environmental features such as water quality and quantity, air quality, flood plains, geophysical characteristics, biotic, archaeological, and aesthetic factors.

ERM-2.10 Incompatible Development - Proposed incompatible land uses in the County shall not be on lands containing or adjacent to identified mineral deposits, or along key access roads, unless adequate mitigation measures are adopted or a statement of overriding considerations stating public benefits and overriding reasons for permitting the proposed use are adopted.

IMPACT EVALUATION

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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

The proposed Project area is not located in a known mineral resource zone (MRZ)[9]. The nearest MRZ is approximately 6.25 miles east-northeast of the proposed Project site[10] [11]. Due

[9] Tulare County General Plan 2030 Update. Natural Resources. Page 10-19 Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.

[10] California Department of Conservation. Division of Mines. Mines Online. Accessed July 2023 at: https://maps.conservation.ca.gov/mol/index.html or Mines Online (ca.gov)

[11] Google Earth Pro was used to measure the linear distance from the eastern edge of the KACP planning area to the nearest active mine. Accessed July 2023 at Google Earth Pro.

to the distance separation between the identified MRZ and proposed Project area, there will be no loss of availability of a known mineral resource due to Project implementation. There will be ***No Impact*** related to this resource.

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

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

As noted earlier, the proposed Project does not include mining operations and is not located within a known mineral resource zone. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

As noted in the Response to 3.12 a), the proposed Project does not include a mining operation and the proposed Project site is not located in or near a known mineral resource zone. There will be no significant loss of local important mineral resource recovery site. According to California Department of Conservation, the nearest active mine to the KACP planning area is an open pit operation extracting sand and gravel (Facility No. 91-54-0025, owned/operated by the County of Tulare) located approximately 13 miles southeast (just east of the County's Juvenile Detention Facility) and the next nearest is Orosi Rock (Facility No. 91-54-0035; a quarrying operation that extracts sand and gravel) approximately 16.4 miles east of the KACP planning area (approximately 1.5 miles east of Orosi)[12] The proposed Project will not create any project specific impacts related to this resource. As such, ***No Impact*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare

[12] California Department of Conservation. Mines Online. Accessed July 2023 at: https://maps.conservation.ca.gov/mol/index.html

County General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 EIR.

As noted in the Response to Item 3.12 a), the proposed Project does not include mining operations and is not located within a mineral resource zone. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

DEFINITIONS/ACRONYMS

Acronyms

CEQA	California Environmental Quality Act
CACUDB	The County Adopted City Urban Development Boundary
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
KACP	Kingsburg Area Community Plan
MRZ	Mineral Resource Zone
OMR	Office of Mine Reclamation
SMGB	State Mining & Geology Board
SMARA	Surface Mining and Reclamation Act

REFERENCES

California Natural Resources Agency. CEQA Guidelines. Section 15126.2 (a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

California Department of Conservation. Division of Mines. Mines Online. Accessed July 2023 at: https://maps.conservation.ca.gov/mol/index.html or Mines Online (ca.gov)

California Surface Mining and Reclamation Policies and Procedures. Guidelines for Classification and Designation of Mineral Lands. Accessed July 2023 at: http://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf

Google Earth Pro. Accessed July 2023.

California Department of Conservation. Statutes and Regulations. Surface Mining and Reclamation Act (SMARA). SMARA Description. Accessed July 2023 at: http://www.conservation.ca.gov/smgb/Regulations/Pages/regulations.aspx.

State Mining & Geology Board (SMGB). Accessed July 2023 at: The State Mining and Geology Board (ca.gov).

Tulare County General Plan 2030 Update. August 2012. Accessed July 2023 at: Tulare County General Plan Update

Tulare County General Plan 2030 Update Recirculated Draft EIR (SCH # 2006041162). Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf or Tulare County General Plan Recirculated Draft EIR

Tulare County. Tulare County General Plan 2030 Update. Background Report. 10. Natural Resources. Accessed July 2023 at: Tulare County General Plan Recirculated Draft EIR or http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.

Noise
Chapter 3.13

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***No-to-Less Than Significant Impact*** related to the Noise resource through the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The environmental determination of less than significant is predicated upon ultimate buildout; however, adoption of the KACP (and its other components) in and of itself will result in no impact. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Noise Setting in Tulare County. The regulatory setting provides a description of applicable Federal, State, and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR are incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Exceed Tulare County Standards for Noise Levels
- Expose people of excessive groundborne vibration
- Expose people to excessive airport/airstrip noise

ENVIRONMENTAL SETTING

As described in the Tulare County General Plan 2030 Update Background Report (Background Report), "In technical terms, sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Simply, sound is what we hear. Noise is defined as unwanted sound. As sounds reach undesirable unacceptable levels, this is referred to as noise." [2] In addition to noise, the Background Report describes sound as, "Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale (i.e., dB scale) is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting" written as dBA. The human ear can detect changes in sound levels of approximately 3 dBA under normal conditions. Changes of 1 to 3 dBA are typically noticeable under controlled conditions, while changes of less than 1 dBA are only discernable

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. CEQA Guidelines. Section 15126.2 (a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

[2] Tulare County. Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (RDEIR) 8.6 Noise. Page 8-45 Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf or Tulare County General Plan Recirculated Draft EIR

under controlled, extremely quiet conditions. A change of 5 dBA is typically noticeable to the general public in an outdoor environment. Table 8-8 [in the Background Report] summarizes typical A-weighted sound levels from a variety of sources.[3]

The effects of noise, as described in the Background Report has varying impacts on receptors, "High noise levels can interfere with a broad range of human activities in a way that degrades public health and welfare. Such activities may include:

- Speech communication in conversation and teaching;
- Telephone communication;
- Listening to television and radio;
- Listening to music;
- Concentration during mental and physical activities; and • Relaxation; and
- Sleep.

Interference with listening situations can be determined in terms of the level of the environmental noise and its characteristics. The amount of interference in non-listening situations is often dependent upon factors other than the physical characteristics of the noise. These may include attitude toward the source of an identifiable noise, familiarity with the noise, characteristics of the exposed individual, and the intrusiveness of the noise. Hearing loss, total or partial, and either permanent or temporary, is a well-established effect of noise on human health. The primary measure of hearing loss is the hearing threshold level, the level of a tone that can just be detected by an individual. As a person is exposed to increased noise levels, that person may experience a shift in the threshold at which sound can be detected. Exposure to very high noise levels for lengthy periods of time can generate threshold shifts, which can be temporary or permanent. In general, A-weighted sound levels must exceed 60-80 decibels before a person will experience temporary threshold shifts. The greater the intensity level above 60-80 decibels and the longer the exposure, the greater length of the temporary threshold shift."[4]

Vibration. "Vibration is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration. Because the motion is oscillatory, there is no net movement of the vibration element and the average of any of the motion metrics is zero. Displacement is the most intuitive metric. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement and acceleration is the rate of change of the speed. Although displacement is easier to understand than velocity or acceleration, it is rarely used for describing ground-borne vibration. Most transducers used for measuring ground-borne vibration use either velocity or acceleration. Furthermore, the response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration."[5]

[3] Ibid. 8-50 through 8-51

[4] Op. Cit. 8-52 and 8-53.

[5] United States Department of Transportation (U.S. DOT) Federal Transit Administration (FTA. Transit Noise and Vibration Impact Assessment Manual. Page 110 Accessed July 2023 at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf or Transit Noise and Vibration Impact Assessment Manual (dot.gov)

There are several different methods that are used to quantify vibration; the FTA uses the metrices shown in **Table 3.13-1**.

Table 3.13-1
Ground-borne Vibration and Noise Metrics

Metric	Abbreviation	Definition
Vibration Decibels	VdB	The vibration velocity level in decibel scale.
Peak Particle Velocity	PPV	The peak signal value of an oscillating vibration velocity waveform. Usually expressed in inches/second in the United States.
Root Mean Square	rms	The square root of the arithmetic average of the squared amplitude of the signal.
-weighted Sound Level	dBA	-weighted sound levels represent the overall noise at a receiver that is adjusted in frequency to approximate typical human hearing sensitivity. This unit is used to characterize ground-borne noise.

Source: United States Department of Transportation (U.S. DOT) Federal Transit Administration (FTA. Transit Noise and Vibration Impact Assessment Manual, page 110[6]

High levels of vibration may cause physical personal injury or damage to buildings. However, groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of groundborne vibration can damage fragile buildings or interfere with equipment that is highly sensitive to groundborne vibration (e.g., electron microscopes).

In contrast to noise, groundborne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 RMS or lower which is well below the threshold of perception for humans (human perception is around 65 RMS). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel- wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Noise. “The principal noise generators in the TCAG region are associated with transportation (i.e., major roads, airports, and rail lines). Local collector streets are not typically significant noise sources as traffic volume and speeds are generally much lower than for freeways and arterial roadways. Similar to the environmental setting for noise, the vibration environment is typically dominated by traffic from nearby roadways and activity on construction sites. Heavy trucks typically operate on major streets and can generate groundborne vibration that varies depending on vehicle type, weight, and pavement conditions. Nonetheless, vibration due to roadway traffic is typically not perceptible.”[7] The major noise and vibration sources in the region are motor vehicle traffic, aircraft operation, railroad operations, industrial and manufacturing, and construction noise and vibration.[8]

[6] Ibid. 10.

[7] Tulare County Association of Governments. 2022 Regional Transportation Plan & Sustainable Communities Strategy. Draft Program Environmental Impact Report. Page 4.12-3. Accessed July 2023 at: https://tularecog.org/sites/tcag/assets/File/TCAG%202022%20RTP-SCS%20DPEIR%20Final.pdf or 1 Introduction (slg)_revised (slg) (00714451-2).DOCX (tularecog.org)

[8] Ibid.

The Health and Safety section of Tulare County's 2030 General Plan serves as the primary policy statement for the County for implementing policies to maintain and improve the noise environment in Tulare County. **Table 3.13-2** shows Tulare County's Land Use Compatibility for Community Noise Environments

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. It is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. The KACP planning area is predominantly in rural residential, commercial, and industrial land uses. Approximately 30 rural residences are located within the KACP planning area with many adjacent to or part of agriculturally productive lands. Currently (August 2023), commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication], Mid-Valley Disposal), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Current commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Valero gas station/mini mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and, vacant land. Rural residential areas in the KACP planning area generally consisted of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. The light industrial facility consisted of buildings, containers, and paved surfaces.

Existing Roadway Network

"Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

State Highways (which may be freeways, expressways or conventional highways) – Connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

State Route (SR) 99 is the principle state highway serving the Kingsburg Community. SR 99 primarily exists as a divided six-lane. The State Route runs north to south along the California. The posted speed limit is generally 65 mph throughout the community. According to Caltrans' website, the average annual daily traffic (AADT) along SR 99 in the study area was approximately 11300 towards north and 9200 toward south of Avenue 18 in 2017.

Arterials – Serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state

highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.

Road 12/ Mendocino Ave serves an Arterial in the study area.

Collectors – Provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers and limited direct access to abutting properties.

Avenues 392, Avenue 394/Mehlert Street and Avenue 396/Kern Street are classified as collector streets in the study area.

Local Streets – Provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas."[9]

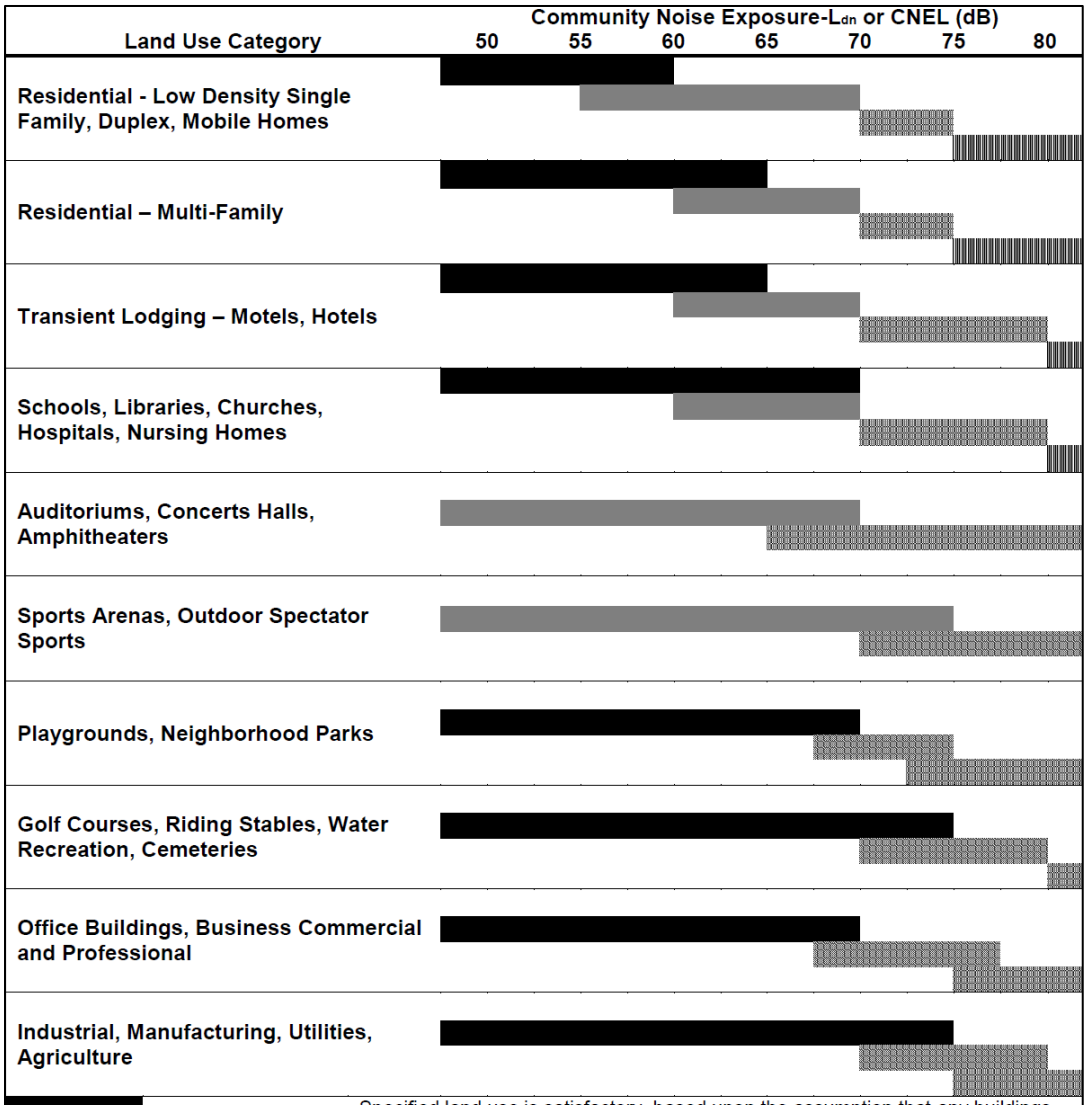
Tulare County

The Health and Safety Element of the Tulare County General Plan recognizes areas that are potentially noise-impacted for existing (2010) and future (2030) conditions. Table 10.1 Land Use Compatibility for Community Noise Environments of the Tulare County Health and Safety Element (see **Table 3.13-2** in this Draft EIR) establishes noise level criteria for typical land uses throughout Tulare County. Exterior noise levels in the range of 50-65 dB Ldn or Community Noise Equivalent Level (CNEL) or below, are generally considered acceptable for residential land uses and 50-75 dB Ldn (or CNEL), or below are considered acceptable for industrial, manufacturing utilities, and agriculture land uses.

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in CEQA documents and local noise ordinances, which generally acknowledge that short-term noise from construction-related activities is inevitable and cannot be mitigated beyond a certain level. The Tulare County Health and Safety Element does identify short-term, construction-noise-level thresholds (as noted in General Plan Policies HS-8.18 and HS-8-19). Noise generating activities such as construction-related activities are limited to the hours of 7 a.m. to 7 p.m., Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors. Thus, local agencies consent to short-term noise at levels consistent with the Health and Safety Element that they would not accept from permanent noise sources.

[9] "Kingsburg Area Community Plan Traffic and Vehicle Miles Traveled Study Report [TIS]" prepared by consultant VRPA Technologies; Inc. Pages 17-18. April 2022. Included in Appendix "D" of this document.

Table.3.13-2



Roadways and Traffic Noise

"Roadways and traffic noise are the dominant source of ambient noise in the County. The noise generated from vehicles using roads within the County is governed primarily by the number of

vehicles, type of vehicles (mix of automobiles, trucks, and other large vehicles), and speed. Using Sound32 (Caltrans' computer implementation of the FHWA Traffic Noise Prediction Model) and traffic information provided in Section 3.2 "Transportation and Circulation" (of this [Tulare County General Plan 2030 Update] RDEIR) baseline traffic noise contours for major roads in the County were developed. Table 3.5-3 [in the RDEIR] summarizes the daily traffic volumes, the predicted Ldn noise level at 100 feet from the roadway centerline, and the distance from the roadway centerline to the 60-, 65-, and 70-dB-Ldn contours. The contour levels correspond to the land use compatibility levels used by Tulare County and specified in Table 3.5-3. Since these calculated contours do not take into account shielding caused by local buildings, walls, or topographical features, the distances should be considered to be worst-case estimates of noise exposure along roadways in the county."[10]

Table 3.5.3 Traffic Noise Level Data in the Tulare County General Plan 2030 Update Recirculated Draft EIR shows the nearest noise contours within or in the vicinity of the KACP. Estimates within or near the KACP are limited to contours along SR 99; while the nearest roadway noise contours were estimated along Avenue 384 (a principal arterial between SR 99 and SR 63) as shown in **Table 3.13-3**. It is anticipated that the major roadways within the KACP (Clarkson Drive, Kern Street/Avenue 396, Avenue 392, Road 12 and Road 16) will essentially function as collector streets; as such, the use of Avenue 384 noise level data is a reasonable assumption for traffic-related noise that could occur within the KACP for similar facilities.

Table 3.13-3
Traffic Noise Level Data

Roadway	Location	ADT	% Day	Ldn (dBA) @ 50 ft	Ldn (dBA) @ 100 ft	Distance in Feet to:			
						70 Ldn Contour	65 Ldn Contour	60 Ldn Contour	55 Ldn Contour
SR 99	Ave. 384 to Mendocino Avenue	49,500	81	83.3	78.7	383	825	1778	3830
Avenue 384	SR 99 to Road 80	2,960	89	64.8	60.3	23	49	105	225

Source: Excerpt from Table 3.5.3 Tulare County General Plan 2030 Update Recirculated Draft EIR.

Railroad Operations Noise

"Tulare County railroad operations consist of high speed mainline operations on the Burlington Northern-Santa Fe Railroad (formerly Atchison, Topeka and Santa Fe) in the southwest corner of the County and on the Union Pacific Railroad (formerly Southern Pacific Transportation Company) along SR 99…The existing rail system is shown in Figure 3.2-3 in Section 3.2, "Traffic and Circulation"[11]

"Noise levels from mainline operations within Tulare County were quantified using the analytical methods developed in 1973 by Wyle Laboratories (County of Tulare, 2010 Background Report, page 8-52, 2010a). The Wyle methodology calculates noise exposure based upon reference noise

[10] Tulare County General Plan 2030 Update Recirculated Draft EIR Table 3.5.3 Traffic Noise Level Data. Page 3.5-8 Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf

[11] Ibid. 3.5-9.

level data for various types of trains under different operating conditions, distance from the tracks, speed and the characteristics of the track the trains are passing over. In order to provide a comparison of the noise levels predicted by the Wyle methodology to those actually occurring in Tulare County, and to document single-event noise levels, noise level measurements were conducted at various locations near or away from grade crossings. The reference measurement distance was 100 feet from the center of the tracks. Specific noise level data are described in the following sections describing operations for each railroad. Railroad noise levels are described below by railroad operator."[12]

"Mainline operations on the Union Pacific Railroad in Tulare County affect the City of Tulare and a number of small communities and rural residential uses. According to the Trainmaster's office in Fresno, there are more than 20 freight train operations per day in the Tulare County Area. Passenger trains presently do not operate on Union Pacific tracks in Tulare County. Train speeds on the mainline are generally 45-65 mph and train movements may occur at any time during the night or day. According to the Wyle methodology, the above-described type and frequency of operation results in noise exposures of 65 and 60 dB Ldn at approximately 335 and 660 feet, respectively, from the center of the tracks for present operations, and at approximately 440 and 800 feet, respectively, from the center of the tracks for estimated future operations. Noise levels in the vicinity of grade crossings are somewhat higher than this due to the use of the warning horn."[13]

Stationary Noise

"Stationary noise sources in Tulare County include manufacturing operations, sand and gravel mining, and agricultural operations. Tulare County's manufacturing plants consist of a number of different manufacturing operations, including food processing. The following description of some stationary noise sources in Tulare County is intended to be representative of the primary stationary noise sources found within the County. Further description of these noise sources can also be found in the 2010 Background Report (Appendix B of [the Tulare County General Plan 2030 update] this RDEIR)."[14]

City of Kingsburg General Plan Policies

The City of Kingsburg has adopted applicable sections of the Noise Element of the Fresno County General Plan, first prepared by the County in 1975.[15] The County will consult with the City of Kingsburg when development is proposed within the KACP on a case-by-case basis in regard to noise impact and potential mitigation measures, conditions of approval, and/or project design features as applicable.

[12] Op. Cit.
[13] Op. Cit. 3.5-17.
[14] Op. Cit. 3.5-21.
[15] City of Kingsburg General Plan. Section B – Noise. Page 110. Accessed July 2023 at: http://www.cityofkingsburg-ca.gov/DocumentCenter/View/1815/City-of-Kingsburg-General-Plan

REGULATORY SETTING

Federal Agencies & Regulations

Federal Highways Administration (FHWA) Highway Traffic Noise Prediction methodology

"In March 1998, the Federal Highway Administration (FHWA) released the Traffic Noise Model, Version 1.0 (FHWA TNM®). It was developed as a means for aiding compliance with policies and procedures under FHWA regulations. Since its release in March 1998, Version 1.0a was released in March 1999, Version 1.0b in August 1999, Version 1.1 in September 2000, Version 2.0 in June 2002, Version 2.1 in March 2003 and the current version, Version 2.5 in April 2004. The FHWA TNM is an entirely new, state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers."[16]

Federal Aviation Administration (FAA)

"Aircraft operated in the U.S. are subject to certain federal requirements regarding noise emissions levels. These requirements are set forth in Title 14 CFR, Part 36. Part 36 establishes maximum acceptable noise levels for specific aircraft types, taking into account the model year, aircraft weight, and number of engines."[17]

Federal Transit Administration (FTA) and Federal Railway Administration

"The Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, engineered concrete and masonry buildings can be exposed to groundborne vibration levels of 0.3 inch per second without experiencing structural damage. Buildings extremely susceptible to vibration damage can be exposed to groundborne vibration levels of 0.12 inch per second without experiencing structural damage."[18]

"Like noise, the sensitivity to vibration varies by land use type, and the criteria represent these sensitivities. These criteria are based on national and international (38)(39)(48) standards, as well as experience on human response to building vibration."[19]

[16] United States Department of Transportation. Federal Highway Administration. Traffic Noise Model. Accessed July 2023 at: http://www.fhwa.dot.gov/environment/noise/traffic_noise_model/

[17] 2018 TCAG RTP/SCS Program EIR. Page 4.8-18. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/environmental-impact-report/

[18] Tulare County Association of Governments 2018 Regional Transportation Plan/Sustainable Communities Draft EIR. Page 4.8-17. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/environmental-impact-report/

[19] Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual September 2018. FTA Report No. 0123 Federal Transit Administration. Page 123. Accessed July 2023 at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

State Agencies & Regulations

California Noise Insulation Standards

"The California Noise Insulation Standards found in the California Code of Regulations, Title 24, set requirements for new multi-family residential units, hotels, and motels that may be subject to relatively high levels of transportation-related noise. For exterior noise, the noise insulation standard is DNL [day-night average noise level] 45 dB in any habitable room and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than DNL 60 dB."[20]

California Department of Transportation (Caltrans)

"The State of California establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the state passby standard is consistent with the federal limit of 80 dBA at 15 meters from the centerline. The state passby standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dBA at 15 meters from the centerline. For new roadway projects, Caltrans employs the Noise Abatement Criteria, discussed above in connection with FHWA.

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA Leq in the interior of public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA Leq. If the noise levels generated from freeway and non-freeway sources exceed 52 dBA Leq prior to the construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project."[21]

Local Policy & Regulations

Tulare County General Plan Policies

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

HS-8.1 Economic Base Protection - The County shall protect its economic base by preventing the encroachment of incompatible land uses on known noise-producing industries, railroads, airports, and other sources.

[20] 2018 TCAG RTP/SCS Program EIR. Page 4.8-21. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/environmental-impact-report/.
[21] Ibid. 4.8-20.

HS-8.3 Noise Sensitive Land Uses - The County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces.

HS-8.5 - State Noise Standards - The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-8.6 Noise Level Criteria - The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

HS-8.8 Adjacent Uses - The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

HS-8.10 Automobile Noise Enforcement - The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

HS-8.11 Peak Noise Generators - The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

HS-8.13 Noise Analysis - The County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element).

HS-8.14 Sound Attenuation Features - The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-8.15 Noise Buffering - The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

HS-8.16 State Noise Insulation - The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

HS-8.18 Construction Noise - The County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors.

HS-8.19 Construction Noise Control - The County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

LU-1.3 Prevent Incompatible Uses - The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

KACP Community Plan Policies

The intent of the KACP Noise Element is to provide a policy framework for addressing potential noise impacts encountered in the planning process. The goals and policies outline below are consistent with Tulare County policies.

Goal 2: ***Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.***

The intent of the KACP Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element.

Goal 9: *Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.*

Policies and Standards:

2. Protect residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along four lane highways in order to protect adjacent noise-sensitive land uses from traffic generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.

5. Include noise mitigation measures in the design of roadway projects in the KACP planning area.

IMPACT EVALUATION

Would the project:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Project Impact Analysis: ***No-to-Less Than Significant Impact***

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

Noise from Typical Construction Equipment and Operations

"The noise levels generated by construction equipment will vary greatly depending on factors such as the type of equipment, the specific model, the operation being performed, and the condition of the equipment. The equivalent sound level (Leq) of the construction activity also depends on the fraction of time that the equipment is operated over the time period of construction. The dominant source of noise from most construction equipment is the engine, usually a diesel, often without sufficient muffling. In a few cases, such as impact pile-driving or pavement-breaking, noise generated by the process dominates.

For considerations of noise assessment, construction equipment can be considered to operate in two modes, stationary and mobile. Stationary equipment operates in one location for one or more days at a time, with either a fixed power operation (pumps, generators, compressors) or a variable noise operation (pile drivers, pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the site (trucks). The movement around the site is handled in the construction noise prediction procedure discussed earlier in this chapter. Variation in power imposes additional complexity in characterizing the noise source level from a piece of equipment. This is handled by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the Leq of the operation. Standardized procedures for measuring the exterior noise levels for the certification of mobile and stationary construction equipment have been developed by the Society of Automotive Engineers. (1,2) Typical noise levels from representative pieces of equipment are listed in Table 12-1 [in the FTA Transit Noise and Vibration Impact Assessment Manual, **Table 3.13-**

4 in this Draft EIR]. These source levels can be used in FHWA's Windows-based screening tool, "Roadway Construction Noise Model" (RCNM), for the prediction of construction noise.

Construction activities are characterized by variations in the power expended by equipment, with resulting variation in noise levels with time. Variation in the power is expressed in terms of the previously mentioned "usage factor" of the equipment, which is the percentage of time during the workday that the equipment is operating at full power. Time-varying noise levels are converted to a single number (Leq) for each piece of equipment during the operation. Besides having daily variations in activities, major construction projects are accomplished in several different phases. Each phase has a specific equipment mix depending on the work to be accomplished during that phase.

As a result of the equipment mix, each phase has its own noise characteristics; some have higher continuous noise levels than others, some have high impact noise levels. The purpose of the quantitative assessment is to determine not only the levels, but also the duration of the noise. The Leq of each phase is determined by combining the Leq contributions from each piece of equipment used in that phase."[22]

[22] Federal Transit Administration. Transit Noise and Vibration Impact Assessment FTA-VA-90-1003-06. May 2006 Chapter 7: Noise and Vibration During Construction. Pages 12-5 thru 12-6. Accessed July 2023 at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.

Table 3.13-4 Construction Equipment Noise Emission Levels[23]	
Equipment	**Typical Noise Level (dBA) 50 ft from Source**
Air Compressor	81
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Paver	89
Pile-driver (Impact	101
Pile-driver (Sonic)	96
Pneumatic Tool	85
Pump	76
Rail Saw	90
Rock Drill	98
Roller	74
Saw	76
Scarifier	83
Scraper	89
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	88
Table based on an EPA Report, (4) measured data from railroad construction equipment taken during the Northeast Corridor Improvement Project, and other measured data.	

Implementation of the Community Plan will not in and of itself create or induce impacts from noise in the planning area; however, buildout and urban infill over the course of the 2030 planning horizon may create the conditions wherein noise issues become a factor for sensitive receptors. As development proposals are received, they will be evaluated on a case-by-case basis to determine what, if any, noise impact they may have on the community and if mitigation to minimize noise impacts are necessary.

[23] Ibid. 12-7.

Short-Term Impacts

Construction noise represents a short-term impact on ambient noise levels. Although most of the types of exterior construction activities associated with growth in the KACP p area will not generate continually high noise levels, occasional single-event disturbances from grading and construction activities are possible. **Table 3.13-4** depicts typical construction equipment noise. Construction equipment noise is controlled by the Environmental Protection Agency's Noise Control Program (Part 204 of Title 40, Code of Federal Regulations).

During the construction phase of any future development projects, noise from construction activities will add to the noise environment in the immediate area. Activities involved in construction would generate maximum noise levels, as indicated in **Table 3.13-4**, ranging from 76 to 101dB at a distance of 50 feet. Construction activities will be temporary in nature and are expected to occur during normal daytime working hours. Construction-related noise impacts could result in annoyance or sleep disruption for nearby residences if nighttime operations occurred, or if unusually noisy equipment was used.

In order to reduce potential construction noise impacts to sensitive receptors, all future development projects would be required to comply with County, state, and/or federal policies, guidelines, requirements, etc., as applicable.

Therefore, this environmental determination of ***No-to-Less Than Significant Impact*** is predicated upon ultimate buildout (Year 2030); however, adoption of the KACP (and its other components) in and of itself will result in no impact.

Cumulative Impact Analysis: ***No-to-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 Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Update is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. Therefore, this environmental determination of ***No-to-Less Than Significant Impact*** is predicated upon ultimate buildout (Year 2030); however, adoption of the KACP (and its other components) in and of itself will result in no impact.

As future development proposals are received, they will be evaluated on a case-by-case basis to determine what, if any, noise impact they may have on the community and would be required to comply with County, state, and/or federal policies, guidelines, requirements, etc., as

applicable. As such, the Project would have ***No-to-Less Than Significant Impact*** through the Year 2030 planning horizon.

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

Conclusion: ***No-to-Less Than Significant Impact***

As noted earlier, the analysis indicates that ***No-to-Less Than Significant Project-specific and Cumulative Impacts*** would occur related to the Noise resource with implementation of Tulare County General Plan policies and/or KACP specific policies. As noted earlier, this environmental determination of ***No-to-Less Than Significant Impact*** is predicated upon ultimate buildout (Year 2030); however, adoption of the KACP (and its other components) in and of itself will result in no impact.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Project Impact Analysis: ***No-to-Less Than Significant Impact***

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. T Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

Vibration is the periodic oscillation of a medium or object. Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. Similar to airborne sound, ground borne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS (VbA) vibration velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal and is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.[24]

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. As it takes some time for the human body to respond to vibration signals, it is more prudent to use vibration velocity when measuring human response. The vibration velocity level is reported in decibels relative to a level of 1x10-6 inches per second and is denoted as VdB.[25] The typical background vibration-velocity level in residential areas is usually 50 VdB or lower.[26] Ground-borne vibration is normally perceptible

[24] Federal Transit Administration. 2006. Page 7-3. Transit Noise and Vibration Impact Assessment. Chapter 7: Basic Ground-Borne Vibration Concepts. Accessed July 2023 at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.
[25] Ibid.7-4.
[26] Op. Cit. 7-5.

to humans at approximately 65 VdB.[27] For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.[28]

Construction activities associated with the build-out of the KACP planning area over time would likely require the use of various tractors, trucks, and jackhammers, etc. Based on the vibration levels provided in **Table 3.13-5**, ground vibration generated by common construction equipment would be 75 VdB or less at a distance of 100 feet or more. Given that much of the construction activities would occur on vacant parcels in sparsely to moderately developed areas, the nearest offsite structures to a particular project site would likely be located in excess of 100 feet from construction activities. As a result, predicted vibration levels at the nearest offsite structures would not exceed vibration levels greater than 75 VdB.

Table 3.13-5
Vibration Source Levels for Construction Equipment[29]

Equipment	PPV at 25 ft. (in/sec)	Approximate L_v*at25 ft.
Pile Driver (impact)	1.518	112
	0.644	104
Pile Driver (sonic)	0.734	105
	0.170	93
Clam Shovel Drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008	66
	0.017	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caissson drilling	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

[a] From NRS Table 3-5, included in Appendix "D" of this Draft EIR.
** RMS velocity in decibels (VdB) re 1 minch/second*

As future development proposals are received, they will be evaluated on a case-by-case basis to determine what, if any, vibration- and ground-noise impact they may have on the community and would be required to comply with County, state, and/or federal policies, guidelines, requirements, etc., as applicable. As such, the Project would have ***No-to-Less Than Significant Impact*** through the Year 2030 planning horizon.

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

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

[27] Op. Cit.
[28] Op. Cit. 7-8.
[29] Op. Cit. 12-12. 7-3.

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. As future development proposals are received, they will be evaluated on a case-by-case basis to determine what, if any, noise impact they may have on the community and would be required to comply with County, state, and/or federal policies, guidelines, requirements, etc., as applicable. As noted earlier, this environmental determination of ***No-to-Less Than Significant Impact*** is predicated upon ultimate buildout (Year 2030); however, adoption of the KACP (and its other components) in and of itself will result in no impact.

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

As noted earlier, the analysis indicates that ***Less Than Significant Project-specific and Cumulative Impacts*** would occur related to this resource through the Year 2030 planning horizon with implementation of **Mitigation Measures 3.13-1** through **3.13-8**. Therefore, this environmental determination of ***No-to-Less Than Significant Impact*** is predicated upon ultimate buildout (Year 2030); however, adoption of the KACP (and its other components) in and of itself will result in no impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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

The Project planning area is not within the vicinity of a private airstrip or an airport land use plan area and it is not located within two miles of a public airport or public use airport. As such, there will be ***No Impact*** to this resource.

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

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

As noted earlier, The proposed Project is not within the vicinity of a private airstrip or an airport land use plan area and it is not located within two miles of a public airport or public use airport. ***No Cumulative Impacts*** related to this Checklist Item will occur.

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

Conclusion: ***No Impact***

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

DEFINITIONS/ACRONYMS

Definitions

"In technical terms, sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Simply, sound is what we hear. Noise is defined as unwanted sound. As sounds reach undesirable unacceptable levels, this is referred to as noise"[30]

Ambient Noise - "The total noise associated with a given environment and usually comprising sounds from many sources, both near and far.

Attenuation - Reduction in the level of sound resulting from absorption by the topography, the atmosphere, distance, barriers, and other factors.

A-weighted decibel (dBA) - A unit of measurement for noise based on a frequency weighting system that approximates the frequency response of the human ear.

Community Noise Equivalent Level (CNEL) - Used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (see below). In practice, CNEL and Ldn are often used interchangeably.

Decibel (dBA) - A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure (which is 20 micronewtons per square meter).

[30] Tulare County General Plan 2030 Update. Background Report. Page 8-45. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.

Day-Night Average Sound Level (Ldn) - Average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises."

Equivalent Sound Level (Leq). - The level of a steady-state sound that, in a stated time period and at a stated location, has the same sound energy as the time-varying sound (approximately equal to the average sound level). The equivalent sound level measured over a 1-hour period is called the hourly Leq or Leq (h).

Lmax and Lmin - The maximum and minimum sound levels, respectively, recorded during a measurement period. When a sound meter is set to the "slow" response setting, as is typical for most community noise measurements, the Lmax and Lmin values are the maximum and minimum levels recorded typically for 1-second periods.

Percentile-Exceeded Sound Level (Lx) - The sound level exceeded during a given percentage of a measurement period. Examples include L10, L50, and L90. L10 is the A-weighted sound level that is exceeded 10% of the measurement period, L50 is the level exceeded 50% of the period, and so on. L50 is the median sound level measured during the measurement period. L90, the sound level exceeded 90% of the time, excludes high localized sound levels produced by nearby sources such as single car passages or bird chirps. L90 is often used to represent the background sound level. L50 is also used to provide a less conservative assessment of the background sound level.

Sensitive Receptors - Sensitive receptors are defined to include residential areas, hospitals, convalescent homes and facilities, schools, and other similar land uses."[31]

Acronyms

BMPs	Best Management Practices
CEQA	California Environmental Quality Act
CACUDB	County Adopted City Urban Development Boundary
CNEL	Community Noise Equivalent Level
CONC	California Office of Noise Control
dB	Decibel
dBA	decibels (dB) using the A-weighted sound pressure level
DEIR	Draft Environmental Impact Report
DNL	Day-Night average noise level
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRA	Federal Railway Administration
FTA	Federal Transit Administration

[31] Tulare County General Plan 2030 Update. Background Report. Pages 8-46 to 8-47.

KACP	Kingsburg Area Community Plan
Leq	Equivalent Sound Level
Ldn	Day-Night Average Sound Level
LOS	Level of Service
NPDES	National Pollution Discharge Elimination System
PPV	peak particle velocity
RMA	Tulare County Resource Management Agency
RMS	root mean square
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
TNM	Traffic Noise Model
SR	State Route
SJVAPCD	San Joaquin Valley Air Pollution Control District
TCAG	Tulare County Association of Governments
TCFD	Tulare County Flood Control District (TCFD)
UAB	Urban Area Boundary
UBC	Uniform Building Code
UC	University of California
UDB	Urban Development Boundary
US EPA (or EPA)	United States Environmental Protection Agency

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Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual September 2018. FTA Report No. 0123 Federal Transit Administration. Accessed July 2023 at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

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Tulare County General Plan 2030 Update Recirculated Draft EIR (SCH # 2006041162). Accessed July 2023 at: generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf or http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf or

Tulare County. Tulare County General Plan 2030 Update. Background Report. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf. or http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf

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Population and Housing
Chapter 3.14

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** to Population and Housing through the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Population and Housing in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, the Tulare County General Plan Background Report and/or the Tulare County General Plan Revised DEIR are incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Induce Substantial Population Growth
- Displace Housing or People

ENVIRONMENTAL SETTING

The unincorporated area within the Kingsburg Area Community Plan (KACP) area is located approximately 17 miles southeast of Fresno (in Fresno County) on State Route 99 on the northwestern edge of Tulare County line as it borders with Fresno County. The City of Kingsburg is directly northwest of the KACP planning area and is approximately 19 miles northwest of the City of Visalia (which is the County seat of Tulare County, and approximately 15.6 miles northwest of Visalia Municipal Airport.

"Tulare County, California is one of the largest counties in the great and fertile San Joaquin Valley. Geographically it is situated about midway between San Francisco and Los Angeles, the two principal cities of the Pacific Slope… Within the confines of Tulare County are now 4,863 square miles, or 3,158,400 acres."[2]

Tulare County Regional Housing Needs Assessment Plan 2014-2023 (TCAG, June 2014)

"State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). The RHNA is updated prior to each housing element cycle. The current RHNA, adopted on June 30, 2014, covers a 9.75-year projection period (January 1, 2014 to September 30, 2023).
The growth projections applied in the Housing Element Update are based upon growth projections developed by the State of California. The RHNA housing allocations for Tulare County were

[1] Natural Resources Agency. Governor's Office of Planning and Research. California Environmental Quality Act (CEQA) Guidelines. Section 15126.2(a). Accessed August 2023 at: 2022 CEQA Statutes and Guidelines (califaep.org)

[2] Tulare County Association of Governments. Tulare County Regional Blueprint. May 2009. Pages 4-5. Accessed August 2023 at: ttps://tularecog.org/tcag/planning/rtp/rtp-20181/Tulare-county-blue-print/ or Microsoft Word - Local Blueprint Document.doc (tularecog.org)

incorporated into **Table 3.14-1**. "A Regional Housing Needs Assessment Plan" provides a general measure of each local jurisdiction's responsibility in the provision of housing to meet those needs. The Tulare County Association of Governments (TCAG) was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in the Housing Element." [3]

"The RHNA housing results are summarized in Figure 7A [in the RHNA, **Table 3.14-1** in this Draft EIR]. The Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 7,081 units per year in the unincorporated portions of the County. The County administratively agreed to a housing share of 7,081 units (726 units per year over the 9.75-year RHNA planning period). The RTP allocates 30% of population to the County. The RHNA bases the housing needs assessment on this percentage."[4]

Table 3.14-1
RHNA 2014-2023

Tulare County Region January 1, 2014 to September 30, 2023								
Jurisdiction	1/1/2014 Housing Unit Control Totals	2023 Housing Unit Control Totals	Estimated 9/30/2023 Housing Units		2024 Housing Unit Control Totals	Housing Units 9/30/2023 (Based on Allocation of 26,910 units)		
			Housing Units	Percent of Total		Total Housing Units	Percent of Total	Net New Housing Units 1/1/2014-9/30/2023
	A	B	C	D	E	F	G	H
Dinuba	6,223	7,106	7,186	4.05%	7,212	7,188	4.05%	965
Exeter	3,803	4,305	4,426	2.50%	4,365	4,428	2.50%	625
Farmersville	2,878	3,253	3,343	1.89%	3,298	3,344	1.89%	466
Lindsay	3,384	3,858	3,972	2.24%	3,914	3,974	2.24%	590
Porterville	17,764	20,331	20,952	11.82%	20,639	20,960	11.82%	3,196
Tulare	20,022	22,908	23,606	13.32%	23,255	23,616	13.32%	3,594
Visalia	47,380	55,411	57,379	32.37%	56,386	57,401	32.37%	10,021
Woodlake	2,187	2,486	2,558	1.44%	2,521	2,559	1.44%	372
Unincorporated County	46,774	52,477	53,834	30.37%	53,151	53,855	30.37%	7,081
Total	**150,415**	**172,134**	**177,255**	**100.00%**	**174,741**	177,325	100.00%	26,910

Also, as noted in the RHNA, "An underlying principle of the RHNA Methodology is to ensure that affordable housing is equitably distributed throughout the region. The Methodology applies an adjustment factor based on disparities in household income across the TCAG region. The adjustment factor assigns a higher proportion of units affordable to lower income households to jurisdictions that currently have a lower proportion of affordable households compared to the regional average, and assigns a lower proportion of affordable units to jurisdictions that currently have a higher proportion of affordable households than the regional average. The Methodology is

[3] TCAG. Final Regional Housing Needs Plan for Tulare County 2014-202. Page 9. Accessed August 2023 at: https://tularecog.org/tcag/studies/regional-housing-needs-assessment-rhna/

[4] Ibid. 19.

intended to help the region achieve income parity (the same proportion of affordable units in each community) by 2050. Figure 7B [of the RHNA, **Table 3.14-2** in this Draft EIR] summarizes the overall allocation of units to each jurisdiction and the allocation by the four income categories."[5]

Table 3.14-2
RHNA 2014-2023
Allocation by Income Category

Table 1: 2014-2023 Final RHNA Allocations by Income Category
Tulare County Region
January 1, 2014 to September 30, 2023

	Total RHNA Allocation	Very Low-Income Allocation		Low-Income Allocation		Affordable Allocation (Combined Low + Very Low-Income)		Moderate-Income Allocation		Above Moderate-Income Allocation	
		Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA
Dinuba	965	211	21.9%	163	16.9%	374	38.8%	121	12.5%	470	48.7%
Exeter	625	143	22.9%	125	20.0%	268	42.9%	85	13.6%	272	43.5%
Farmersville	466	74	15.9%	65	13.9%	139	29.8%	68	14.6%	259	55.6%
Lindsay	590	80	13.6%	80	13.6%	160	27.1%	82	13.9%	348	59.0%
Porterville	3,196	623	19.5%	576	18.0%	1,199	37.5%	566	17.7%	1,431	44.8%
Tulare	3,594	920	25.6%	609	16.9%	1,529	42.5%	613	17.1%	1,452	40.4%
Visalia	10,021	2,616	26.1%	1,931	19.3%	4,547	45.4%	1,802	18.0%	3,672	36.6%
Woodlake	372	71	19.1%	41	11.0%	112	30.1%	69	18.5%	191	51.3%
Unincorporated County	7,081	1,477	20.9%	1,065	15.0%	2,542	35.9%	1,169	16.5%	3,370	47.6%
Total	**26,910**	**6,215**	**23.1%**	**4,655**	**17.3%**	**10,870**	**40.4%**	**4,575**	**17.0%**	**11,465**	**42.6%**

Note: Percentages may not sum to 100 percent due to rounding

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State's climate action goals…to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California's Metropolitan Planning Organizations (MPO) prepare a sustainable communities strategy as part of its regional transportation plan (RTP). The SCS contains land use, housing and transportation strategies that, if implemented, would allow the region to meet its GHG reduction targets. In the past, the RHNA was undertaken independently from the RTP. SB 375 requires that the RHNA and RTP/SCS processes be undertaken together to better integrate housing, land use, and transportation planning. In addition to the RHNA requirements, SB 375 requires that TCAG address the region's housing needs in the SCS of the RTP, to include sections on state housing goals (Government Code Section 65080(b)(2)(B)(vi)); identify areas within the region sufficient to house all the population of the region (including all economic segments of the population) over the course of the planning period for the RTP (out to 2040 for the 2040 RTP/SCS); and identify areas within the region sufficient to meet the regional housing needs

[5] Ibid. 19.

"According to the California Department of Finance estimates, the total population of Tulare County was 462,189 on January 1, 2015. The 2010 U.S. Census reported Tulare County the 8th largest county of growth in California. Numerically speaking, the 2010 Census data reports the County grew from 368,021 (2000 Census) to 442,179, which is 20.2% growth. The population living in unincorporated areas of the County was 144,743, which represented 32% of the total population. Using the U.S. Census Bureau and California Department of Finance figures, the total population of Tulare County has grown 18% since the year 2000. However, much of that growth has occurred within the eight incorporated cities located throughout the County. Since 2000, the populations in the cities grew 26%, while the population of the unincorporated areas grew 2.7%. This growth pattern directed toward cities can be explained by availability of public services and infrastructure that cities can provide and results in the continuing annexation of unincorporated agricultural lands adjacent to city boundaries. In 1980, 51% of the County's total population lived in cities. Now it stands at 68% as indicated in Table 3-1 [in the Housing Element, **Table 3.14-3** in this Draft EIR].and Chart 3-1 [in the Housing Element]."[6]

Table 3.14-3
Tulare County Population Growth Trend 1980-2014

Geography	1980	1990	2000	2010	2014
Cities	124,302	178,815	227,199	299,307	312,634
Unincorporated Area	121,436	311,921	368,021	442,179	459,446
County Population	245,738	311,921	368,021	442,179	459,446

Source: Tulare County Housing Element 2015 Update. Page 3-2, Table 3-1.

"Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing, or are unable to afford any housing and are homeless. A household is considered to be overpaying (or cost burdened) if it spends more than 30 percent of its gross income on housing. Severe overpayment occurs when a household spends more than 50 percent of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance."[7]

"Housing costs continue to rise significantly. The 2010 Census reports the median rent has increased 10.72% from $727 in 2000 to $805 in 2010. The median monthly owner costs for housing units with a mortgage have seen a minor decrease going from $1,518 to $1,471 which is a -3.09% decrease. The monthly owner costs for those housing units without a mortgage increased by less than 1%, going from $330 to $361."[8]

[6] Tulare County Housing Element 2015 Update. Page 3-1. Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20TULARE%20COUNTY%20HOUSING%20ELEMENT%20UPDATE%202015.pdf or CHP 6 TULARE COUNTY HOUSING ELEMENT UPDATE 2015.pdf

[7] Ibid. 3-21.

[8] Op. Cit. 3-26.

"The County's median household income has decreased 2.91% from $45,117 in 2008 to $43,803 in 2010. This has not kept up with the rise in housing costs. Therefore, households are challenged with a greater housing cost burden. This is demonstrated in the increased percentage of household income families are paying for housing. In 2010, 51.9% of renter households and 48.39% of owner occupied households pay 35% or more of their income for housing (up from 41.5% and 37.7% in 2008)."[9]

"The TCAG RHNA Plan recommends that the County provide land use and zoning to accommodate 7,081 housing units during the planning cycle. This averages 885 units per year in the unincorporated portions of the County. This high allocation and augmented number is due to the fact that the County's housing allocation was based on the County's existing total housing stock percentage of 30% (2014). The allocation was not based on the County's actual housing growth rate. The County anticipates an unincorporated growth rate of less than 15% of the Countywide housing stock increase during the life of the Housing element. It is not anticipated that the County's unincorporated housing units will remain at a total of 30% of the countywide housing units, but will decrease to less than 25% due to a housing unit growth rate of 15%. However, to remain consistent with the housing allocation based on TCAG's RTP, the County continues to be allocated an extremely high housing share to 7,081 units (885 units per year over the 8 year RHNA planning period). "[10]

As of January 1, 2023, the California Department of Finance estimates a total of 43,442 existing housing units in Tulare County's unincorporated area.[11] (See **Table 3.14-4**)

Table 3.14-4
Estimated Housing Units
Unincorporated Tulare County – 1/1/2023

Single	
Detached	34,204
Attached	70
Multiple	
Two to Four	1,671
Five Plus	1,259
Mobile Homes	6,238
Unincorporated Total	43,442
Housing Units Occupied	38,790
Vacancy Rate	12.27%

[9] Op. Cit. 3-26 to 3-27.

[10] Op. Cit. 3-73.

[11] California Department of Finance, Table 2: E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023 with 2020 Census Benchmark. Accessed August 2023 at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdof.ca.gov%2Fwp-content%2Fuploads%2Fsites%2F352%2FForecasting%2FDemographics%2FDocuments%2FE-5_2023_InternetVersion.xlsx&wdOrigin=BROWSELINK or E-5_2023_InternetVersion.xlsx (live.com)

Severely Disadvantaged Community

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP's approximately 363-acre planning area. Census Tract 000301 ("CT 000301") includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057,1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP.

2010 Census data from CT 000301 indicates that area median household income was $47,639, whereas the State of California's median household income was $61,489.[12] In 2017, the Kingsburg Area median household income was $51,979, whereas the State of California's median household income was $67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community.[13]

As indicated in the data contained in CT 000301, 20.69%[14] of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher that the State of California's 15.1%.

City of Kingsburg

Kingsburg's annual average population growth rate since 1980 has been approximately 4.09%, as compared to an annual average housing growth rate of 3.57%. These rates are relatively low as compared to the decade of 1970's when the rate of population growth was nearly 8%. This is due in part to the serious recession in the housing market that occurred during the early 1980's (and which again adversely affecting the housing market in the early 1990's)."[15] The City of Kingsburg population can be seen in **Table 3.14-5**.

Table 3.14-5
City of Kingsburg Population[16,17]

	1980	1990	2000	2008	2010	2020
City of Kingsburg Population	5,115	7,205	9,199	--	11,382	12,380

[12] USA.com. Census Tract 000301 in Tulare County, California Income and Careers Accessed July 2023 at: http://www.usa.com/CA107000301-income-and-careers.html.

[13] Ibid.

[14] USA.Com. Census Tract 000301 in Tulare County, California Income and Careers. Poverty Levels. Accessed February July 2023 at: Census Tract 000301 in Tulare County, California Income and Careers (usa.com)

[15] Comprehensive General Plan and Environmental Impact Report for the Swedish Village of Kingsburg. July 1992. Page 37.

[16] California Department of Finance. Demographic Reports. Census and Surveys. 2016. Accessed July 2023 at: http://www.dof.ca.gov/Reports/Demographic_Reports/.

[17] State of California. Department of Finance Demographic Reports. Historical Census Data. Historical Census Populations of Counties and Incorporated Cities in California, 1850-2020. Accessed July 2023 at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdof.ca.gov%2Fwp-content%2Fuploads%2Fsites%2F352%2FReports%2FDemographic_Reports%2Fdocuments%2F2020-1850_STCO_IncCities.xlsx&wdOrigin=BROWSELINK or 2020-1850_STCO_IncCities.xlsx (live.com)

"Housing quality within the community is perhaps the best of any City in the County. There are no dilapidated units (units unfit for human habitation). The number of deteriorating units, while not great, has been decreasing as a result of the overall increase in residential property values and the demand for older homes by first-time buyers.

During the 1980-1990 decade, the City's housing inventory increased by 685 units, with an annual average rate of housing growth at 3.58%. During this same period, the housing vacancy rate decreased from 3.9% to 3.0%."[18] "Maintaining an average annual housing growth rate of approximately 3.0% is a major policy of the General Plan."[19]

Land Use Pattern within the KACP Planning Area

The KACP planning area is a mix of urban type uses and agriculturally productive lands. As with many valley floor communities located along railroads, the City of Kingsburg was founded along a railroad stop. Similarly, agriculturally productive lands surrounded (and continues to surround), emerging cities; including the City of Kingsburg and the KACP planning area directly south of the City. Over time, some rural residences developed within the KACP planning area as well as light industrial and service commercial-oriented uses; and it still includes agriculturally productive lands (e.g., row crops, vineyards, and orchards). The KACP planning area is generally developed in a triangular shape and is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Existing land uses include single-family residential, rural residential, commercial, and industrial areas within the 363-acre KACP planning area. Approximately 30 generally scattered rural residences are located within the KACP planning area with many adjacent to or part of agriculturally-productive lands. Currently (August 2023), commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication], Mid-Valley Disposal), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). The approximately 51-acre Summerlyn (formerly Hash Farm and Andersen Village) single-family residential subdivision is located northwest of Avenue 392 and Road 12 and extends to the Fresno-Tulare County line. Currently, commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Pemex gas station/mini mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and, vacant land.

Population Growth

As shown in **Table 3.14-6**, CT 000301's entire population is projected to increase by 1,152 persons to an estimated Year 2030 population of 6,171 using the Tulare County General Plan average

[18] Comprehensive General Plan and Environmental Impact Report for the Swedish Village of Kingsburg. July 1992. Page 39.
[19] Ibid.

annual growth rate of 1.3%. However, for only CT 000301 (specifically, Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075, collectively referred to as "select census blocks"), the projected population growth is 46 persons. It is possible that market forces could result in lesser or greater growth than forecasted during the planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate Urban Development Boundary area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

Population Growth Forecast

As shown in **Table 3.14-6**, CT 2010 000301's select census blocks within the KACP Planning could result in an additional 46 persons at Year 2030 resulting a total project population of 345 (i.e., Year 2010 baseline of 299 person + 46 additional projected persons) based on the County's 1.3% growth rate (see **Table 3.14-6**). It is possible that market forces in the residential market could result in less or greater growth than forecasted during the planning horizon of the KACP. However; in the event of future growth, the KACP will have an adequate and appropriate Urban Development Boundary area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

There are approximately 35 acres of proposed single-family residential zoning within the KACP. However, approximately 18 acres are currently developed as a solar energy facility, while 17 acres are currently planted to stone-fruit (e.g., nectarines and peaches) and vineyard. Hypothetically, the 17 acres planted to stone-fruit/vineyard could be developed as single-family residential uses which could result in development of approximately 100 single-family units (based on similar sized project's density of 5.82 units/ac.).Under this hypothesis of the 17 acres being developed to residential uses, it is possible that the KACP's planning area could realize a population increase of an additional:

- 282 persons based on 2.82 persons per household (pph) for the City of Kingsburg; or
- 296 persons based on 2.96 pph from CT 000301's select census blocks in the KACP planning area; or
- 346 persons based on 3.46 pph using Tulare County's countywide average; or
- 339 persons based on 3.387 pph using the 2020 U.S. Census figure for CT 000301 (now CT 000303 with Census Block Nos. 1014-1024 and 1044).

Thus, using the population estimates above, it is hypothetically possible that the KACP's population growth (including the projected increase of 46 persons of the select census blocks during from years 2020-2030) could result in an additional population ranging from:

- 614 (332[20] + 282 (hypothetical)); or
- 628 (332 + 296 (hypothetical)); or

[20] 2020 U.S. Census. Data provided by Mr. Roberto Brady, Tulare County Association of Governments (March 14, 2022) via e-mail correspondence.

- 678 (332 + 346 (hypothetical)), or
- 671 (332+339 (hypothetical)) persons through the Year 2030 planning horizon.

Therefore, total projected population within the KACP planning area through the Year 2030 planning horizon could range from:

- **989** (Year 2020 baseline (332) + Year 2030 projected growth (46) + hypothetical projection (611); or
- **1,003** (Year 2020 baseline (332) + Year 2030 projected growth (46) + hypothetical 625); or
- **1,053** (Year 2020 baseline (332) + Year 2030 projected growth (46)+ hypothetical (675); or
- **1,049** (Year 2020 baseline (332) + Year 2030 projected growth (46) + hypothetical (671).

Although not currently included in the 2020 Census figures, the full buildout of the Summerlyn subdivision project could result in an additional 180 single-family residences with an average persons per household (pph) of:

- 2.82 pph using Kingsburg data resulting in 508 persons; or
- 2.96 pph using 2010 Census for CT 000301 (now CT 000303) data resulting in 533 persons; or
- 3.46 pph using County of Tulare data resulting in 623 persons; or
- 3.387 pph using 2020 Census data resulting in 610 persons.

It is noted that the City of Kingsburg and SKF have already accommodated the Summerlyn subdivision project's water and wastewater services needs and it would be "double counting" to include Summerlyn as a future need (of water/wastewater services or housing) through the Year 2030 planning horizon. This analysis and hypothetical population growth is based on "future need" within the KACP planning area while still accounting for the existing environment. Overall, including Summerlyn's population, the KACP planning area could range from 1,497 to 1,676 persons.

Table 3.14-6
Population Projections for Certain Census Blocks for CT-000301[a]
Kingsburg Area Community Plan

Year	Certain Census Blocks Population 2010-2030 1.11% annual growth rate[b]	Certain Census Blocks Population 2020-2030 1.3% annual growth rate[c]	Including Summerlyn residential project estimated population[e]							
			Using City 2.82 pph X 180 (508 persons)		Using 2010 Census CT 000301's 2.96 pph X 180 (533 persons)		Tulare County 3.46 pph X 180 (623 persons)		Using 2020 Census CT 000303's 3.387 pph X 180 (610 persons)	
2010	**299**	**n/a**	**n/a**							
2011	302	**n/a**	**n/a**							
2012	306	**n/a**	**n/a**							
2013	309	**n/a**	**n/a**							
2014	312	**n/a**	**n/a**							
2015	316	**n/a**	**n/a**							
2016	320	**n/a**	**n/a**							
2017	324	**n/a**	**n/a**							
2018	326	**n/a**	**n/a**							
2019	329	**n/a**	**508 persons + projected 1.11% | 1.3% growth**		**523 persons + projected 1.11% | 1.3% growth**		**623 persons + projected 1.11% | 1.3% growth**		**610 persons + projected 1.11% | 1.3% growth**	
2020	**332[d]**	**332[d]**	**840**	**840**	**865**	**865**	**942**	**942**	**955**	**955**
2021	336	336	849	851	874	876	952	954	965	967
2022	339	341	858	862	884	887	963	966	976	980
2023	343	345	868	873	894	899	973	979	987	993
2024	347	350	878	884	904	911	984	992	998	1,005
2025	351	354	887	896	914	922	995	1,004	1,009	1,018
2026	355	359	897	907	924	934	1,006	1,018	1,020	1,032
2027	359	363	907	919	934	947	1,017	1,031	1,032	1,045
2028	363	368	917	931	945	959	1,029	1,044	1,043	1,059
2029	367	373	927	943	955	971	1,040	1,058	1,055	1,073
2030[f]	371	378	938	955	966	984	1,052	1,071	1,066	1,086
2020-2030 Growth[f]	39	46	98	116	101	119	110	130	11	132
Avg. 2020-2030 Pop. Growth/Yr (rounded)[f]	4	5	10	12	10	12	11	13	11	13

Notes: a: 2010 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075; now CT 000303 with Census Blocks
b: Based on 2010-2020 U.S Census annual growth rate of 1.11%.
c: Based on 2010 U.S. Census baseline population grown at Tulare County General Plan 2030 Update 1.3% annual growth rate.
d: 2020 U.S. Census reported a population of 332.
e. Estimated Summerlyn residential subdivision project population contribution to KACP.
f. Does not include hypothetical growth noted earlier.

"According to the California Department of Finance estimates, the total population of Tulare County was 462,189 on January 1, 2015. The 2010 U.S. Census reported Tulare County the 8th largest county of growth in California. Numerically speaking, the 2010 Census data reports the County grew from 368,021 (2000 Census) to 442,179, which is 20.2% growth. The population living in unincorporated areas of the County was 144,743, which represented 32% of the total population. Using the U.S. Census Bureau and California Department of Finance figures, the total population of Tulare County has grown 18% since the year 2000. However, much of that growth has occurred within the eight incorporated cities located throughout the County. Since 2000, the populations in the cities grew 26%, while the population of the unincorporated areas grew 2.7%. This growth pattern directed toward cities can be explained by availability of public services and infrastructure that cities can provide and results in the continuing annexation of unincorporated agricultural lands adjacent to city boundaries. In 1980, 51% of the County's total population lived in cities. Now it stands at 68% as indicated in Table 3-1 [in the Housing Element, **Table 3.14-3** in this Draft EIR].and Chart 3-1 [in the Housing Element]."[21]

"Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing, or are unable to afford any housing and are homeless. A household is considered to be overpaying (or cost burdened) if it spends more than 30 percent of its gross income on housing. Severe overpayment occurs when a household spends more than 50 percent of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance."[22]

"Housing costs continue to rise significantly. The 2010 Census reports the median rent has increased 10.72% from $727 in 2000 to $805 in 2010. The median monthly owner costs for housing units with a mortgage have seen a minor decrease going from $1,518 to $1,471 which is a -3.09% decrease. The monthly owner costs for those housing units without a mortgage increased by less than 1%, going from $330 to $361."[23]

"The County's median household income has decreased 2.91% from $45,117 in 2008 to $43,803 in 2010. This has not kept up with the rise in housing costs. Therefore, households are challenged with a greater housing cost burden. This is demonstrated in the increased percentage of household income families are paying for housing. In 2010, 51.9% of renter households and 48.39% of owner occupied households pay 35% or more of their income for housing (up from 41.5% and 37.7% in 2008)."[24]

"The TCAG RHNA Plan recommends that the County provide land use and zoning to accommodate 7,081 housing units during the planning cycle. This averages 885 units per year in

[21] Tulare County Housing Element 2015 Update. Page 3-1. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20TULARE%20COUNTY%20HOUSING%20ELEMENT%20UPDATE%202015.pdf.

[22] Ibid. 3-21.

[23] Op. Cit. 3-26.

[24] Op. Cit. 3-26 to 3-27.

the unincorporated portions of the County. This high allocation and augmented number is due to the fact that the County's housing allocation was based on the County's existing total housing stock percentage of 30% (2014). The allocation was not based on the County's actual housing growth rate. The County anticipates an unincorporated growth rate of less than 15% of the Countywide housing stock increase during the life of the Housing element. It is not anticipated that the County's unincorporated housing units will remain at a total of 30% of the countywide housing units, but will decrease to less than 25% due to a housing unit growth rate of 15%. However, to remain consistent with the housing allocation based on TCAG's RTP, the County continues to be allocated an extremely high housing share to 7,081 units (885 units per year over the 8 year RHNA planning period). "[25]

As of January 1, 2021, the California Department of Finance estimates a total of 44,705 existing housing unit in the unincorporated area.[26] (See **Table 3.14-7**)

Table 3.14-7
Estimated Housing Units
Unincorporated Tulare County - 2021

Single	
Detached	34,204
Attached	70
Multiple	
Two to Four	1,671
Five Plus	1,259
Mobile Homes	6,283
Unincorporated Total	43,487
Housing Units Occupied	38,790
Vacancy Rate	10.7%

Severely Disadvantaged Community

Public Resources Code 75005. (g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average.

In 2010-2014, CT 000301's median household income was $47,639, whereas the State of California's median household income was $70,187. CT 000301's median household income was 67.87% of the State of California's median household income, and therefore is not to be within a severely disadvantaged community. See **Table 3.14-8** of this Draft EIR.

[25] Op. Cit. 3-73.

[26] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. Accessed July 2023 at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdof.ca.gov%2Fwp-content%2Fuploads%2Fsites%2F352%2FForecasting%2Fdemographics%2Fdocuments%2FE-5_2023_InternetVersion.xlsx&wdOrigin=BROWSELINK or E-5_2023_InternetVersion.xlsx (live.com)

Table 3.14-8
KACP (CT 000301) Income in Dollars

Geography	Median household income	Mean household income	Median family income	Mean family income	Per capita income
California[a]	$70,187	$96,357	$70,187	$70,402	$29,906
Tulare County[a]	$42,863	$58,798	$45,293	$61,858	$17,888
CT 000301[b]	$47,639	$66,032	$52,222	$70,402	$20,561

Note: Based on ACS 2010-2014 data.
Source b: USA.com. Tulare County Income and Careers. Accessed March 2022 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm#Household-Income and http://www.usa.com/tulare-county-ca-income-and-careers.htm#Per-Capita-Income.
a: USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed March 2022 at: http://www.usa.com/CA107000301-income-and-careers.html#Household-Income and http://www.usa.com/CA107000301-income-and-careers.html#Per-Capita-Income.

Poverty

According to 2010-2014 American Community Survey ((ACS), see **Table 3.14-9)** indicated that 20.69% of all families living in CT 000301 of the KACP planning area lived below the poverty line. For all people (i.e., population) CT 000301 had a lower level of poverty compared to Tulare County at 27.42%, but a higher level than the State of California at 16.38%.

Table 3.14-9
KACP (CT 000301) Poverty

Geography	Population	Families
California[a]	16.38%	12.28%
Tulare County[a]	27.42%	22.51%
CT 000301[b]	26.06%	20.69%

Note: Based on ACS 2010-2014 data.
Source: a: USA.com. Tulare County Income and Careers. Accessed March 2022 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm#Poverty-Level
b: USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed March 2022 at http://www.usa.com/CA107000301-income-and-careers.html#Poverty-Level

Housing Characteristics

Housing Units

Prior to approval and subsequent development of the Summerlyn Subdivision project, housing remained static between 2010 and 2020. Following its approval in July 2018, the Summerlyn (formerly Hash Farms and Andersen Village) project is built-out. Since its completion, its additional single-family residential units have been accounted for as part of the KACP planning area. It is noted that this project was planned and subsequently approved prior to initialization of the KACP process and is now being included as part of the KACP planning area as it fulfills a housing need and is a logical extension of the existing, adjacent City of Kingsburg residential developments located northwest of this project. Also, the Summerlyn (formerly Hash Farms and Andersen Village) project demonstrates good urban form, is consistent with approximately 269 Tulare County General Plan 2030 Update policies (e.g., AG-1.8 Agriculture within Urban

Boundaries; LU-3.1 Residential Developments; PF-1.1 Maintain Urban Edges; PF-1.2 Location of Urban Development; PF-1.3 Land Uses in UDBs/HDBs; PF-1.4 Available Infrastructure; PF-2.1 Urban Development Boundaries – Communities; Available Infrastructure; PF-2.7 Improvement Standards in Communities; PFS-2.1 Water Supply; PFS-2.2 Adequate Systems; PFS-2.4 Water Connections; PFS-3.3 New Development Requirements; PFS-4.2 Site Improvements; PFS-4.3 Development Requirements; PFS-4.4 Stormwater Retention Facilities; etc.).[27]

Housing Types

The 2010-2014 American Community Survey (ACS) indicated that 71.94% of the housing units in the KACP planning area were 1-unit detached. In Tulare County 78.01% of the housing units were 1-unit detached, and in California 58.17% of housing units were 1-unit detached."[28] Additional housing unit data is shown in **Table 3.14-10**.

Table 3.14-10
2010-2014 American Community Survey: Unit Types

	California[a]		**Tulare County[a]**		**CT 000301[b]**	
Total Housing Units	13,781,929		143,869		2,156	
	Units	Percent	Units	Percent	Units	Percent
1-unit detached	8,016,948	58,16	109,441	78.07	1,551	71.94
1-unit attached	960,600	6.97	3,488	2.42	32	1.48
2-units	350,061	2.54	4,064	2.82	51	2.37
3 or 4 units	763,512	5.54	7,208	5.01	31	1.44
5 to 9 units	843,454	6.12	4,073	2.83	78	3.62
10 or more units	2,313,986	16.79	5,103	3.55	28	1.30
Mobile home, Boat, RV, Van, etc.	534,739	3.88	10,492	7.29	385	17.86

Note: Based on ACS 2010-214 data.
Source: a: USA.COM. Tulare County Housing. Accessed March 2022 at: http://www.usa.com/tulare-county-ca-housing.htm
b: USA.COM. Census Tract 000301 in Tulare County, California. Housing. Accessed March 2022 at: http://www.usa.com/CA107000301-housing.html#Units-in-Structure

Tenure

"Tenure" is essentially a description of how a household is being occupied, that is, whether the owners or renters are living in a housing unit. **Table 3.-14-11** shows ownership (tenure) and average household size for both owner- and renter-occupied units in the State of California, Tulare county and CT 000301 in the KACP planning area. It is noted that Years 2000 and 2010 data are excerpted from the Earlimart and Traver community plans.

Owner Affordability

According to the US Census Bureau, the 2010-2014 American Community Survey data indicated that the cost of a mortgage in CT 000301 was lower in Tulare County and the State of California.

[27] Tulare County. Tulare County General Plan 2030 Update Environmental Impact Report. Chapter 8 Immitigable Impacts. Page 8-4.
[28] Op Cit.

The mortgage constituted a smaller percentage of household income compared to Tulare County and the State of California. The median owner cost (with mortgage) was $1,844 in CT 000301; whereas the median owner cost was $1,381 in Tulare County; and $2,214 in the State of California, respectively. The percentage of households paying 30-40% or more of income on housing was 48.22% in CT 000301; 42.16% in Tulare County; and 34.03% in the State of California (see **Table 3.14-11**.

Table 3.14-11
Ownership (Tenure) and Household Size

2000	Percent of owner-occupied units	Average household size of owner-occupied units	Percent of renter-occupied units **	Average household size of renter-occupied units
California[a]	56.9%	2.93	43.1%	2.79
Tulare County[a]	61.5%	3.18	38.5%	61.5%
CT 000301[b]	57%	4.01	43%	4.52
2010[a]				
California[a]	55.5%	2.95	44.1%	2.83
Tulare County[a]	58.8%	3.24	41.2%	3.52
CT 000301[b]	58%	4.02	42%	4.80
2010-2014				
California[b]	56.7%	2.97	43.3%	2.93
Tulare County[b]	58.9%	3.27	41.1%	3.52
CT 000301[c]	50.05%	3.22	48.06%	unavailable

Notes: Years 2000 and 2010 data for California and Tulare County were excerpted from the Earlimart Community Plan. Year 2000 and 2010 data were excerpted the Traver Community Plan as it is the nearest community plan area located near the KACP. Although Travers has approximately four times more housing units than the KACP planning area, they share many common features such as both are adjacent to SR 99, the Union Pacific Railroad, and are generally bound by agriculturally productive lands. Also, Year 2010-2014 based on ACS data
*Source: **a**: Earlimart Community Plan. Table 39. Page 156. Accessed March 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/120Part%20III%20Community%20Plans%201%20of%207/003Earlimart/GPA%2017-05%20EARLIMART%20COMMUNITY%20PLAN.pdf*
***b**: Traver Community Plan. Tables 21 and 22. Page 50. Accessed March 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/130Part%20III%20Community%20Plans%202%20of%207/009Traver/GPA%2014-003%20TRAVER%20COMMUNITY%20PLAN-ADOPTED.pdf*
***c**. USA.com. Census Tract 000301 in Tulare County, California Housing. Housing Occupancy. Accessed March 2022 at: http://www.usa.com/CA107000301-housing.html#Housing-Occupancy; and USA.com. Census Tract 000301 in Tulare County, California Population and Housing. Household and Family. http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily*

Table 3.14-12
2010-2014 American Community Survey: Owner Cost

Geography	Median Owner Cost (with mortgage)	Mortgage as a % of Household Income					
		Owner Cost as % of the Total Income, Distribution	10% or Less	10% to 20.0%	20% to 30.0%	30.0% to 40%	40% or More
California	$2,214	28.30%	4.28%	31.95%	27.64%	13.74%	20.29%
Tulare County	$1,381	26.90%	4.85%	26.40%	25.65%	16.14%	26.02%
CT 000301	$1,844	29.70%	5.82%	21.95%	21.95%	15.01%	33.21%

Source: 2010-2014 American Community Survey 5-Year Estimates
Source: a: USA.COM Census Tract 000301 in Tulare County, California Housing. Monthly Owner Costs for Housing Units with a Mortgage. Owner Cost as a Percentage of the Total Income, Distribution. Accessed March 2022 at: http://www.usa.com/tulare-county-ca-housing.htm.
b: USA.COM Census Tract 000301 in Tulare County, California Housing. Monthly Owner Costs for Housing Units with a Mortgage. Owner Cost as a Percentage of the Total Income, Distribution. Accessed March 2022 at: http://www.usa.com/CA107000301-housing.html

REGULATORY SETTING

Federal Agencies & Regulations

U.S. Department of Housing and Urban Development (HUD)

"HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business."[29]

State Agencies & Regulations

California Department of Housing and Community Development (HCD)

HCD's mission is to "[p]rovide leadership, policies and programs to preserve and expand safe and affordable housing opportunities and promote strong communities for all Californians."[30] "In 1977, the State Department of Housing and Community Development (HCD) adopted regulations under the California Administrative Code, known as the Housing Element Guidelines, which are to be followed by local governments in the preparation of local housing elements. AB 2853, enacted in 1980, further codified housing element requirements. Since that time, new amendments to State Housing Law have been enacted. Each of these amendments has been considered during

[29] U.S. HUD. Mission. Accessed July 2023 at: http://portal.hud.gov/hudportal/HUD?src=/about/mission.

[30] California HCD. Our Mission and What We do. Page 2. Accessed August 2023 at: https://www.hcd.ca.gov/policy-research/plans-reports/docs/hcd_2016-17_annual-report_final.pdf#:~:text=Our%20Mission%3A%20Provide%20leadership%2C%20policies%2C%20and%20programs%20to,Supply%20of%20Affordable%20Places%20to%20Live%20in%20California%E2%80%94 or Annual Report FOR THE FISCAL YEAR 2016-2017

development of this Housing Element."[31]

California Relocation Assistance Act

The State of California adopted the California Relocation Assistance Act (*California Government Code* §7260 et seq.) in 1970. This State law, which follows the federal Uniform Relocation Assistance and Real Property Acquisition Act, requires public agencies to provide procedural protections and benefits when they displace businesses, homeowners, and tenants in the process of implementing public programs and Projects. This State law calls for fair, uniform, and equitable treatment of all affected persons through the provision of relocation benefits and assistance to minimize the hardship of displacement on the affected persons.

Local Policy & Regulations

Tulare County 2008 Regional Housing Needs Assessment Plan

"Housing element law requires all local governments to adequately plan to meet their existing and projected housing needs including their share of the regional housing need. In Tulare County, the regional housing need is determined by the Tulare County Association of Governments (TCAG) through the Regional Housing Needs Assessment (RHNA) process. The RHNA planning period for this element is January 1, 2014 – September 30, 2023. The RHNA process specifies the number of housing units that must be accommodated in five income categories: extremely low, very low, low, moderate and above moderate. RHNA is not a production quota; however, demonstration of adequate capacity for new dwelling units on vacant or underutilized sites is the basis for compliance with the RHNA component of housing element law"[32] See earlier discussion regarding the RHNA.

Tulare County Regional Blueprint 2009

This Blueprint includes the following preferred growth scenario principals:

- Increase densities county-wide by 25% over the status quo densities;
- Establish light rail between cities;
- Extend Highway 65 north to Fresno County;
- Expand transit throughout the county;
- Maintain urban separators around cities; and
- Growth will be directed toward incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are or will be provided.

[31] Tulare County Housing Element 2015 Update. Page 1-3. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf

[32] Ibid. 7-1.

Tulare County Housing Authority

"The Housing Authority of the County of Tulare (HATC) has been officially designated as the local public housing agency for the County of Tulare by the Board of Supervisors and was created pursuant to federal and state laws. …HATC is a unique hybrid: a public sector agency with private sector business practices. Their major source of income is the rents from residents. The HATC mission is "to provide affordable, well-maintained rental housing to qualified low- and very low-income families. Priority shall be given to working families, seniors and the disabled. Tenant self sufficiency and responsibility shall be encouraged. Programs shall be self-supporting to the maximum extent feasible." HATC provides rental assistance to very low and moderate-income families, seniors and the handicapped throughout the county. HATC offers many different programs, including the conventional public housing program, the housing choice voucher program (Section 8), the farm labor program for families with farm labor income, senior housing programs, and other programs. They also own or manage some individual subsidized rental complexes that do not fall under the previous categories, and can provide information about other affordable housing that is available in Tulare County. All programs are handicap accessible. Almost all of the complexes have 55-year recorded affordability covenants."[33]

Tulare County General Plan Policies

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

Housing Guiding Principle 1.1 - Endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County.

Housing Policy 1.11 - Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.

Housing Policy 1.13 - Encourage the utilization of modular units, prefabricated units, and manufactured homes.

Housing Policy 1.14 - Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

Housing Policy 1.15 - Encourage housing counseling programs for low income homebuyers and homeowners.

Housing Policy 1.16 - Review community plans and zoning to ensure they provide for adequate affordable residential development.

[33] Op. Cit. 5-12.

Housing Guiding Principle 1.2 - Promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, disability, or any other arbitrary basis.

Housing Guiding Principle 1.3 - Strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment.

Housing Policy 1.31 - Encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act.

Housing Policy 1.33 - Encourage and support a balance between housing and agricultural needs.

Housing Policy 1.51 - Encourage the construction of new housing units for "special needs" groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 1.52 - Support and encourage the development and improvement of senior citizen group housing, convalescent homes and other continuous care facilities.

Housing Policy 1.55 - Encourage development of rental housing for large families, as well as providing for other housing needs and types.

Housing Guiding Principle 1.6 - Assess and amend County ordinances, standards, practices and procedures considered necessary to carry out the County's essential housing goal of the attainment of a suitable, affordable and satisfactory living environment for every present and future resident in unincorporated areas.

Housing Policy 2.14 - Create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County thorough analysis and investigation of public infrastructure needs and deficits, pursuant to Action Program 9.

Housing Guiding Principle 2.2 - Require proposed new housing developments located within the development boundaries of unincorporated communities to have the necessary infrastructure and capacity to support the development.

Housing Policy 2.21 - Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells.

Housing Guiding Principle 3.1 - Encourage "smart growth" designed development that serves the unincorporated communities, the environment, and the economy of Tulare County.

Housing Policy 3.11 - Support and coordinate with local economic development programs to encourage a "jobs to housing balance" throughout the unincorporated area.

Housing Policy 3.12 - Support locally initiated programs to provide neighborhood parks and recreational facilities for residential areas within unincorporated communities.

Housing Policy 3.13 - Encourage subdivision and housing unit design, which provides for a reasonable level of safety and security.

Housing Policy 3.16 - Actively seek federal, state, and private foundation grant funds for park and recreation facilities in unincorporated areas, including dual-use storm drainage ponding basins/recreation parks.

Housing Policy 3.23 - Prepare new and/or updated community plans that provide adequate sites for a variety of types of housing within the development boundaries of community.

Guiding Principle 4.1 - Support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation.

Housing Policy 4.11 - Review residential projects for environmental impacts and impose conditions to reduce those impacts.

Housing Policy 4.12 - Facilitate land use policies and programs that meet housing and conservation objectives.

Housing Policy 4.13 - Promote energy efficiency and water conservation.

Housing Policy 4.14 - Enforce the requirements of County Ordinances regarding the disposal of construction and demolition debris.

Housing Policy 4.15 - Enforce energy Efficiency Standards for Residential and Non-Residential properties (Title 24).

Housing Policy 4.21 - Promote energy conservation opportunities in new residential development.

Housing Policy 4.22 - Enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design.

Housing Policy 5.21 - Administer and enforce the relevant portions of the Health and Safety Code.

Housing Policy 5.26 - Prohibit concentrations of dwelling units near potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan.

IMPACT EVALUATION

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon.

Implementing the Community Plan will, over time, have a direct, yet planned growth inducing impact within the KACP. As such, the purpose of the Plan is to establish land use policies to guide existing and future development to the Year 2030. The general intent of these policies is to protect the health, safety, and welfare of existing and future persons living in KACP planning area. In more specific terms, the policies serve to identify the most appropriate locations and arrangement of different types of land uses based upon environmental, circulation, infrastructure/services, and planning concerns.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns, which are compact and contiguous. This policy position has reduced so-called "leap frog" development throughout the County, helping preserve agricultural lands, and minimize land use conflicts between urban and agricultural areas.

As such, a ***Less Than Significant Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, adopted/certified Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

The residential growth from these areas is envisioned by the Tulare County General Plan; therefore, they would not result in unanticipated population growth within the Project area. The Project itself also would not induce substantial population growth beyond anticipated levels. Therefore, ***Less Than Significant Program-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

As noted earlier, even combined with other cumulative projects, the Project would not accelerate unplanned population growth in the KACP p area. Therefore, population growth within the KACP planning area would be consistent with the Tulare County General Plan and complement the objectives of the City of Kingsburg General Plan. As such, ***Less Than Significant Program-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

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

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft KACP that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the CACUDB (or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon. As such, no specific residential projects are proposed nor will any residences be removed as a result of implementation of the proposed Project, or due to the construction of the new residences. The proposed Project includes designating certain areas to accommodate housing supply rather than reduce existing housing stock. Therefore, it is not anticipated that conversion of existing housing stock to non-residential uses would take place. As such, the impact through the Year 2030 planning horizon of the KACP planning area will result in ***No Impact***.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, no residences are expected to be removed on the Project site and the proposed Project will not displace any housing units. ***No Program-specific or Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

Conclusion: ***No Impact***

As noted previously, there will be no impact related to the displacement of housing or people. Population growth as a result of the proposed Project will not exceed, and is consistent with, the projected growth rate contained in the Tulare County General Plan. Also, any growth will be accommodated by the policies outlined in the KACP. As such, ***No Program-specific or Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

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

As discussed earlier, the Project will not displace or require the demolition of any residences, thereby necessitating the construction of replacement housing elsewhere. Accordingly, the Project will result in ***No Impact*** through the Year 2030 planning horizon.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

The proposed Project will not convert housing on-site or off-site. ***No Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

Conclusion: ***No Impact***

There will be ***No Impact*** related to the displacement of housing or people. Population growth as a result of the proposed Project will not exceed, and is consistent with, the projected growth rate contained in the Tulare County General Plan. Also, any growth will be accommodated by the policies outlined in the Community Plan. ***No Project-specific or Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

ACRONYMS

CEQA	California Environmental Quality Act
CACUDB	City Urban Development Boundary
CT	Census Tract
DEIR	Draft Environmental Impact Report
DOF	California Department of Finance
EIR	Environmental Impact Report
HATC	Housing Authority of the County of Tulare
HCD	California Department of Housing and Community Development
HUD	U.S. Department of Housing and Urban Development
KACP	Kingsburg Area Community Plan
LU	Land Use
PF	Planning Framework
PFS	Public Facilities and Services
RHNA	Regional Housing Needs Assessment
TCAG	Tulare County Association of Governments
UDB	Urban Development Boundary

REFERENCES

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Public Services
Chapter 3.15

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** related to Public Services during the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

The environmental setting provides a description of the Public Services in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County General Plan Revised DEIR are incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

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

- Impact Fire Services
- Impact Police Services
- Impact Schools
- Impact Parks
- Impact Other Public Facilities

ENVIRONMENTAL SETTING

Fire Protection

Tulare County

"The [former] California Department of Forestry and Fire Protection/Tulare County Fire Department [now CalFire/TCFD] serve 145,128 of Tulare County's population. As **Table 7-6** [of the General Plan Background document] shows, dispatchers reported 14,022 responses in 2002, averaging 38.4 calls a day. Fire occurrence data generated by the department indicate a direct relationship between high use areas of the county and fire occurrence. The population increase in the mountain areas have caused increased wildland urban interface problems as well. Structures are being built throughout wildland areas wherein vegetation fires can spread rapidly. Providing adequate fire protection to those structures has become a major undertaking."[1]

The most recent data compiled in the Tulare County Fire Department's 2021 Annual Report provides a summary of Calls for Service by incident type (as shown in **Table 3.15-1)**[2]; resulting in 44.53 call per day, a nearly 16% increase in service calls since 2002.

Table 3.15-1 Summary of Incidents

INCIDENT TYPE	# INCIDENTS	% OF TOTAL
Fire Alarms	72	<1
False Alarms	483	2.97
Public Service Assists	354	2.17
Fires	2,149	13.22
Medical Aids	8,485	52.20
Vehicle Accidents	1,976	12.15
COVID Related	665	4.09
Public Hazard	328	2.01
Hazardous Materials	19	<1
Burn Complaints	239	1.47
Other	373	2.29
Other Agency Assists	1,048	6.44
Flooding	36	<1
Swift Water Rescues	12	<1
Technical Rescues	14	<1
TOTAL	16,253	**100%**

As shown in **Table 3.15-1**, the Tulare County Fire Department responded to 12,084 calls for service in 2021; a majority of the top three types of incident calls were medical aid (52.2 percent),

[1] Tulare County General Plan 2030 Update. Background Report. Page 7-73. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.

[2] Tulare County Fire Department's 2021 Annual Report. Page 13. Accessed July 2023 at: httpshttps://tularecounty.ca.gov/fire/public-info/annual-reports-list/tulare-county-fire-department-annual-report-2021/ or Tulare County Fire Department Annual Report 2021 - Tulare County Fire (ca.gov)

followed by fire calls (13.22 percent) and then vehicle accidents (12.15 percent) as the top three incident types. The nearest Tulare County Fire Department substation is Fire Station #2 located at 3811 Avenue 400 in Kingsburg; approximately 2.75 miles from the northeastern portion of the KACP planning area and approximately 3.5 miles from the southwestern portion of the KACP planning area.

CalFire/TCFD uses an "attack" time protocol of less than ten minutes to respond to 90 percent of the calls on the valley floor and less than 15 minutes on 75 percent of calls in the foothill and mountain areas. The proposed KACP planning area is within both the 10- and 15-minute response areas.

City of Kingsburg

The City of Kingsburg Fire Department provides fire response services within the KACP's planning area's Summerlynn (formerly Hash Farms and Andersen Village) subdivision project. The main station is located at 1460 Marion Street, and a satellite station is located at 1880 Bethel Avenue. The Fire Department provides 24/7 fire and ambulance services not only to citizens of Kingsburg but also to those citizens in the surrounding unincorporated areas of Fresno, Kings, and Tulare Counties (per reciprocating mutual aid/assistance agreements). At the time this Draft EIR was prepared, the Department has one full-time Fire Chief, three full-time Captains/Paramedics, six full-time Firefighter/Paramedics, and up to twenty paid Call Firefighters. Kingsburg Fire and Ambulance is equipped with one 1250 GPM Engine, one 1000 GPM Engine, one 1000 GMP Engine, a 55-foot ladder truck, two ALS ambulances, and one BLS ambulance.[3] The main station is approximately 0.6 miles west of the proposed Project site. The Marion Street station is located approximately 0.33 miles (northwest) of the KACP planning area east of SR 99; and the Bethel Avenue station is located approximately 1.5 miles (northwest) of the KACP planning area west of SR 99.

Police Protection

Tulare County

"In 2007, the Tulare County Sheriff's Department [Office, (TCSO)] currently had 448 sworn officers serving its unincorporated population (145,128), and generates a level of service ratio of 3.2 officers per 1,000 residents. The ratio is above the accepted standard of 2.0 officers per 1,000 residents set by the Federal Bureau of Investigation. The Sheriff's Department also has 186 non-sworn clerical and support staff amounting to a total Sheriff's Department staff personnel of 633 employees."[4]

[3] City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed July 2023 at: http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf. Accessed January 2017.

[4] Tulare County General Plan 2030 Update. Background Report. Pages 7-71 and 7-72.

"Law enforcement protection for the unincorporated county is divided into 22 areas with four stations… [T]he Porterville substation serves the largest number of areas with 10 patrols, followed by the headquarters in Visalia with six, and Cutler-Orosi and Pixley, each with three areas."[5]

The nearest TCSO sub-station is located at 12800 Avenue 416, in Orosi (approximately 14 miles east of the KACP planning area). "The Substation covers approximately 289 square miles serving a rural population to include the unincorporated communities of Cutler, East Orosi, Orosi, Seville, Sultana, Traver and Yettem. The Substation runs a four-shift operation, which includes 23 deputies, four (4) sergeants and one (1) lieutenant. There are a minimum of three deputies and one sergeant in the field at all times. In addition, general shift staffing the communities of Cutler-Orosi are assigned a Community Based Officer assigned specifically to those areas. The substation is open for walk-ins from 8:00 am to 5:00 pm Monday thru Friday. After hours and weekends there is a phone provided outside the substation that calls directly into the dispatch center. The substation provides patrol services 24-hours per day, 365 days per year. Additional Sheriff Resources are available as needed via dispatch from the main Sheriff's Office in Visalia, CA."[6]

City of Kingsburg

The City of Kingsburg Police Department, located at 1300 California Street, provides police services to planning area. At the time this Draft EIR was prepared, the Police Department is staffed with 15 sworn and 6 non-sworn officer positions within the Records and Communications Division and also includes a Records Supervisor, four dispatchers and one Administrative Assistant.[7] The Police Department is approximately 0.4 miles west of the KACP planning area.

Schools

Tulare County

"A total of 48 school districts provide education throughout Tulare County... Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12th grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many districts only have one school."[8]

"Total enrolment in Tulare County public schools has increased from about 80,000 to 88,300 students during a nine-year span from 1993 to 2002. On average, the growth rate has remained steady with annual increases approximating two percent."[9]

Kingsburg

[5] Ibid.

[6] Tulare County. Cutler-Orosi Community Plan 2021 Update. Page 80.

[7] City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed July 2023 at: http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf. Accessed January 2017.

[8] Tulare County General Plan 2030 Update. Background Report. Pages 7-75 to 7-76.

[9] Ibid. Page 7-76.

The Kingsburg Elementary Charter School District (KECSD) and the Kingsburg Joint Union High School District (KJUHSD) provide K-12 school services to the City of Kingsburg. KJUHSD includes one high school and an alternative continuation school while the KECSD includes one junior high school and eight elementary schools.[10] The proposed KACP planning area is within the service area of both school districts.

Parks

Tulare County

There are a number of Federal, State, and local parks within Tulare County, including 13 park and recreational facilities operated by the County of Tulare. The nearest County-owned/operated parks to the KACP planning area are Ledbetter Park (approximately 14 miles east of the KACP planning area in the unincorporated community of Cutler) and Kings River Nature Preserve (approximately 1.5 miles east; limited access for educational purposes only). A complete list of these local park facilities is provided in Chapter 3.16 Recreation.

Additional discussion of recreational facilities is provided in Chapter 3.16 Recreation.

City of Kingsburg

The Planning and Community Services Division provides parks and recreation services to the Kingsburg community. There are four parks located within the planning area that provide a diverse array of outdoor recreation opportunities including picnic tables, playground equipment, benches, bar-b-ques, arbors, meeting halls, and open space. Historical Park is a unique, 4.7-acre site consisting of historical buildings and dedicated to preserving the area's historic character. The Park includes the Olson Ball House, Clay School, a band stand, a barn, a fire department, a gas station, a Hall of Fame, a harvester, a Heritage Building, a Historical Park Hall, a medical building, a jail, the Olson Bottle Shop, the Olson Building, a tank house, Rieffel's Store, and a tractor barn.[11]

Library

Tulare County

"The Tulare County Public Library System comprises of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch."[12] Also, since adoption of the Tulare County General Plan 2030 Update, three additional branch libraries have been opened in the unincorporated communities of Alpaugh, Farmersville, and London. The nearest libraries to the Project are identified in **Table 3.15-2.**

[10] City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed March 2022 at: http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf.
[11] Ibid.
[12] Tulare County General Plan 2030 Update, *Background Report*, Page 7-96.

Table 3.15-2
Tulare County Libraries

Branch	Address	*Operating Hours (2022)*[13]
Dinuba (currently closed for repairs)	150 South "I" Street Dinuba, CA 93618-2399 (559) 591-5829	Tuesday through Friday: 10 a.m. - 1 p.m., 2 p.m. – 5:30 p.m.
London	5711 Avenue 378 London [Dinuba], CA 93618 (559) 591-1017	Tuesday, Wednesday, and Thursday: 10 a.m. - 1 p.m., 2 p.m. – 5:30 p.m.
Orosi	12646 Avenue 416 Orosi, CA 93647-2018 (559) 591-5830	Tuesday through Friday: 10 a.m. – 1 p.m., 2 p.m. – 5:30 p.m.
Visalia	Main Branch 200 West Oak Avenue Visalia, CA 93291-4993 (559) 713-2700	Tuesday through Friday: 10 a.m. – 5:30 p.m.; Saturday: 10 a.m. - 4 p.m.

Note: Hours of operation are subject to change. The London Branch Library is located in London but has a Dinuba postal address.

In addition, the County of Fresno Kingsburg Branch Library is located at 1399 Draper Street, Kingsburg, with its current (July 2023) hours are Monday through Wednesday 10:00 am to 6:00 pm, Thursday 12:00 pm to 8:00 pm, Friday 12:00 pm to 4:00 pm and Saturday 10:00 am to 2:00 pm.

Electricity and Natural Gas

The KACP planning area is currently served with electricity and natural gas provided by Pacific Gas & Electric (PG&E).

Telephone

Telephone service in and around the KACP planning area is provided by AT&T.

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to the proposed Project.

State Agencies & Regulations

None that apply to the proposed Project.

Local Policy & Regulations

[13] Tulare County Library. Locations. Accessed July 2023 at: https://www.tularecountylibrary.org/locations or Locations | Tulare County Library

Tulare County General Plan Policies

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

PFS-7.1 Fire Protection - The County shall strive to expand fire protection service in areas that experience growth in order to maintain adequate levels of service.

PFS-7.2 Fire Protection Standards - The County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection.

PFS-7.3 Visible Signage for Roads and Buildings - The County shall strive to ensure all roads are properly identified by name or number with clearly visible signs.

PFS-7.5 Fire Staffing and Response Time Standards - The County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

Table 3.15-3
Fire Staffing and Reponses Time Standards

	Demographics	Staffing/Response Time	% of Calls
Urban	> 1,000 people/sq. mi.	15 FF/9 min.	90
Suburban	500-100 people/sq. mi.	10 FF/10 min.	80
Rural	< 500 people/sq. mi.	6 FF/14 min.	80
Remote*	Travel Dist. > 8 min.	4 FF/no specific response time	90

**Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safety commence an initial attach within 2 minutes, 90% of the time. (FF = Fire Fighters)*
Source: Tulare County General Plan 2030 Update

PFS-7.6 Provision of Station Facilities and Equipment - The County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County.

PFS-7.8 Law Enforcement Staffing Ratios - The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas.

PFS-7.9 Sheriff Response Time - The County shall work with the Sheriff's Department to achieve and maintain a response time of:

- Less than 10 minutes for 90 percent of the calls in the valley region; and
- 15 minutes for 75 percent of the calls in the foothill and mountain regions.

PFS-7.12 Design Features for Crime Prevention and Reduction - The County shall promote the use of building and site design features as means for crime prevention and reduction.

PFS-8.1 Work with Local School Districts - The County shall work with local school districts to develop solutions for overcrowded schools and financial constraints of constructing new facilities.

PFS-8.4 Library Facilities and Services - The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

IMPACT EVALUATION

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon.

Fire protection?

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

As noted earlier, the nearest Tulare County Fire Department substation is Fire Station #2 located at 3811 Avenue 400 in Kingsburg; approximately 2.75 miles from the northeastern portion of the KACP planning area, and approximately 3.5 miles from the southwestern portion of the KACP planning area.

There are no specific federal or State regulations pertaining to fire or ambulance protection that would reduce environmental impacts associated with the proposed Project. The General Plan policies cited above are sufficient to ensure that new developments are not implemented or constructed until adequate fire protection services are available.

Also as noted earlier, the Tulare County Fire Department's 2021 Annual Report provides a Summary of Incidents as shown in **Table 3.15-4**. As shown in **Table 3.15-4**, the Tulare County Fire Department responded to 12,084 calls for service in 20212; a majority of the top three types of incident calls were medical aid (52.2 percent), followed by fire calls (13.22 percent), and vehicle accidents (12.15 percent). The nearest Tulare County Fire Department substation is Fire Station # 2 located at 3811 Avenue 400 in Kingsburg; approximately 2.75 miles from

the northeastern portion of the KACP planning area and approximately 3.5 miles from the southwestern portion of the KACP planning area.

Also, as new development occurs, construction and operation of facilities will be required to comply with the California fire code, local building codes (including requirements for fire suppression systems), and gas pipeline regulations. The Tulare County Fire Department will be responsible for enforcing provisions of the fire code. The California Public Utilities Code regulates the safety of gas transmission pipelines. Standard safety measures for anaerobic treatment facilities that will minimize the potential of biogas include safety flares to reduce excess gas capacity by burning in a controlled environment (that is, a pipe serving as a flue to confine the flame). If released to the environment, methane will disperse rapidly in the air, minimizing the hazards of exposure. Any calls for service will result in temporary impacts to fire service capabilities and impacts will not result in a noticeable increase in fire risk and service demand for the area. A ***Less Than Significant Project-specific Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. As such, the proposed Project will not significantly impact the fire department's response times. Therefore, ***Less Than Significant and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

Even at the conclusion of the planning horizon of the Project, existing policies of the Tulare County General Plan would ensure that additional services and personnel are provided and that new development would not proceed until sufficient fire protection services are ensured. Therefore, ***Less Than Significant Project-specific and Cumulative Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

Police protection?

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

Based on the Tulare County General Plan 2030 General Plan Update Background Report, "[t]he Tulare County Sheriff's Department currently had 448 sworn officers serving its unincorporated population (145,128), and generates a level of service ratio of 3.2 officers per 1,000 residents. The ratio is above the accepted standard of 2.0 officers per 1,000 residents set by the Federal Bureau of Investigation. The Sheriff's Department also has 186 non-sworn clerical and support staff amounting to a total Sheriff's Department staff personnel of 633 employees."[14]

"Law enforcement protection for the unincorporated county is divided into 22 areas with four stations… [T]he Porterville substation serves the largest number of areas with 10 patrols, followed by the headquarters in Visalia with six, and Cutler-Orosi and Pixley, each with three areas."[15]

As noted earlier, police protection services can be provided by the TCSO's sub-station, located at 12800 Avenue 416, in Orosi. The Substation covers approximately 289 square miles serving a rural population to include the unincorporated communities of Cutler, East Orosi, Orosi, Seville, Sultana, Traver and Yettem. The Substation runs a four-shift operation, which includes 23 deputies, four (4) sergeants and one (1) lieutenant. There are a minimum of three deputies and one sergeant in the field at all times.

Also as noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. Also as indicated earlier in the fire protection services section, new development during the planning period will cumulatively increase the demand for Tulare County to hire additional Sheriff Personnel and purchase more equipment. Implementation of the General Plan policies and local regulations would ensure that adequate sheriff protection is provided to serve residents in the unincorporated areas of Tulare County, including the KACP planning area. Therefore, ***Less Than Significant Project-specific Impacts*** related to this Checklist item will occur through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan,

[14] Tulare County, 2010. General Plan Background Report. Pages 7-71 and 7-72. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf
[15] Ibid.

Summerlyn subdivision project EIR, Tulare County General Plan, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, the proposed Project will not impact Police Services. As such, ***Less Than Significant Program-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

As noted earlier, the proposed Project will not have a significant impact on policing services. ***Less Than Significant Program-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

Schools?

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

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. However, as development proposals occur over the years that may result in an increase of the student-aged population, the local School District will be consulted to determine an applicant's obligation to the School District (e.g., school-related fees). As such, ***Less Than Significant Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As such, ***Less Than Significant Program-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft

Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. However, as development proposals occur over the years that may result in an increase of the student-aged population, the local School District will be consulted to determine an applicant's obligation to the School District (e.g., school-related fees). The proposed KACP includes policies to plan for and build additional schools in conjunction with new development, including existing mechanisms that would also ensure that school facilities are adequate in the incorporated areas. Also, SB 50 limits any further mitigation that may be imposed due to school impacts. Therefore, impact after payment of fees will result in ***Less Than Significant Program-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

Parks?

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

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. However, as development proposals occur over the years, it is possible that such growth will result in an increase of the local population and parkland needs. Ledbetter Park currently serves as the nearest County owned/operated park within the vicinity of the KACP planning area. It is approximately 11 acres in size and is located in Cutler (approximately 14 miles east of the KACP planning area) at the southwest intersection of Avenue 408 and SR 63/Road 124. As the planning area's growth is consistent with the General Plan's 1.3% projected annual growth rate from 2007 to 2030, it is possible that future park facilities may be necessary. General Plan parkland-related policies will be implemented as applicable to accommodate possible growth in population. Therefore, a ***Less Than Significant Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon. Also, see Chapter 3.16 Recreation.

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 Draft 2023 Kingsburg Area Community Plan, Summerlyn (formerly Hash Farms and Andersen Village) subdivision project EIR, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The

CACUDB will also be expanded to accommodate projected growth and land use needs. Therefore, the proposed Project will not impact Public Services, including parks. As such, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

As noted earlier, ***Less Than Significant Project-specific or Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

Other public facilities?

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

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. However, as development proposals occur over the years, it is possible that such growth will result in an increase of the local population that could contribute to the need for new public utilities services, such as gas, electricity and telephone. Also, all future residential and non-residential development within the Project area would be subject to the latest adopted edition of the Title 24 energy efficiency standards (which are among the most stringent in the U.S.). As such, implementation of the Community Plan would not result in the unnecessary, wasteful, or inefficient use of energy. It is reasonable to assume that the systems can be installed or otherwise upgraded as needed for future growth. Therefore, ***Less Than Significant Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, the proposed Project would result in a ***Less Than Significant Cumulative Impact*** through the Year 2030 planning horizon related to this Checklist Item.

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

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

As noted earlier, the proposed Project would not significantly impact other public services; therefore, a ***Less Than Significant Project-specific or Cumulative Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

ABBREVIATIONS and ACRONYMS

CACUDB	County Approved City Urban Development Boundary
CEQA	California Environmental Quality Act
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
KACP	Kingsburg Area Community Plan
UDB	Urban Development Boundary

REFERENCES

California Environmental Quality Act (CEQA) Guidelines, Section 15126.2 (a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Accessed July 2023 at: http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf. Accessed January 2017.

Tulare County. Draft 2023 Kingsburg Area Community Plan. Included in Appendix "E" of this Draft EIR.

Tulare County Fire Department's 2021 Annual Report. Accessed on July 2023 at: https://tularecounty.ca.gov/fire/public-info/annual-reports-list/tulare-county-fire-department-annual-report-2021/ or Tulare County Fire Department Annual Report 2021 - Tulare County Fire (ca.gov)

Tulare County. Tulare County General Plan 2030 Update. August 2012. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf

Tulare County General Plan 2030 Update. Background Report. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.

Recreation
Chapter 3.16

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** related to Recreation during the Year 2030 planning horizon. The impact analyses and determinations in this chapter are based upon information obtained from the References listed at the end of this chapter. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Recreational Resources in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

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

- Increase use of existing recreational facilities
- Include or require additional recreational facilities

ENVIRONMENTAL SETTING

"Tulare County contains several county, state, and federal parks. Aside from parks in the county, there are many open space areas as well. This section will highlight these various parks and open space areas and identify recreational opportunities within them."[2] In addition to the 13 parks and recreation facilities that are owned and operated by Tulare County, there are State Parks and Forests, National Parks and National Forests, trails, and recreational areas.

Recreational Facilities

Schools and Parks

The Kingsburg Area Community Plan planning area is the Kingsburg Elementary Charter School District (KECSD) and the Kingsburg Joint Union High School District (KJUHSD) boundaries. Combined, they provide K-12th grade education. During School Year 2022-2023, total high school enrollment was 1,232 students."[3] Elementary school enrollment was 2,135 during School Year 2022-2023.[4] The KACP planning area includes both school districts where current and future school-aged children can attend.

[1] California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15126.2(a). Accessed July 2023 https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

[2] Tulare County General Plan 2030 Update, Background Report, February 2010. Page 4-1

[3] California Department of Education. DataQuest. 2022-2023 Enrollment by Ethnicity and Grade. Kingsburg Joint Union High Report (10-62257). Accessed July 2023 at: https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1062257&agglevel=District&year=2022-23&ro=y or Enrollment by Ethnicity and Grade - Kingsburg Joint Union High (CA Dept of Education).

[4] California Department of Education. DataQuest. Kingsburg Community Charter Extension Report (10-62240-6114805). 2022-2023 enrollment by Ethnicity and Grade. Accessed July 2023 at:

The nearest County owned/operated park to the KACP planning area is Ledbetter Park located at 40779 Road 124 in Cutler (approximately 14 miles east of the Project area). The next nearest County owned/operated park is the Kings River Nature Preserve (approximately 1.5 miles east); however, this park has limited access for educational purposes only. **Table 3.16-1** contains a list of Recreational areas and facilities in Tulare County. Also, since adoption of the General Plan, new parks have been developed in the unincorporated communities of Plainview and Earlimart.

Table 3.16-1
Recreational Areas in Tulare County[5]

ID	Recreation Area	Location	Acres	Type of Use/Features
County				
1	Alpaugh Park	Located in Alpaugh on Road 40.	3	Reservations for picnic areas are taken. No entrance fee.
2	Balch Park Campgrounds	20 miles NE of Springville in the Sierras.	160	71 Campsites. No reservations taken; first come first serve basis. Entrance fee for vehicles.
3	Bartlett Park	8 miles east of Porterville on North Drive.	127.5	Reservations for picnic areas are taken. Entrance fee for vehicles.
4	Camp COTYAC	Near Ponderosa in Eastern Tulare County.	8	County of Tulare Youth Adventure Camp (Camp COTYAC). Cabins, lodge with kitchen, restrooms and showers.
5	Cutler Park	5 miles east of Visalia on SR 216 to Ivanhoe.	50	Reservations for picnic areas are taken. Entrance fee for vehicles.
6	Elk Bayou Park	6 miles SE of Tulare on Avenue 200.	60	Reservations for picnic areas are taken. No fee for day use.
7	Kings River Nature Preserve	2 miles east of SR 99 on Road 28	85	This park is only for school environmental programs.
8	Ledbetter Park	1 mile northwest of Cutler on Road 124/Hwy 63	11	Reservations for picnic areas are taken. No fee.
9	Mooney Grove Park	2 Miles south of Caldwell Avenue on Mooney Blvd. In South Visalia.	143	Reservations for picnic areas are taken. Paddle boats, playground, baseball diamonds. Home of the End Trail statue. One of the largest oak woodlands in Tulare County. Location of the Agriculture and Farm Labor Museum.
10	Pixley Park	1 mile NE of Pixley on Road 124.	22	Reservations for picnic areas are taken. No fee.
11	Tulare County Museum	In Mooney Grove Park, South Visalia, east of SR 63.	8.5	Free admission with park fee. Museum is opened Thursday thru Monday (closed Tuesday and Wednesday).
12	Woodville Park	Located in Avenue 166 in Woodville.	10	Reservations for picnic areas are taken. Day use no entrance fee.

https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1062240&agglevel=District&year=2022-23&ro=y or Enrollment by Ethnicity and Grade - Kingsburg Elementary Charter (CA Dept of Education)

[5] Tulare County. Tulare County General Plan 2030 Update. August 2012. Table 4-1. Page 4-4. Accessed March 2022 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.

Table 3.16-1
Recreational Areas in Tulare County[5]

ID	Recreation Area	Location	Acres	Type of Use/Features
13	West Main Street Park	2 blocks west of County Courthouse on Main Street in Downtown Visalia.	5	Day use no entrance fee.
State				
14	Colonel Allensworth State Historic Park	7 miles west of Earlimart on County Road J22.	3,715	15 campsites, open year round.
15	Mountain Home State Forest	Located in Sequoia National Forest	4,807	No reservations taken for campgrounds.
Federal				
16	Lake Kaweah	25 miles east of Visalia off SR 198.	2,558	Horse Creek Campground, boat ramps, picnic areas, swimming, and hiking.
17	Lake Success	10 miles SE of Porterville off SR 198.	2,450	Tule Campground, boating, fishing, picnic areas, playgrounds, and softball field. Hunting is permitted in the Wildlife Management Area.
18	Sequoia National Forest	Southeastern portion of Tulare County.	na	Campgrounds include Gray's Meadow, Oak Creek, Onion Valley, Stony Creek, Sunset, and Whitney Portal with over 300 campsites.
19	Giant Sequoia National Monument	Covers areas north and south of Sequoia and Kings Canyon National Parks.	na	
20	Sequoia and Kings Canyon National Parks (SEKI)	Northeastern portion of Tulare County.	na	Campgrounds include Atwell Mill Campground, Buckeye Flat, Cold Springs, Crystal Springs, Dorst Campground, Lodgepole, Moraine, Potwisha, Sheep Creek, and South Fork with over 800 campsites.
Total Acres			**5,701**	

Federal Recreation Areas

Lake Kaweah

"Lake Kaweah was formed after the construction of the Terminus Dam on the Kaweah River in 1962. The lake offers many recreational opportunities including fishing, camping, and boating. Lake Kaweah is located 20 miles east of Visalia on Highway 198 and was constructed by the U.S. Army Corps of Engineers for flood control and water conservation purposes. The lake has a maximum capacity to store 143,000 acre-feet of water. There are a total of 80 campsites at the lake's Horse Creek Campground, which contains toilets, showers and a playground. Campfire programs are also available. Aside from camping, boat ramps are provided at the Lemon Hill and Kaweah Recreation Areas. Both Kaweah and Horse Creek provide picnic areas, barbecue grills

and piped water. Swimming is allowed in designated areas. In addition, there is a one-mile hiking trail between Slick Rock and Cobble Knoll, which is ideal for bird watching."[6]

Lake Success

"Lake Success was formed by construction of the Success Dam on the Tule River in 1961. The lake offers many recreational activities including fishing, boating, waterskiing, and picnicking. The U.S. Army Corps of Engineers (USACOE) constructed this reservoir for both flood control and irrigation purposes. The lake has a capacity of 85,000 acre-feet of water. The lake is located eight miles east of Porterville in the Sierra Nevada foothills area. Recreational opportunities include ranger programs, camping at the Tule campground, which provides 104 sites, boating, fishing, picnic sites, playgrounds and a softball field. Seasonal hunting is also permitted in the 1,400-acre Wildlife Management Area."[7]

National Parks and National Forests

"Most of the recreational opportunities in the county are located in Sequoia National Forest, Giant Sequoia National Monument, and in Sequoia and Kings Canyon National Parks (SEKI). Although these parks span adjacent counties, they make a significant contribution to the recreational opportunities that Tulare County has to offer."[8] See **Table 3.16-2** for a list of National Park and Forest facilities.

Sequoia National Forest

"Sequoia National Forest takes its name from the Giant Sequoia, which is the world's largest tree. There are more than 30 groves of sequoias in the lower slopes of the park. The park includes over 1,500 miles of maintained roads, 1,000 miles of abandoned roads and 850 miles of trails for hikers, off-highway vehicle users and horseback riders. The Pacific Crest Trail connecting Canada and Mexico crosses a portion of the forest, 78 miles of the total 2,600 miles of the entire trail. It is estimated that 10 to 13 million people visit the forest each year."[9]

Giant Sequoia National Monument

"The Giant Sequoia National Monument was created in 2000 by President Clinton in an effort to preserve 34 groves of ancient sequoias located in the Sequoia National Forest. The Monument includes a total of 327,769 acres of federal land, and provides various recreational opportunities, including camping, picnicking, fishing, and whitewater rafting. According to the Giant Sequoia National Monument Management Plan EIS, the Monument includes a total of 21 family campgrounds with 502 campsites and seven group campgrounds. In addition, there are

[6] Tulare County General Plan 2030 Update Background Report. February 2010. Page 4-7 Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf.
[7] Ibid.
[8] Op. Cit. 4-8.
[9] Ibid.

approximately 160 miles of system trails, including 12 miles of the Summit National Recreation Trail."[10]

Sequoia and Kings Canyon National Parks (SEKI)

"The U.S. Congress created the Kings Canyon National Park in 1940 and Sequoia National Park in 1890. Because they share many miles of common boundaries, they are managed as one park. The extreme large elevation ranges in the parks (from 1,500 to 14,491 feet above sea level), provide for a wide range of vegetative and wildlife habitats. This is witnessed from exploring Mt. Whitney, which rises to an elevation of 14,491 feet, and is the tallest mountain in the contiguous United States. During the summer months, park rangers lead walks through the parks, and tours of Crystal and Boyden Caves. During the winter, visitors explore the higher elevations of the parks via cross country skis or snowshoes, or hike the trails in the foothills. The SEKI also contains visitor lodges, the majority of which are open year round. According to the National Parks Conservation Association, a combined total of approximately 1.4 million people visit the two parks on an annual basis."[11]

[10] Ibid. 4-9.
[11] Ibid.

Table 3.16-2
National Park and Forest Facilities

Recreation Area	Location	Camping Sites
Sequoia National Forest		
Gray's Meadow	5 miles West of Independence on Onion Valley Road.	52 tent/RV sites
Oak Creek	4 ½ miles NW of Independence off Highway 395.	21 tent/RV sites
Onion Valley	14 miles West of Independence on Onion Valley Road.	29 tent/RV sites
Stony Creek	14 miles SE of Grant Grove on Generals Highway.	49 tent/RV sites
Whitney Portal	13 miles West of Lone Pine on Whitney Portal Road.	43 tent/RV sites
Total		**194 sites**
Kings Canyon and Sequoia National Park		
Atwell Mill	Sequoia, 19 miles from Highway 198 on Mineral King Road.	21 tent sites
Azalea	Kings Canyon, 3 ½ miles from Kings Canyon Park entrance.	110 tent sites
Buckeye Flat	Sequoia, 11 miles South of Giant Forest of Generals Highway.	28 tent sites
Canyon View	Cedar Grove in Kings Canyon	23 tent sites
Cold Springs	Sequoia, Mineral King Area.	25 tent sites
Crystal Springs	Kings Canyon, ½ mile North of Grant Grove.	67 tent/RV sites
Dorst Creek	Sequoia, 9 miles North of Lodgepole off Generals Highway.	210 tent/RV sites
Lodgepole	Sequoia, 4 miles NE of Cedar Grove.	203 tent/RV sites
Moraine	Kings Canyon, 1 mile East of Cedar Grove.	120 tent/RV sites
Potwisha	Sequoia, 4 miles NE of Ash Mountain entrance off Generals Highway.	42 tent/RV sites
Sentinel	In the Cedar Grove area near the Kings River.	82 tent sites
Sheep Creek	Kings Canyon, 1/2-mile West of Cedar Grove.	111 tent/RV sites
South Fork	Sequoia, 13 miles on South Fork from Highway 198.	10 tent sites
Sunset	In the Grant Grove area 3 miles from Kings Canyon park entrance.	157 tent sites
Total		**1,209 sites**

Source: Tulare County Resource Management Agency, Parks and Recreation Branch, 2008; Automobile Club of Southern California, Tulare County Map.

State Parks and Forests

Colonel Allensworth State Park

"The only State Park in Tulare County is Colonel Allensworth State Historic Park discussed in Section 9.3. The park contains a museum and a visitor center addressing the town's history, as well as camping facilities. Allensworth is the only California town to be founded, financed and governed by African Americans. The small farming community was founded in 1908 by Colonel Allen Allensworth and a group of others dedicated to improving the economic and social status of African Americans. Uncontrollable circumstances, including a drop in the area's water table, resulted in the town's demise. With continuing restoration and special events, the town is coming

back to life as a state historic park. The park's visitor center features a film about the site. A yearly rededication ceremony reaffirms the vision of its pioneers."[12]

Mountain Home State Forest

"The Mountain Home State Forest is a State Forest managed by the California Department of Forestry and Fire Protection (CDF). The Forest consists of 4,807 acres of parkland containing a number of Giant Sequoias, and is located just east of Porterville. The Forest is a Demonstration Forest, which is considered timberland that is managed for forestry education, research, and recreation. Fishing ponds, hiking trails, and campsites are some of the amenities that can be found in the Forest."[13]

Other Recreational Facilities

Other recreational resources available in Tulare County include portions of the Pacific Crest Trail, South Sierra Wilderness Area, Dome Land Wilderness Area, Golden Trout Wilderness Area, International Agri-Center, and the Tulare County Fairgrounds.[14]

In addition, there are several nature preserves open to the public which are owned and operated by non-profit organizations, including the Kaweah Oaks Preserve and Dry Creek- Homer Ranch preserves, both owned and operated by Sequoia Riverlands Trust.

Incorporated cities in the County also have a number of recreational facilities including neighborhood parks, play lots, pocket parks and other recreation facilities."[15] The City of Kingsburg Planning and Community Services Division provides parks and recreation services to the Kingsburg community. There are six parks located in the vicinity of the KACP planning area that provide a diverse array of outdoor recreation opportunities including picnic tables, playground equipment, benches, bar-b-ques, arbors, meeting halls, and open space. Kingsburg Historical Park (located at 2321 Sierra Street) is a unique, 4.7-acre site consisting of historical buildings and dedicated to preserving the area's historic character. This park includes the Olson Ball House, Clay School, a band stand, a barn, a fire department, a gas station, a Hall of Fame, a harvester, a Heritage Building, a Historical Park Hall, a medical building, a jail, the Olson Bottle Shop, the Olson Building, a tank house, Rieffel's Store, and a tractor barn.[16] The nearest City of Kingsburg recreation facilities include; Heritage Park located south of Cody Lane and 11th Court (approximately 0.20 miles west of the KACP planning area); Kingsburg Historical Park (located north of Sierra Street, west of Road 16 approximately 0.10 of a mile from the KACP planning area); Swedish Coffee Pot Water Tower Park (located approximately 0.45 miles northwest of the KACP planning area at 1406 Marion Street); Memorial Park (located northwest Sierra Street (SR 201) and Mendocino Avenue (approximately ½-mile northwest of the northwest quadrant of the

[12] Ibid. 4-3.
[13] Ibid. 4-7.
[14] Ibid. 4-10 and 4-11
[15] Op. Cit. 3.9-29.
[16] City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf. Accessed January 2017.

KACP planning area). Also, Safarjian Baseball Field (a collaborative effort between the KECSD and the City of Kingsburg) located north of Kern Street/Avenue 396, east of Lincoln Elementary School which is operated by the Kingsburg Youth Baseball Association, is located within the KACP.

REGULATORY SETTING

The following environmental regulatory settings were summarized, in part, from information contained in the *Tulare County General Plan 2010 Background Report*.

Federal Agencies & Regulations

United States National Park Service (NPS)

On August 25, 1916, President Woodrow Wilson signed the "Organic Act" creating the National Park Service, a federal bureau in the Department of the Interior responsible for maintaining national parks and monuments that were then managed by the department. The National Park System has since expanded to 425 units (often referred to as parks), more than 150 related areas, and numerous programs that assist in conserving the nation's natural and cultural heritage for the benefit of current and future generations. The National Park Service manages 425 individual units covering more than 85 million acres in all 50 states, the District of Columbia, and US territories. While there are at least 19 **naming designations**, these units are commonly referred to as "parks." Multiple parks may be managed together as an administrative unit within the National Park Service. Related areas are linked in importance and purpose to places managed directly by the National Park Service by preserving important segments of the nation's natural and cultural heritage. They are designated by acts of Congress or by the Secretary of the Interior (affiliated areas). The majority of related areas are not units of the National Park Service and are managed by other government agencies or non-government organizations and landowners. The National Park Service is involved in related areas by directly managing the entire or sections of a related area, or by providing technical or financial assistance.[17]

State Agencies & Regulations

California Department of Parks and Recreation

"Our Mission

To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

California Department of Parks and Recreation

[17] United States Department of the Interior. National Park Service. About Us. National Park System. Accessed July 2023 at: https://www.nps.gov/aboutus/national-park-system.htm or National Park System (U.S. National Park Service) (nps.gov)

Parks are essential to the well-being of environments, economies and all people. California's state parks and the recreational programs supported by the California Department of Parks and Recreation and its divisions of Boating and Waterways, Off-Highway Motor Vehicle Recreation, and Office of Historic Preservation, are gateways to these benefits and to opportunities to connect with families, friends, and communities.

With 280 state park units, over 340 miles of coastline, 970 miles of lake and river frontage, 15,000 campsites, and 4,500 miles of trails, the department contains the largest and most diverse recreational, natural, and cultural heritage holdings of any state agency in the nation.

More than 75 million people annually visit California's State Park System. The system includes:

Beaches
Coastal Beaches
Conference Centers
Ghost Towns
Historic Homes
Historic Monuments
Historic Parks
Lakes and Reservoirs
Lighthouses
Marine parks
Museums
Natural and Cultural Preserves
Natural Reserves
Off-Highway Vehicle Recreation Areas
Parks
Recreation Areas
Seashores
Spanish-era Adobe Buildings
Visitor Centers

Together, state park system lands protect and preserve an unparalleled collection of culturally and environmentally sensitive structures and habitats, threatened plant and animal species, ancient Native American sites, historic structures and artifacts... the best of California's natural and cultural history."[18]

Local Policy & Regulations

Tulare County General Plan Policies

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

ERM-5.2 Park Amenities - The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

ERM-5.3 Park Dedication Requirements - The County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities.

[18] California Department of Parks and Recreation. About Us. Accessed July 2023 at: https://www.parks.ca.gov/?page_id=91

ERM-5.5 Collocated Facilities - The County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible.

ERM-5.11 Cooperation with Federal and State Agencies - The County shall work with Federal and State agencies that manage land within the County, as appropriate.

ERM-5.12 Meet Changing Recreational Needs - The County shall promote the continued and expanded use of national and State forests, parks, and other recreational areas to meet the recreational needs of County residents.

ERM-5.15 Open Space Preservation - The County shall preserve natural open space resources through the concentration of development in existing communities, use of cluster development techniques, maintaining large lot sizes in agricultural areas, discouraging conversion of lands currently used for agricultural production, limiting development in areas constrained by natural hazards, and encouraging agricultural and ranching interests to maintain natural habitat in open space areas where the terrain or soil is not conducive to agricultural production.

IMPACT EVALUATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

As there are no development proposals as part of this this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon.

As noted earlier, the nearest County owned/operated park to the KACP planning area is Ledbetter Park. It is approximately 11 acres in size and is located in Cutler at the intersection of SR 63/Road 124 and Avenue 408. As the planning area's growth is consistent with the General Plan's 1.3% projected annual growth rate from 2007 to 2030, it is possible that future park facilities may be necessary. General Plan parkland-related policies will be implemented as applicable to accommodate planned growth in population. Therefore, a ***Less Than Significant Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

As such, ***Less Than Significant Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

As such, as noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. Therefore, the proposed Project will result in ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

Therefore, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The CACUDB will also be expanded to accommodate projected growth and land use needs. Also as noted earlier, the nearest County owned/operated park is Ledbetter Park (located at 40779 Road 124 in Cutler). As noted in the 2010 General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate can be applied to the KACP planning area too. Therefore, a ***Less Than Significant Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Tulare

County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and Tulare County General Plan 2030 Update EIR.

As such, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

Compliance with applicable policies of the Tulare County General Plan and proposed Community Plan will reduce recreational impacts to ***Less Than Significant Project-specific and Cumulative Impacts*** through the Year 2030 planning horizon.

ABBREVIATIONS and ACRONYMS

CACUDB	County Adopted City Urban Development Boundary
CDF	California Department of Forestry and Fire Protection (CalFire)
CEQA	California Environmental Quality Act
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
KACP	Kingsburg Area Community Plan
KECSD	Kingsburg Elementary Charter School District
KJUHSD	Kingsburg Joint Union High School District
NPS	National Park Service
SEKI	Sequoia and Kings Canyon National Parks

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Transportation/Traffic
Chapter 3.17

SUMMARY OF FINDINGS

The proposed Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** related to Transportation and Traffic through the Year 2030 planning horizon. The *"Kingsburg Area Community Plan Traffic and Vehicle Miles Traveled Study Report* [TIS]*"* prepared by consultant VRPA Technologies, Inc. (which is included in Appendix "D" of this document) is used as the basis for these findings. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Transportation and Traffic in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

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

- VMT (Vehicle Miles Travelled)/Person or VMT/Employee > Statewide/Regional Average
- Unsafe roadway/circulation design
- Impact Air Traffic
- Dangerous Site Design
- Inadequate Access
- Need for additional Public Transit
- Need for additional Bike Facilities
- Need for additional Pedestrian Facilities

Traffic Reports

"The following criterion is a starting point in determining when a TIS [traffic impact study] is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility.
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS "C" or "D").
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis:
   a. Affected State highway facilities experiencing significant delay; unstable or forced traffic

[1] California Environmental Quality Act (CEQA) Guidelines. Section 15126.2(a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

flow conditions (LOS "E" or "F").

b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.)."[2]

ENVIRONMENTAL SETTING

"Tulare County has two major regional highways, State Highway [State Route] 99 and 198. State Highway [State Route] 99 connects Tulare County to Fresno and Sacramento to the north and Bakersfield to the south. [State Route] SR 198 connects from U.S. Highway 101 on the west and continues eastward to Tulare County, passing through the City of Visalia and into Sequoia National Park. The highway system in the County also includes State highways [routes], County-maintained roads, and local streets within each of the eight cities."[3]

"Tulare County's transportation system is composed of several State Routes, including three freeways, multiple highways, as well as numerous county and city routes. The county's public transit system also includes two common carriers (Greyhound and Orange Belt Stages), the AMTRAK Service Link, other local agency transit and paratransit services, general aviation, limited passenger air service and freight rail service."[4]

"Some prominent county roadways include, but are not limited to, Alta Avenue (Road 80), Caldwell Avenue/Visalia Road (Avenue 280), Demaree Road/Hillman Street (Road 108), Tulare Avenue (Avenue 232), Olive Avenue (Avenue 152), Spruce Road (Road 204), El Monte Way (Avenue 416), Paige Avenue (Avenue 216), Farmersville Boulevard (Road 164), Road 192, and Road 152. Additionally, the highway system includes numerous county-maintained local roads, as well as local streets and highways within each of the eight cities and several unincorporated communities."[5]

"Travel within Tulare County is a function of the size and spatial distribution of its population, economic activity, and the relationship to other major activity centers within the Central Valley (such as Fresno and Bakersfield) as well as more distant urban centers such as Los Angeles, Sacramento, and the Bay Area. In addition, there is considerable travel between the northwest portions of Tulare County and southern Fresno County and travel to/from Kings County to the west. Due to the interrelationship between urban and rural activities (employment, housing, services, etc.) and the low average density/intensity of land uses, the private automobile is the

[2] California Department of Transportation (Caltrans). Guide for the Preparation of Traffic Impact Studies. December 2002. Page 2. Accessed July 2023 at: https://nacto.org/docs/usdg/guide_preparation_traffic_impact_studies_caltrans.pdf
[3] Tulare County General Plan 2030 Update. Page 13-2. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/GeneralPlan2030Update.pdf
[4] Tulare County General Plan 2030 Update. Background Report. Page 5-4. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf
[5] Ibid. 5-7.

dominant mode of travel for residents in Tulare County."[6]

TCAG provides a description of Road Capacity and Level of Service in the 2022 RTP as:

"Capacity

According to the 2010 Highway Capacity Manual (HCM), capacity is defined as "the maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic and control conditions, usually expressed as vehicles per hour or persons per hour." The ratio of the roadway volume to its capacity, V/C, can be useful in determining the preliminary Level of Service (LOS) of a roadway.

*V*olume = Actual number of vehicles.
*C*apacity = Maximum number of vehicles on a particular segment of roadway during a specific time frame"[7]

Level of Service (LOS)

"One way existing and future traffic operations are quantified is through the determination of Level of Service (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade A through F is assigned to an intersection representing progressively worsening traffic conditions (Figure A-4.1[of the RTP Action Element]). Levels of Service are calculated for different intersection control types using the methods documented in the Highway Capacity Manual 2010 (HCM 2010).

LOS standards vary throughout the County and its eight incorporated cities. 2022 Regional Transportation Plan (RTP) provides that acceptable LOS shall be no lower than LOS "D" for urban areas and LOS "C" for rural areas. However, each local agency that owns and operates transportation facilities may select a LOS standard more stringent than the minimum LOS standards identified in the RTP. LOS "D" is taken as the threshold for acceptable traffic operations at all study intersections.

Caltrans policy defines LOS "D" as an acceptable operating condition when planning for future state facilities in urbanized areas. If the existing state highway facility is operating at less than the target LOS, the existing measures of effectiveness (MOE) should be maintained. Existing measures of effectiveness are Control Delay per Vehicle (sec/veh) for signalized intersections, and Average Control Delay per Vehicle (sec/veh) for non-signalized intersections.

LOS was monitored and analyzed on the SR63, SR65, SR99, SR198 and SR190 corridors. This

[6] Op. Cit. 5-4.

[7] Tulare County Association of Government (TCAG) 2022 Regional Transportation Plan and Sustainable CS. Action Element. Page D-15. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-2022/chapter-d-action-element/ or tularecog.org/tcag/planning/rtp/rtp-2022/chapter-d-action-element/

has provided "real world" travel time data that has been useful to identify congested roadway segments. Those roadway segments were studied further to determine the root cause of the congestion – whether it was operational issues, recurring incidents, insufficient capacity, or other causes."[8]

"LOS is categorized by two parameters: uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access, some rural roads). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs and signalized intersections. The definitions and measurements used for determining level of service in interrupted and uninterrupted conditions are shown below:

Uninterrupted Traffic Flow Facilities

LOS A: Describes free-flow operations. Free-Flow Speed (FFS) prevails on the freeway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.

LOS B: Represents reasonably free-flow operations, and FFS on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.

LOS C: Provides for flow with speeds near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.

LOS D: At this level speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

LOS E: Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no useable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.

[8] Ibid.

LOS F: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons:

Traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it.

Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged.

In analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.

Interrupted Traffic Flow Facilities

LOS A: Describes operations with a control delay of 10 seconds/vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B: Describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A, with reasonably unimpeded travel between intersections.

LOS C: Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e.one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. May be longer queues and operations between locations may be more restricted.

LOS D: Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. Travel speeds are about 40 percent below free flow speeds. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E: Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent. Average travel speed is one-third of free flow speeds. The facility is generally at full capacity. LOS F: Describes operations with control delay exceeding 80 s/veh or a volume-to-

capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. Extremely slow speeds with average delay of 80 seconds or more. Frequent stop and go conditions.

> Caltrans policy defines LOS D as an acceptable operating condition when planning for future state facilities in urbanized areas. TCAG monitors traffic levels of service on the regional roads. An LOS of D or better is the goal on urban roads, and C on rural roads."[9]

Street and Highway System

"State Highways (which may be freeways, expressways or conventional highways) – Connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

State Route (SR) 99 is the principle state highway serving the Kingsburg Community. SR 99 primarily exists as a divided six-lane. The State Route runs north to south along the California. The posted speed limit is generally 65 mph throughout the community. According to Caltrans' website, the average annual daily traffic (AADT) along SR 99 in the study area was approximately 68,000 in 2021.

Arterials – Serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.

Road 12/Mendocino Ave serves an Arterial in the study area.

Collectors – Provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers and limited direct access to abutting properties.

Avenues 392/Clarkson Avenue, Avenue 394/Mehlert Street and Avenue 396/Kern Street are classified as collector streets in the study area.

Local Streets – Provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas."[10]

[9] TCAG 2018 Regional Transportation Plan & Sustainable Communities Strategy. Action Element. Pages B-7 through B-9. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/action-element/

[10] "Kingsburg Area Community Plan Traffic and Vehicle Miles Traveled Study Report [TIS]" prepared by consultant VRPA Technologies, Inc., Pages 17-18. April 2022. Included in Appendix "D" of this document.

Due to the predominantly large parcels, absence of smaller parcels, and absence of residential or commercial subdivisions, there are currently no local streets within the KACP planning area.

"In recent years the concept of "Complete Streets" has evolved. Under this concept, while streets may still carry a primary functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions."[11]

Public Transportation

"While the private automobile is the dominant mode of travel within Kingsburg Community Plan, as it is throughout Tulare County, other modes of transportation are important. The latest available data from American Community Survey (ACS) conducted in year 2019 indicates that that about 87 percent of commuters drive alone to work, while 13 percent use other means: 6 percent carpool or vanpool, 0 percent used public transportation and 3 percent worked at home. The basis of the data is the 2010 census with new data from the 2020 expected to be available in the near future. The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips.

Although congestion is not a major issue in Kingsburg, overreliance on automobiles creates other costs for both society and households and means that many in the communities who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycling and walking. The public transit system alternatives for Kingsburg include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

The intra-city operation is provided by Kingsburg Transit. The closest Greyhound intercity bus stop to Kingsburg is in Goshen (in Tulare County), approximately 12 miles south of Kingsburg."[12]

Tulare County Area Transit (TCaT)

"TCaT has been providing rural route service between various cities and towns in Tulare County since 1981. TCaT retains MV Transportation to provide all of its transit services, which includes fixed route and demand responsive services for inter-city and intra-city service in many small communities throughout the County. TCaT is the most extensive transit system in Tulare County and connects with Dinuba Area Regional Transit (DART), Visalia City Coach (VCC), Tulare InterModal Express (TIME), Porterville City Operated Local Transit (COLT), Kings Area Rural

[11] Ibid. 18.
[12] Op. Cit. 18-19.

Transit (KART), Kern Regional Transit, Orange Belt and Greyhound bus. TCaT provides reliable and convenient public transit service between cities and within many small communities throughout Tulare County. Fixed route service is offered every day. Demand-response Dial-A-Ride is offered Monday through Friday. The nearest fixed route service area is in the unincorporated community of Traver approximately five (5) miles south of the Project site. Traver is part of Route 50 (Dinuba-London-Traver-Delft Colony Route). Although fixed-route service is not available within the proposed Project site, demand responsive (Dial-A-Ride) service is available to transport General fare riders to the nearest route. Also, TCaT provides a summary of how their fixed route service is available in their "Catching a Ride" information, to wit; For your safety we recommend catching the bus at designated bus stops. You may board or leave the bus at any point along the route where the driver can make a safe stop. Wave or flag down the bus at a safe pullout location. For your convenience, you may call a day in advance to let us know you will be waiting for the bust somewhere other than a bus stop. To provide a reasonable accommodation, TCaT provides Americans Disability Act (ADA)-eligible riders curb-to-curb or door-to-door service when service is requested a day to fourteen days in advance; if scheduling can accommodate, same day service is also available."[13]

AMTRAK

"The Hanford AMTRAK station, located 13 miles southwest in Kings County, is the closest station to Kingsburg providing passenger rail service; the Fresno Amtrak station is 23 miles to the northwest. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies including TCAG. They currently oversee the operation of six trains daily serving each of these stations. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and Los Angeles."[14]

<u>High Speed Rail</u>

"The California High-Speed Rail Authority (HSRA) has determined that high-speed rail is technically, environmentally and economically feasible once constructed, and would be operationally self-sufficient. The Authority's purpose is to fund and construct the high-speed rail system throughout California. The proposed service would serve new stations in Fresno and Kings Counties near Tulare."[15]

<u>Aviation</u>

"Airports near Kingsburg Community is Fresno Yosemite International Airport (FAT), 23 miles northwest of Kingsburg, is the principal passenger airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport [is located] 20 miles southeast [of Kingsburg], [no longer] offers passenger service to Los Angeles."[16]

[13] Op. Cit. 19-20.
[14] Op. Cit. 20.
[15] Op. Cit.
[16] Op. Cit.

Design for Emergency Access

According to § 21060.3 and § 15359 of the CEQA Guidelines, an "Emergency" means a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate loss of, or damage to, life, health, property, or essential public services. "Emergency" includes such occurrences as fire, flood, earthquake, or other soil or geologic movements, as well as such occurrences as riot, accident, or sabotage. A Proposed Project could potentially generate impacts through inadequate design for emergency access.

Complete Streets and Alternative Transportation

As indicated in the 2022 RTP, "The Tulare County Resource Management Agency (RMA) is committed to fully integrating modal options in its General Plan and various Community Plans within Tulare County. This includes supporting projects that enhance walking and bicycling infrastructure. Additionally, RMA will improve access to public transportation facilities and services. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. Finally, RMA continues to improve safety for all users and encourages street connectivity to create a comprehensive, integrated and connected circulation network. Each Complete Streets Policy Includes:

- Vision, Priorities, Goals, Objectives and Policies
- Cost Estimates and Funding Options
- Phasing and Projects Lists
- Circulation and Modes Plan
- Road Maintenance Plan
- Outreach Efforts."[17]

"The Board of Supervisors approved the Complete Streets Program in December 2016. The Complete Streets Programs Goals, Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan were policies and implementation measures as provided in Attachment A-6 [of the Update]."[18]

Bicycle and Pedestrian Facilities

Investment in bikeways provides an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. Pedestrian facilities include sidewalks, walkways, crosswalks, signals, lighting, and benches, among other items. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities

[17] TCAG. 2022 RTP. Accessed July 2023 at: tularecog.org/tcag/planning/rtp/rtp-2022/chapter-a-executive-summary/
[18] Draft 2023 Kingsburg Area Community Plan. Included in Appendix "E" of this Draft EIR.

serving the school and recreational facilities enhance the safety of those who choose to walk to and from these destinations. Other than recently constructed sidewalks as part of the Summerlyn (formerly Hash Farms and Andersen Village) subdivision project, there are currently no pedestrian or bicycle facilities within the KACP planning area.

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There are neither currently existing nor planned multiuse trails in the KACP planning area.

Designated Truck Routes

Designated truck routes are intended to be used for long-distance truck movement. Truck movements for local deliveries within a community may use the most direct route to the particular delivery location, including local streets. The KACP may propose a policy that would designate truck a route for use by heavy commercial and industrial traffic. It is currently contemplated a truck route should only be designated along Clarkson [Drive]/Avenue 392 to accommodate industries adjacent to this roadway.

It is noted that Caltrans included the feasibility of diverting truck traffic (in their Caltrans "Feasibility Study Mendocino (18th Avenue)/SR 99 Safety and Capacity Study–May 2019") by indicating, "A review of the California State Highways Truck Networks reveals that 18th Avenue through Kingsburg is not on the National Network (STAA) or the Terminal Access (STAA). Additionally, the SR 99 Mendocino (18th) Avenue interchange is not designated for access to Truck Services. Further review of the City of Kingsburg ordinances reveals that 18th Avenue is not a designated Truck Route by City Ordinance. Caltrans does not post signage precluding truck usage for facilities that are not designated as truck routes.

There are currently City signs on the NB off-ramp, Avenue 394, and 18th Avenue north of the Avenue 396 intersection indicating 18th Avenue is not a truck route. An application should be submitted for legal truck access to the industries on Clarkson Drive. Once an application is approved an End of Truck Route sign can be posted on 18th Avenue at the intersection of Kent Street. It is also recommended that enforcement be used to dissuade truck traffic from using 18th Avenue."[19] As such, there are currently no designated truck routes within the KACP planning area.

[19] "Kingsburg Area Community Plan Traffic and Vehicle Miles Traveled Study Report [TIS]"; Appendix C- Caltrans Feasibility Study Mendocino (18th Avenue)/SR 99 Safety and Capacity Study–May 2019. Page 6. TIS was prepared by consultant VRPA Technologies, Inc., Pages 17-18. April 2022 and is included in Appendix "D" of this document.

REGULATORY SETTING

Federal Agencies & Regulations

Federal Aviation Regulations

None that apply to the proposed Project.

State Agencies & Regulations

Caltrans: Transportation Concept Reports

Caltrans has prepared a number concept reports for State Routes, Interstate Routes, and U.S. Routes for each of its California Districts. Tulare County is located in Caltrans District 06. As the KACP planning area is adjacent to SR 99, the Concept Report that indirectly apply to the proposed Project includes SR 99.

Caltrans Guide for the Preparation of Traffic Impact Studies

"The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS)."[20]

Local Policy & Regulations

Tulare County Transportation Control Measures (TCM)

"Transportation Control Measures (TCM) are designed to reduce vehicle miles traveled, vehicle idling, and/or traffic congestion in order to reduce vehicle emissions. Currently, Tulare County is a nonattainment region under the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). Both of these acts require implementation of TCMs. These TCMs for Tulare County are as follows:

- Rideshare Programs;
- Park and Ride Lots;
- Alternate Work Schedules;
- Bicycle Facilities;
- Public Transit;

[20] Caltrans Guide for the Preparation of Traffic Studies. Page ii. Accessed July 2023 at: https://nacto.org/docs/usdg/guide_preparation_traffic_impact_studies_caltrans.pdf

- Traffic Flow Improvement; and
- Passenger Rail and Support Facilities."[21]

Tulare County Association of Governments (TCAG)

"The Regional Transportation Plan is a long range plan that every Metropolitan Planning Organization (MPO) is required to complete. The plan is meant to provide a long-range, fiscally constrained guide for the future of Tulare County's transportation system. The long range plan extends to the year 2046 in its scope. The plan accomplishes its goals by forecasting future growth, identifying regional priorities, and planning for infra-structure improvements. This plan is required to include four elements; those elements include: the policy element, the sustainable community element, the action element and the financial element. These elements have been mandated by law, but do not keep MPOs from including more elements to their plan de-pending on local characteristics. Tulare County's 2022 RTP/SCS also includes chapters on goods movement and valley wide characteristics in addition to the required plan elements. The RTP/SCS is not the only plan in effect dealing with transportation issues, but is the holistic plan that integrates more specific plans into a larger framework for the county."[22] The Tulare County Association of Government has prepared the 2022 Regional Transportation Plan; however, no projects are proposed within the KACP planning area.

Tulare County General Plan Policies

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

LU-7.3 Friendly Streets - The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.4 Streetscape Continuity - The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

[21] Tulare County 2030 General Plan Recirculated Draft Environmental Impact Report. Page 3.2-2.

[22] TCAG 2022 RTP and SCS. Executive Summary. PDF page 3. Accessed July 2023 at: tularecog.org/tcag/planning/rtp/rtp-2022/chapter-a-executive-summary/

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

TC-1.13 Land Dedication for Roadways and Other Travel Modes - As required by the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process.

TC-1.14 Roadway Facilities - As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of pro-rata fees for planned road facilities may also be required as a condition of approval.

TC-1.15 Traffic Impact Study - The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS "D" or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.

TC-1.16 County Level of Service (LOS) Standards - The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

TC-5.3 Provisions for Bicycle Use - The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

TC-5.4 Design Standards for Bicycle Routes - The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

TC-5.8 Multi-Use Trails - The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals.

HS-1.9 Emergency Access - The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

Complete Streets Policies

Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 4 Complete Streets related principles including:

Principle 1: County-wide Collaboration - Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity - Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

Principle 3: Community Circulation - Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

Principle 4: Pedestrian and Bicycle Facilities - Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents with alternative modes of travel. These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

2023 Kingsburg Area Community Plan Goals

"The intent of the Kingsburg Area Community (KACP) Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element."[23] The 11 Goals are summarized as follows, specific policies for these Goals can be found in the Draft Update included in Appendix F" of this document, pages 243-249.

Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in the KACP Planning area.

Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

Goal 3: Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.

Goal 4: Ensure the provision of adequate off-street parking for all land uses.

Goal 5: Provide a transportation system that is integrated with the region.

Goal 6: Encourage the use of public transit services to reduce reliance on the automobile.

Goal 7: Provide efficient goods movement

Goal 8: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of the KACP.

Goal 9: Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.

[23] Draft 2023 Kingsburg Area Community Plan. Page. 23. Included in Appendix "E" of this Draft EIR.

Goal 10: Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.

Goal 11: Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.

City of Kingsburg General Plan Policies

Arterial and Collector Street Policy 9 – Direct access to Arterials and Collectors from residential development is to be discouraged except where physic al conditions do not allow for other design solutions. In commercial and multi-family areas, access may be required from an alley or from a continuous driveway along the rear of adjacent commercial lots. Access from the street side yard of a corner lot which sides onto an Arterial shall be prohibited in new subdivisions or on undeveloped lots in existing subdivisions.

IMPACT EVALUATION

Would the project:

a) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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

The "Kingsburg Area Community Plan Traffic and Vehicle Miles Traveled Study Report [TIS]" for the Draft 2023 Kingsburg Area Community Plan was prepared by expert consultant VRPA Technologies and is included in Appendix "D" of this DEIR. An important component of the TIA was to assess existing traffic conditions, future traffic conditions, and cumulative traffic impacts as a result of the Project.

"This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to preparation of the Kingsburg Area Community Plan (KACP). The TIS will provide a policy framework to address potential traffic impacts encountered in the planning process. The TIS shall be used as a guide for establishing land use patterns that minimize traffic impacts on the community and shall include measures and solutions to address existing and foreseeable traffic conflicts."[24]

The following description of the region/project is included in the TIS, "The Kingsburg Community lies within the central portion of the San Joaquin Valley. The communities are

[24] Kingsburg Area Community Plan TIS. Page 1. Prepared by VRPA Technologies. April 2022, and included ins Appendix "D" of this DEIR.

located on the Valley floor at an elevation of approximately 302 feet above sea level with the surrounding area mostly flat. Figure 1-1 shows the Kingsburg community in the context of its region. The transportation system within the planning area includes State Route (SR) 99 in addition to several County routes and a grid of local streets as shown in Figure 1-2 [in the TIS, **Figure 3.17-1**]. The Kingsburg Community is located at the border of Fresno and Tulare County inside the City of Kingsburg Sphere of Influence (SOI) and 5 miles south of the City of Selma [in Fresno County]."[25]

Study Area

"The following intersections and adjoining roadway segments included in this TIS were determined in consultation with Tulare County Resource Management Agency (RMA) and California Department of Transportation (Caltrans) staff and include:

Intersections

1. Road 12 & Frontage Road - SR 99 NB Off Ramp
2. Road 12 & Avenue 394 - SR 99 SB On Ramp
3. Road 12 & Avenue 392
4. SR 99 SB Off Ramp & Avenue 394 (Mehlert Street)
5. Road 16 & Avenue 396

Study Scenarios

"The TIS completed for the proposed Project includes level of service (LOS) analysis for the following traffic scenarios:

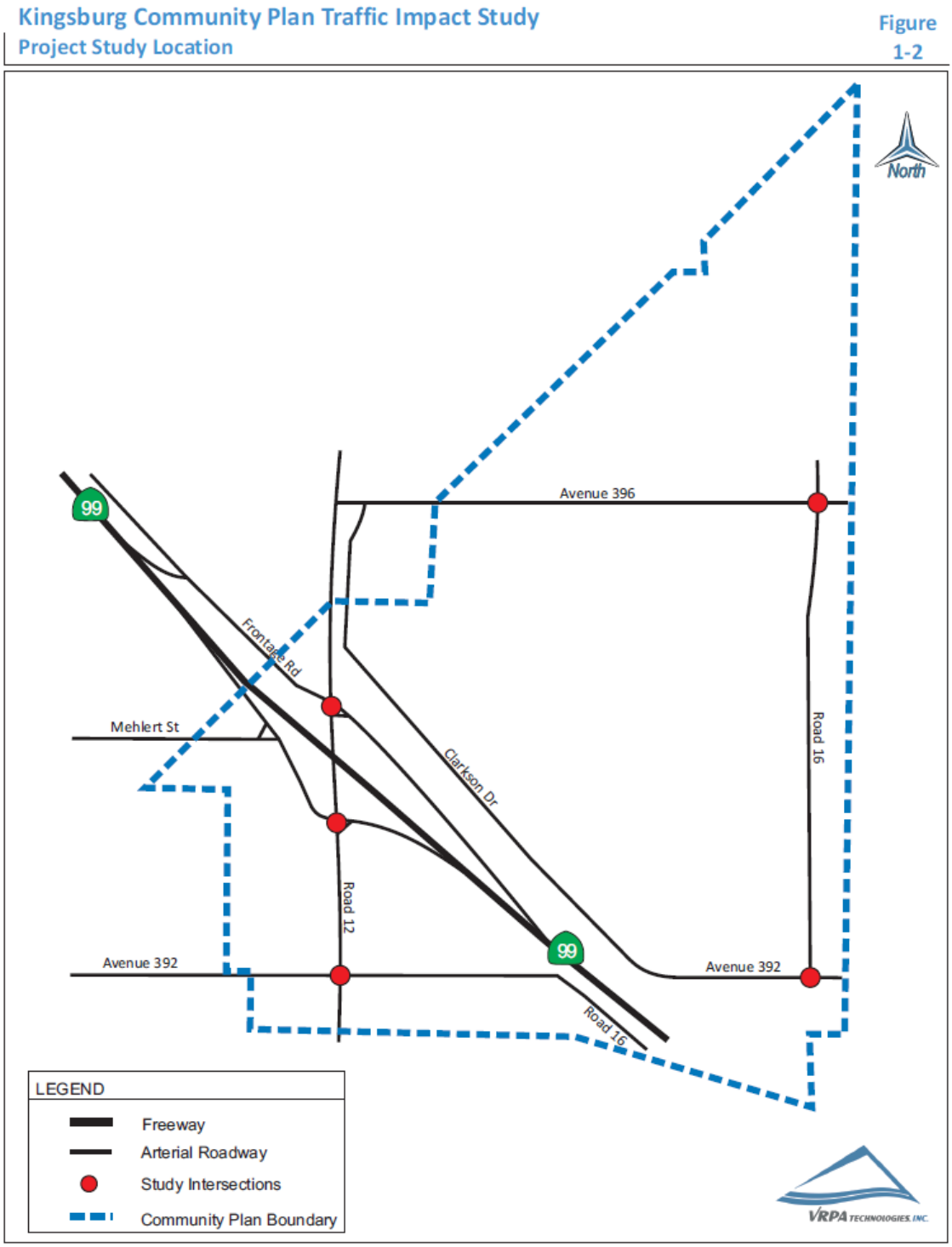
- ✓ Existing Year 2022 Conditions
- ✓ Future Year 2030 No Build Conditions"[26]

Methodology

"When preparing a TIS, guidelines set by affected agencies are followed. In analyzing street and intersection capacities the Level of Service (LOS) methodologies are applied. LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. In addition, safety concerns are analyzed to determine the need for appropriate mitigation resulting from increased traffic near sensitive uses and other evaluations such as the need for signalized intersections or other improvements."[27]

[25] Ibid.
[26] Op. Cit.
[27] Op. Cit. 2.

Figure 3.17-1
Project Location and Intersections



Intersection Analysis

Intersection LOS analysis was conducted using the Synchro 10 software program. Synchro 10 supports the Highway Capacity Manual (HCM) 6th Edition methodologies and is an accepted program by Tulare County staff for assessment of traffic impacts. Levels of Service can be determined for both signalized and unsignalized intersections.

Tables 1-1 and 1-2 [in the TIS] indicate the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from LOS "A" to "F". LOS "A" represents the best operating conditions and LOS "F" represents the worst operating conditions. For signalized intersections, LOS operations are based on an intersection's average control delay expressed in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 1-1 [in the TIS].

At two-way or one-way stop-controlled intersections, LOS is calculated for each controlled movement in addition to the overall LOS of the entire intersection. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

The signalized LOS standards applied to calculate intersection LOS are in accordance with the current edition of the HCM. Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1 [in the TIS].

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The latest edition of the California Manual on Uniform Traffic Control Devices (California MUTCD) introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified. The California MUTCD Peak Hour Warrant (Warrant 3) will be used, as necessary, to determine if a traffic signal is warranted at unsignalized intersections that fall below current LOS standards."[28]

[28] Op. Cit. 2 and 5.

Policies to Maintain Level of Service

"An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, Tulare County and Caltrans adopt minimum levels of service in an attempt to control congestion that may result as new development occurs.

Tulare County's 2030 General Plan, policy number TC-1.16, identifies a minimum LOS standard of "D" on the County roadway system (both segments and intersections).

Given the LOS standards of the various agencies in the Project area, the goal of the Project is to provide LOS results that meet the minimum LOS "D" for all intersections and segments."[29]

Existing Conditions

Existing Traffic Counts and Roadway Geometrics

"The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Existing "AM and PM peak hour turning movements were collected at each study intersection by National Data and Surveying Services. Intersection turning movement counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM for all key intersections in January 2022. Traffic count data worksheets are provided in Appendix B [of the TIS].

Existing lane geometry is shown in Figure 2-1 [in the TIS, **Figure 3.17-2** in this Draft EIR]. Existing (2022) AM and PM peak hour traffic volumes are shown in Figures 2-2 and 2-3 [in the TIS, **Figures 3.17-3** and **3.17-4**; respectively, in the Draft EIR."[30]

Existing Functional Roadway Classification System

"Functional classification is the process by which streets and highways are grouped into classes according to the type of service they provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

- ✓ **State Highways** (which may be freeways, expressways or conventional highways) – Connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

  State Route (SR) 99 is the principle state highway serving the Kingsburg Community. SR 99 primarily exists as a divided six-lane. The State Route runs north to south along the

[29] Op. Cit. 5.
[30] Op. Cit. 11.

California."[31] The posted speed limit is generally 70 mph on SR 99 through the KACP planning area. According to Caltrans' website, during Year 2021 the average annual daily traffic (AADT) along SR 99 in the study area indicated southbound volumes of 72,000 south of Mendocino Avenue, 73,000 south of the Fresno-Tulare County line, then 74,000 beyond the Fresno-Tulare County line. Peak hour volumes were 5,500 south of Mendocino Avenue , 5,700 south of the Fresno-Tulare County line, then 5,800 beyond the Fresno-Tulare County line. Northbound AADT volumes were 65,000 at the Fresno-Tulare County line and 68,000 north of Mendocino Avenue; peak hour volumes were 5,600 at the Fresno-Tulare County line, and 5,800 north of Mendocino Avenue.[32]

- ✓ "**Arterials** – Serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.

  Road 12/Mendocino Ave serves an Arterial in the study area.

- ✓ **Collectors** – Provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers and limited direct access to abutting properties.

  Avenues 392 [east and west of SR 99], Avenue 394/Mehlert Street [west of SR 99] and Avenue 396/Kern Street [between Road 112/Mendocino Avenue and Road 116] are classified as collector streets in the study area.

- ✓ Local Streets – Provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

In recent years the concept of "Complete Streets" has evolved. Under this concept, while streets may still carry a primary functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions."[33]

[31] Op. Cit.

[32] Caltrans. Traffic Census Program. Traffic Volumes: Annual Average Daily Traffic (AADT) for ALL vehicles in California State Highways. 2021 AADT. Accessed July 2023 at: https://dot.ca.gov/programs/traffic-operations/census or Traffic Census Program | Caltrans

[33] Op. Cit. 17 and 18.

Figure 3.17-2
Existing Lane Geometry - Study Intersections

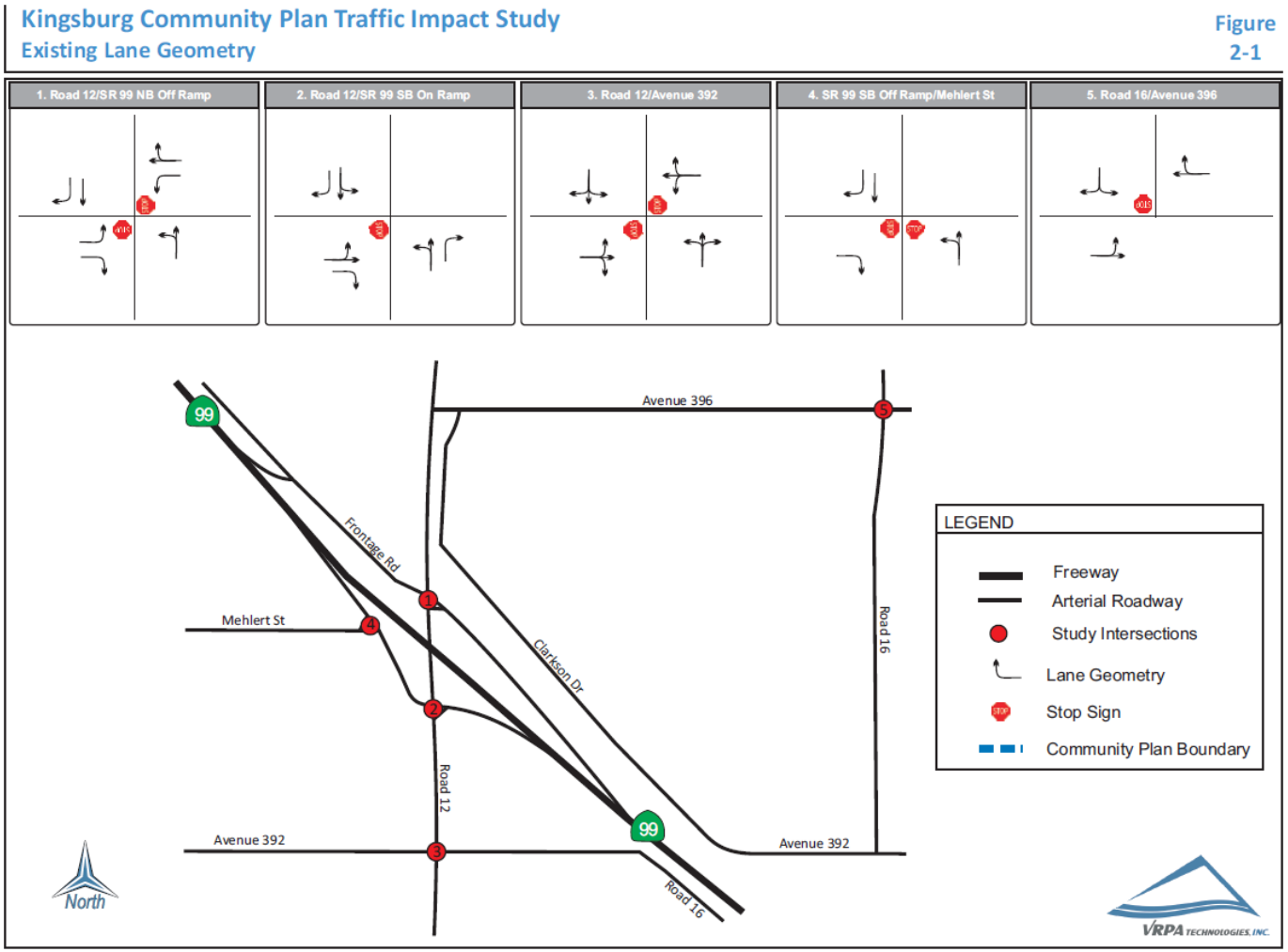


Figure 3.17-3
Existing AM Peak Hour Traffic

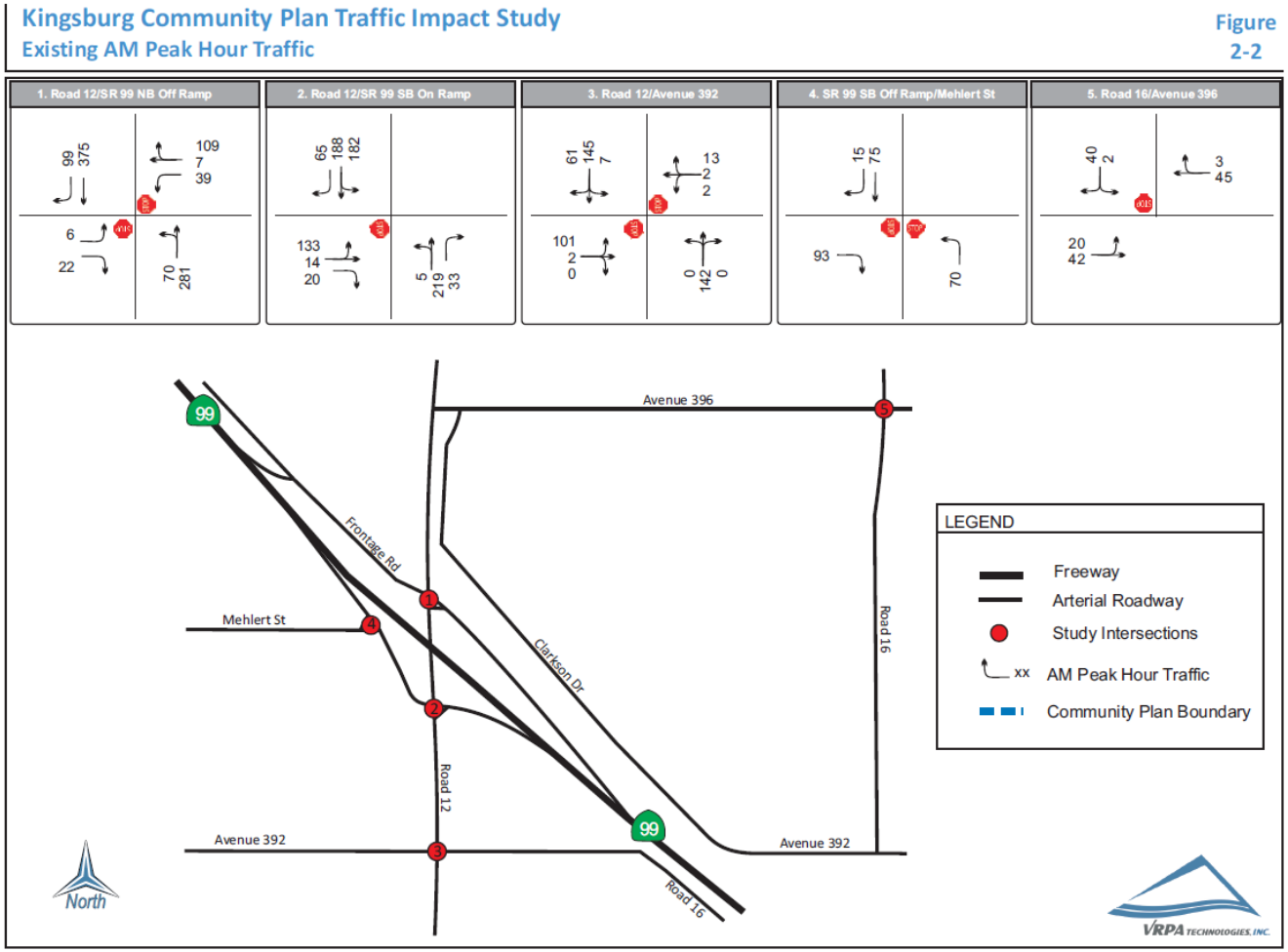


Figure 3.17-4
Existing PM Peak Hour Traffic

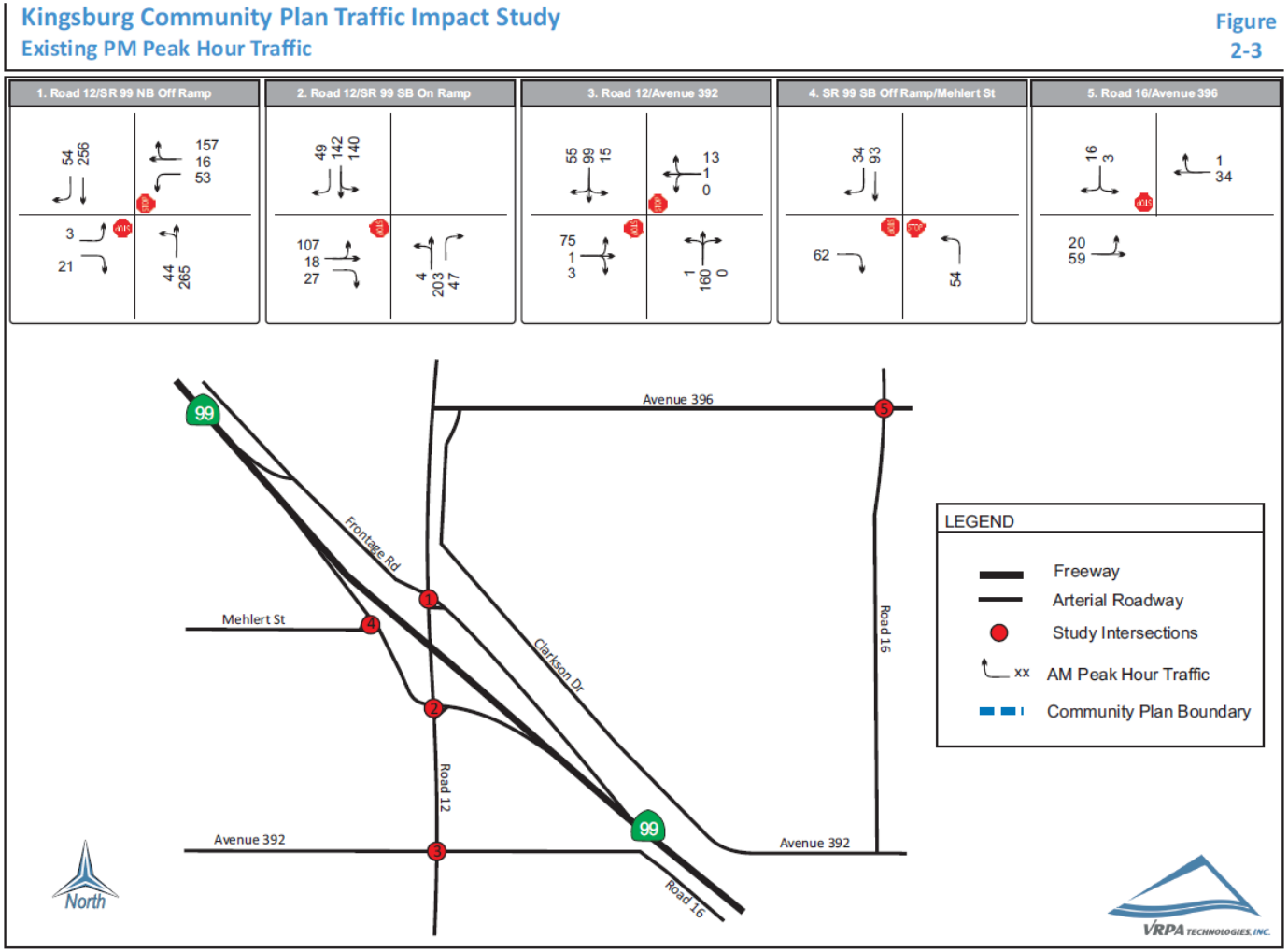


Table 3.17-1
Intersection Operations

	Intersection	Sign Control	Peak Hour	Existing Year (2022	
				Delay[(a)]	LOS[(b)]
1	Road 12 & Frontage road - SR 99 NB Off Ramp	Two way stop	AM	14.2	B
			PM	11.3	B
2	Road 12 & Avenue 394 – SR 99 SB On Ramp	Two way stop	AM	13.6	B
			PM	11.1	B
3	Road 12 & Avenue 392	All way stop	AM	12.8	B
			PM	12.1	B
4	Avenue 394 & SR 99 SB Off Ramp	Two way stop	AM	7.5	A
			PM	7.5	A
5	Road 16 & Avenue 396	Two way stop	AM	8.8	A
			PM	8.7	A

Notes:
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement
(b) LOS calculations are based on the methodology outline in the Highway Capacity Manual 6th Edition.

Affected Streets and Highways

"Major street and highway intersections and segments in KACP planning area were analyzed to determine levels of service utilizing HCM-based methodologies described previously. The study intersections and street and highway segments included in this TIS are listed below.

Intersections

1. Road 12 & Frontage Road- SR 99 NB Off Ramp
2. Road 12 & Avenue 394 - SR 99 SB On Ramp
3. Road 12 & Avenue 392
4. SR 99 SB Off Ramp & Avenue 394 (Mehlert Street)
5. Road 16 & Avenue 396 (Kern Street)"[34]

Also, see earlier discussion regarding_Intersection Capacity Analysis, public transit, TCaT, AMTRAK, High Speed Rail, and Aviation.

Intersection Capacity Analysis

"All intersection LOS analyses were estimated using Synchro 10 Software. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc.) were input into the Synchro 10 Software program in order to accurately determine the travel delay and LOS for each Study scenario. The intersection LOS and delays reported represent the 6th Edition HCM outputs.

Results of the analysis show that all of the study intersections are currently operating at acceptable levels of service. Table 2-1 [in the TIS, **Table 3.17-1** in this Draft EIR] shows the

[34] Op. Cit. 18.

intersection LOS for the existing conditions. Synchro 10 (HCM 6th Edition) Worksheets are provided in Appendix C [of the TIS]."[35]

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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

As there are no development proposals as part of this Project, there will be no immediate physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon. However, over time, and as planned growth occurs within the KACP planning area, mitigable impacts will occur.

Traffic Impacts and Circulation Analysis

The TIS provides the following assessment of the anticipated traffic as it relates to the Kingsburg Area and the impact of that traffic on the surrounding street system.

Future Year Forecasts

"To assess the impacts that the Kingsburg Area Community Land Use Plan may have on the surrounding street and highway segments and intersections, the first step is to evaluate the future year traffic growth and the historic population growth within the community. The horizon year for this analysis was 2030. Although there is no change in development levels associated with the Community Plan, traffic increases are expected based on development in growth in traffic generated at external locations and traffic generated by two development projects within the community plan area, the GPA 19-001 General Plan Initiation project and the Hash Farms/Andersen Village project. Traffic growth from external sources was estimated using a typical historical growth factor of 2.0% per year. Traffic growth from the two development projects was obtained from the traffic impact studies conducted for these projects."[36]

[35] Op Cit. 31.
[36] Op. Cit.

Future Year 2030

"The Future Year 2030 traffic, resulting from the process described above, is shown in Figures 3-1 and 3-2. [in the TIS, see **Figures 3.17-5** and **3.17-6** in the Draft EIR]."[37]

Impacts

Intersection Capacity Analysis

"Table 3-1 [in the TIS, **Table 3.17-2** in this Draft EIR] shows the anticipated level of service conditions at study intersections for the Future Year 2030 scenario. Results of the analysis show that two (2) of the study intersections will exceed level of service standards. The improvement projects listed in Chapter 4.0 [of the TIS] will alleviate level of service deficiencies at study intersections for all Future Year 2030 conditions." [38]

Table 3.17-2
2030 Intersection Operations

Intersection		Sign Control	Peak Hour	Existing Year (2022	
				Delay[(a)]	LOS[(b)]
1	Road 12 & Frontage Road – SR 99 NB Off Ramp	Two-way stop	AM	225.2	F
			PM	53.4	F
2	Road 12 & Avenue 394 – SR 99 SB On Ramp	Two-way stop	AM	87.9	F
			PM	35.1	F
3	Road 12 & Avenue 392	All-way stop	AM	14.8	B
			PM	13.6	B
4	Avenue 394 & SR 99 SB Off Ramp	Two-way stop	AM	8.2	A
			PM	8.8	A
5	Road 16 & Avenue 396	Two-way stop	AM	8.8	A
			PM	9.2	A

Notes:
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement
(b) LOS calculations are based on the methodology outline in the Highway Capacity Manual 6th Edition.

As indicated in the TIS, "The traffic analysis provided in Chapters 1 through 3 indicates that there is the potential for traffic congestion at the SR 99/Road 12/Mendocino Avenue interchange. However, Caltrans has a plan for improvement of the interchange in place through the Mendocino (18th Avenue)/SR 99 Safety and Capacity Study (Caltrans 2019). Traffic operations with improvement of the interchange are shown in Table 4-1 [in the TIS, **Table 3.17-3** in the Draft EIR].

[37] Op. Cit.
[38] Op. Cit.

Table 3.17-3
2030 Intersection Operations with Improvements

Intersection		Sign Control	Peak Hour	Existing Year (2022	
				Delay[(a)]	LOS[(b)]
1	Road 12 & Frontage Road – SR 99 NB Off Ramp	Two-way stop	AM	19.8	B
			PM	14.6	B
2	Road 12 & Avenue 394 – SR 99 SB On Ramp	Two-way stop	AM	21.0	C
			PM	11.7	B
3	Road 12 & Avenue 392	All-way stop	AM	14.8	B
			PM	13.6	B
4	Avenue 394 & SR 99 SB Off Ramp	Two-way stop	AM	8.7	A
			PM	8.2	A
5	Road 16 & Avenue 396	Two-way stop	AM	8.8	A
			PM	9.2	A

Notes:
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement
(b) LOS calculations are based on the methodology outline in the Highway Capacity Manual 6th Edition.
(c) Traffic Signal and intersection improvements assumed per Caltrans Mountain View/SR 99 & Mendocino (18th Avenue)/SR 99 Safety and Capacity Study.

Results of the traffic analysis show that the [draft 2023] Kingsburg Area Community Plan is in consistent [sic] with both the Tulare County General Plan and the TCAG Regional Transportation Plan. The General Plan currently calls for all intersections and roadway segments to be maintained at LOS "D" or better; this objective would be obtained given implementation of the Community Plan and the assumed roadway improvements included in the Mendocino (18th Avenue)/SR 99 Safety and Capacity Study. Furthermore, any increases in traffic would be expected to occur with or without the implementation of the Community Plan. The Kingsburg Area Community Plan also meets Caltrans' acceptable level of service criteria in the study area with the development of specific roadway improvements noted below. As a result, the Kingsburg Area Community Plan will not conflict with a program, 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."[39]

Therefore, based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed KACP would result in a less than significant impact with mitigation. Tulare County RMA agrees with and supports this assessment and conclusion. As such, the Project would result in a ***Less Than Significant Project-specific Impact*** related to this Checklist Item through the Year 2030 planning horizon.

[39] Op. Cit. 31-32.

Figure 3.17-5
2030 AM Peak Hour Traffic

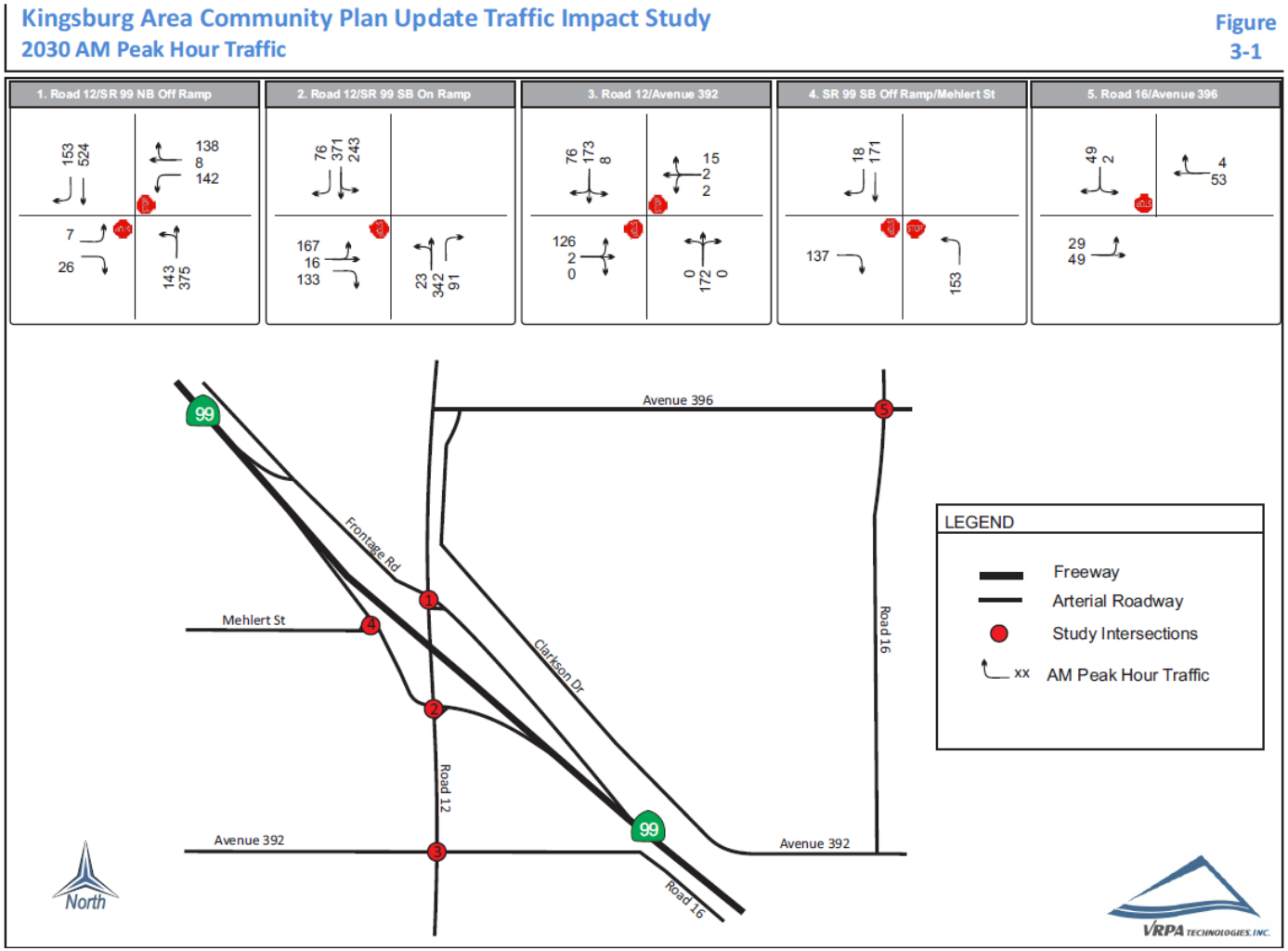
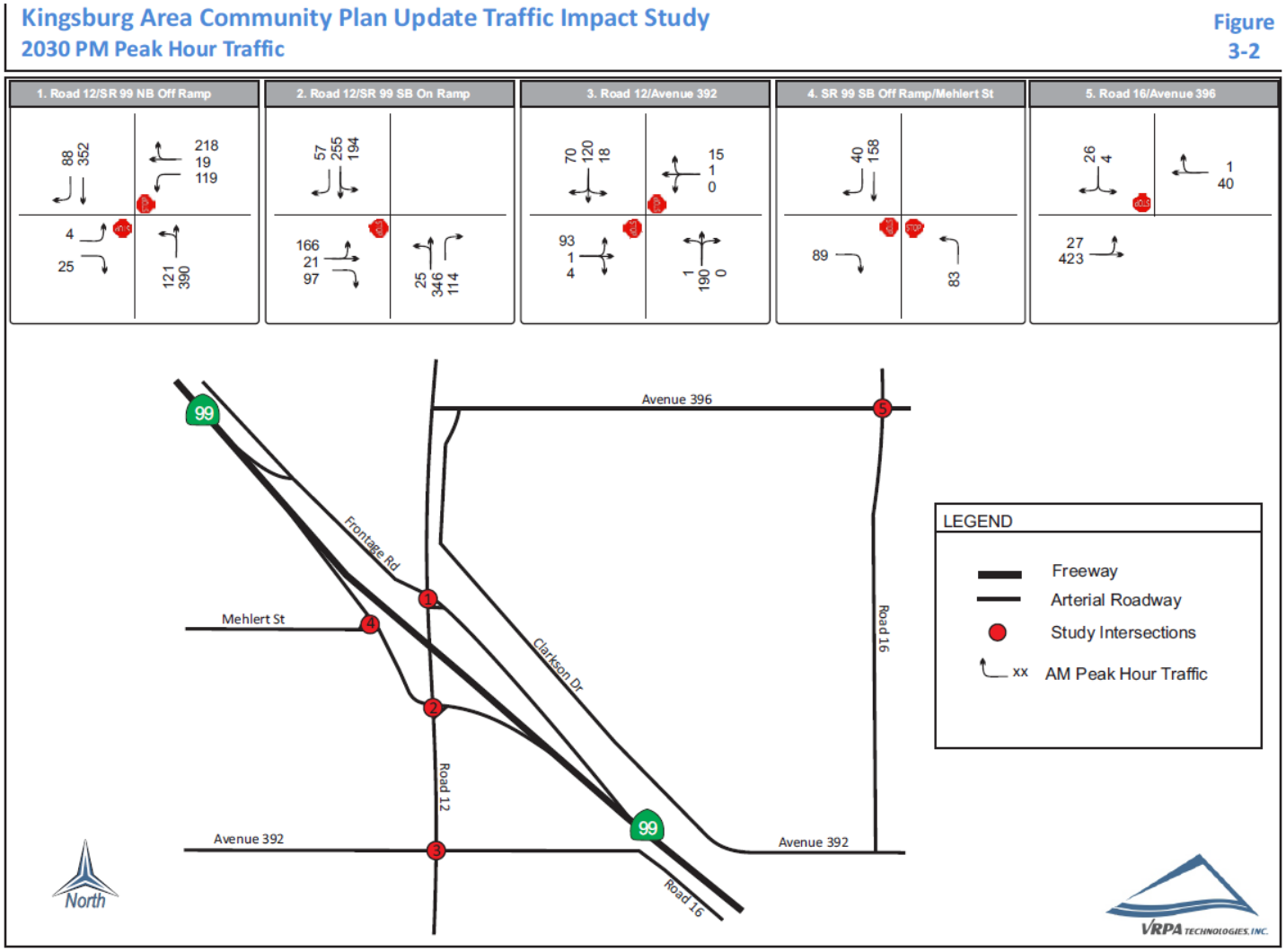


Figure 3.17-6

2030 PM Peak Hour Traffic



b) conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

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

As noted earlier, there are no development proposals as part of this Project, there will be no immediate physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning Area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon.

"Senate Bill 743 (SB 743) was implemented throughout California on July 1, 2020 resulting in new CEQA guidance described in section 15064.3, subdivision (b). This legislation requires that transportation analysis conducted under the California Environmental Quality Act (CEQA) be conducted using VMT [Vehicle Miles Travelled] or other similar performance measures rather than vehicle level of service and delay which was the traditional performance measure. SB 743 applies to both land development and transportation projects. In addition, it applies to projects initiated by public agencies as well as projects that are initiated by private companies and individuals. Chapter 5 of this report provides a vehicle miles traveled analysis that indicates a less than significant impact with respect to VMT. As a result, the Project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)."[40]

Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. Therefore, the Project would result in a ***Less Than Significant Impact*** related to this Checklist Item through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR. There are no Congestion Management Programs in Tulare County or through the Tulare County Association of Governments. Therefore, there will be a ***Less Than Significant Impact*** related to this Checklist Item through the Year 2030 planning horizon.

[40] Op. Cit. 32.

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

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. As a result, the Project would result in a ***Less Than Significant Impact*** related to this Checklist Item through the Year 2030 planning horizon.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

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

As noted previously, there are no development proposals as part of this Project, there will be no immediate physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning Area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon.

As indicated in the TIS prepared by expert consultants VRPA Technologies, "The Kingsburg Area Community Plan would not result in hazards due to design features, since all proposed improvements would be built to County and Caltrans design standards. The proposed Community Plan land uses would not increase the use of farm equipment on streets and roads in the Kingsburg Area Community. As a result, the Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, no mitigation is needed."[41]

Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As a result, the Project would result in a ***Less Than Significant Project-specific Impact*** related to this Checklist Item through the Year 2030 planning horizon.

[41] Op. Cit.

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 Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, no design changes that would cause a hazard are proposed as part of the Project. There are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning Area. The County Adopted City Urban Development Boundary will also be expanded to accommodate projected growth and land use needs. As a result, the Project would, within the planning horizon (Year 2030) of the Community Plan planning area.

Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Update would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As a result, the Project would result in a ***Less Than Significant Cumulative Impact*** related to this Checklist Item through the Year 2030 planning horizon.

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

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

d) Result in inadequate emergency access?

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

A noted earlier, there are no development proposals as part of this Project, there will be no immediate physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning Area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs to be consistent with the Tulare County General Plan's 1.3% growth rate through the Year 2030 planning horizon.

As indicated in the TIS, "The [draft 2023] Kingsburg Area Community Plan would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the study intersections and roadway segments will meet acceptable levels of service with the development of specific roadway improvements. As a result, the Project will not result in inadequate emergency access. Therefore, no mitigation is needed."[42]

Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Update would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As a such, the Project would result in a ***Less Than Significant Impact*** related to this Checklist Item through the Year 2030 planning horizon.

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 Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the KACP planning area. The County Adopted City Urban Development Boundary will also be expanded to accommodate projected growth and land use needs. As a result, the Project would result in a ***Less Than Significant Cumulative Impact*** related to this Checklist Item will occur through the Year 2030 planning horizon.

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

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur through the Year 2030 planning horizon.

[42] Op. Cit.

ACRONYMS AND ABBREVIATIONS

AADT	Average Annual Daily Traffic
AB	Senate Bill (in California)
ACS	American Community Survey
ADA	Americans Disability Act
CACUDB	County Adopted City Urban Development Boundary
CALUP	Comprehensive Airport Land Use Plan
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CNG	Compressed Natural Gas
COLT	(Porterville Operated) City Operated Local Transit
DART	Dinuba Area Transit
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
FAT	Fresno Air Terminal (aka, Fresno-Yosemite International Airport)
FFS	Free-Flow Speed
KACP	Kingsburg Area Community Plan
KART	Kings Area Rural Transit
HCM	Highway Capacity Manual
HSRA	High Speed Rail Authority
LOS	Level Of Service
MOE	Measure of Effectiveness
MPO	Metropolitan Planning Organization
MUTCD	California Manual on Uniform Traffic Control Devices
RMA	(Tulare County) Resource Management Agency
RTP	Regional Transportation Plan
SB	Senate Bill (in California)
SCS	Sustainable Communities Strategy
SJJPA	San Joaquin Joint Powers Authority
SR	State Route
SWITRS	Statewide Integrated Traffic Records System
s/veh	Seconds/Vehicle
TCAG	Tulare County Association of Governments
TCaT	Tulare County Transit Agency
TIME	Tulare InterModal Express
TIMS	Transportation Injury Mapping System
TIS	Traffic Impact Study
UDB	Urban Development Boundary
v/c	Volume to Capacity
VCC	Visalia City Coach
VMT	Vehicle Miles Travelled
VRPA	VRPA Technologies, Inc. (consultant)

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Tribal Cultural Resources
Chapter 3.18

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact*** to Cultural Resources with mitigation through the Year 2030 planning horizon. A California Historical Resources Information Systems (CHRIS) search, consultation with the California Native American Heritage Commission (including a Sacred Lands File (SLF) search), and Tribal Consultation pursuant to AB 52 (which are included in Appendix "C" of this DEIR) are used as the basis for this finding. A previously adopted/certified environmental impact report (EIR, SCH No. 2016091017) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project (as that project is entirely within the KACP planning area) was also used in evaluating potential impact to cultural resources and is incorporated herein by reference. Also, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

Several CEQA statutes and guidelines address requirements for cultural resources, including historic and archaeological resources. If a proposed Project may cause a substantial adverse effect on the significance of a historical resource, then the Project may be considered to have a significant effect on the environment, and the impacts must be evaluated under CEQA (Section 21084.1). The definition of "historical resources" is included in Section 15064.5(b)(1) of CEQA Guidelines, and includes both historical and archaeological resources.[1] "Substantial adverse change" is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[2]

Sections 15064.5(d)-(f) also provides guidelines when there is a probable likelihood of Native American remains existing in the Project site.[3] Provisions for the accidental discovery of historical

[1] California Natural Resources Agency. CEQA Guidelines. Sections 15064.5. Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)
[2] Ibid.
[3] Op. Cit.

or unique archaeological resources encountered during construction include a recommendation for evaluation by a qualified archaeologist, with follow up as necessary.

Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands."[4]

This section of the Draft Program/Project Environmental Impact Report (DEIR) for the Project meets CEQA requirements by addressing potential impacts to cultural resources on the proposed Project site. The "Environmental Setting" section provides a description of cultural resources in the region, with special emphasis on the proposed Project site and vicinity. The "Regulatory Setting" section provides a description of applicable State and local regulatory policies. Results of cultural resources reports from CHRIS are included. A description of potential impacts is provided, along with feasible mitigation measures to reduce the impacts to less than significant.

CEQA Thresholds of Significance

- Would the Project cause a substantial adverse change in the significance of a tribal cultural resource that is listed in a state or local register of historical resources
- Would the Project cause a substantial adverse change in the significance of a tribal cultural resource that has been determined by a local agency to be significant pursuant to criteria set forth in the Public Resources Code

ENVIRONMENTAL SETTING

Tulare County

The Kingsburg Area Community Plan (KACP) Planning Area is generally triangular in shape with the Tulare County/Fresno County line as the northwestern boundary, Road 16 generally as the eastern boundary, areas just south of Avenue 392 as the southern boundary, and areas generally north of Avenue 392 (west of Road 12) as the western boundary. Surrounding uses include the City of Kingsburg to the northwest, scattered rural residences and agriculturally productive lands to the east and south, and agricultural lands and service commercial uses to the west and the southwestern part of the City of Kingsburg (predominantly single-family residences). See **Figure 2-2A** Existing and Surrounding Land Uses Aerial View.

"Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley

[4] California Legislative Information. PRC PUBLIC RESOURCES CODE – PRC DIVISION 5. PARKS AND MONUMENTS [5001 - 5873] CHAPTER 1.7. Archaeological, Paleontological, and Historical Sites [5097 - 5097.7]. Section 5097.5 Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5097.5.

Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory."[5]

"California's coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region."[6]

"The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford. Visalia, the County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley. The California Department of Finance estimated the 2007 Tulare County population to be 430,167"[7]

Existing Cultural and Historic Resources

"Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources."[8]

Due to the sensitivity of many prehistoric, ethnohistoric, and historic archaeological sites, locations of these resources are not available to the general public. The Information Center at California State University Bakersfield houses records associated with reported cultural resources surveys, including the records pertinent to sensitive sites, such as burial grounds, important village sites, and other buried historical resources protected under state and federal laws.

[5] Tulare County General Plan 2030 Update. Page 8-5. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf

[6] Ibid.

[7] Op. Cit. Page 8-6.

[8] Tulare County General Plan 2030 Update. Background Report. Page 9-56. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf

Existing Resources

Records Search Results

A records search (that is, the California Historical Resources Information Systems (CHRIS)) of site files and maps was conducted at the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield. According to a CHRIS research completed in August 2020, the results letter states, "According to the information in our files, there have been three previous cultural resource studies conducted within the project area. There have been five additional studies conducted within the one-half mile radius. A list is enclosed [in the letter]. There is one recorded resource within the project area. There are 61 recorded resource[s] within the one-half mile radius. These resources primarily consist of historic buildings and include an historic railroad."[9]

As there are no development plans or proposal that would impact these resources during this planning process, it is unlikely that any these resources would be impacted by adoption of the Community Plan. Any future developments would be evaluated on a case-by-case basis specific to the site where a proposal may occur to ensure appropriate minimization, avoidance, or mitigation may be necessary.

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted in order to determine whether Native American sacred sites have been identified either within or in close proximity to the study area. The NAHC responded in a letter dated July 30, 2020, stating that, "The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law."[10] The NAHC further notes, "The result of the Sacred Lands File (SLF) check conducted to through the Native American Heritage Commission was negative"[11] The NAHC qualifies its comments by stating, "Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource. This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand well help to facilitate the consultation process."[12]

The NAHC advised that when specific projects become public, that the County or appropriate jurisdiction inform the Native American contacts provided by the NAHC as to the nature of the proposed project. As part of the consultation process, the NAHC recommends that local government and project developers contact tribal governments and Native American individuals on the list provided in order to determine of the proposed action might impact any cultural places

[9] California Historical Resources Information Systems (CHRIS). Southern San Joaquin Valley Archaeological Information Center. California State University, Bakersfield. Record Search 20-278. Included in Appendix "C" of this Draft EIR.
[10] Native American Heritage Commission (NAHC). SLF Results Letter. July 30, 2020. Page 1. Included in Appendix "C" of this Draft EIR.
[11] Ibid. 2.
[12] Op. Cit.

or sacred sites. NAHC also recommends that more than one written notice sent to tribes that are traditionally and culturally affiliated to a potential area of project affect (APE) during the 30-day notification period to ensure that the information has been received.

Letters and follow-up phone calls were made to tribal organizations on the NAHC contact list, to determine whether tribal cultural resources were known in or near the Project. These investigations determined that the Project area had not been previously surveyed and that no sites or tribal cultural resources were known to exist within or near it.

Planning Department Records Search

It is also noted that Planning Department records search of building permits and other types of entitlements within the KACP planning area by RMA staff indicates that no new projects (i.e., construction-related developments which involves new structures or any clearing or earthmoving) have occurred since the CHRIS was conducted by the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield. As such, the landscape remains unchanged since the CHRIS was completed; that is, no surface or subsurface ground disturbances, demolition, or other physical changes within the planning area have occurred thus it is unlikely than any cultural resources have been impacted since the CHRIS was completed.

City of Kingsburg

"The environmental setting of the Kingsburg planning area is dominated by residential, commercial and industrial use, with supporting public and semi-public facilities such as schools, churches, a hospital, government offices and public utilities… The developed urban complex encompasses an area of approximately 1,270 gross acres of land, including streets, or 2.00 square miles, and is surrounded by prime agricultural land devoted almost exclusively to vineyards and orchards."[13]

REGULATORY SETTING

Federal Agencies & Regulations

The National Historic Preservation Act

"With passage of the National Historic Preservation Act (NHPA) in 1966, the federal government embarked on a new era of leadership in the preservation of our nation's historic properties.

The NHPA established a partnership between the federal government and state, tribal, and local governments that is supported by federal funding for preservation activities. The National Park Service provides matching grants-in-aid from the Historic Preservation Fund to State Historic

[13] Comprehensive General Plan and Environmental Impact Report for the Swedish Village of Kingsburg, July 1992. Page 23. Accessed July 2023 at: https://www.cityofkingsburg-ca.gov/DocumentCenter/View/1815/City-of-Kingsburg-General-Plan or PART I (cityofkingsburg-ca.gov).

Preservation Officers, Tribal Historic Preservation Officers, and local governments certified as having qualified preservation programs. The NHPA also created the ACHP, the first and only federal agency created solely to address historic preservation issues.

The NHPA established a framework to foster a new ethic through all levels and agencies of the federal government. Section 106 of the NHPA requires federal agencies to consider the impact of their actions on historic properties and provide the ACHP with an opportunity to comment on projects before implementation. Because of Section 106, agencies have to assume responsibility for the consequences of their actions on historic properties and be publicly accountable for their decisions. Section 110 calls on all federal agencies to establish preservation programs and designate Federal Preservation Officers to coordinate their historic preservation activities."[14]

State Agencies & Regulations

California State Office of Historic Preservation (OHP)

"The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historical Resources Commission.

OHP's responsibilities include:

- Identifying, evaluating, and registering historic properties;
- Ensuring compliance with federal and state regulatory obligations;
- Encouraging the adoption of economic incentives programs designed to benefit property owners;
- Encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California."[15]

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it meets the following criteria:

- "Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).

[14] Advisory Council on Historic Preservation. 2021. National Historic Preservation Act. Accessed July 2023 at: https://www.achp.gov/digital-library-section-106-landing/national-historic-preservation-act

[15] California Office of Historic Preservation. 2021.Mission and Responsibilities. Accessed July 2023 at: http://ohp.parks.ca.gov/?page_id=1066

- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4)."[16]

Tribal Consultation Requirements: SB 18 (Burton, 2004)

On September 29, 2004, Governor Schwarzenegger signed Senate Bill 18, Tribal Consultation Guidelines, into law. SB 18, enacted March 1, 2005, creates a mechanism for California Native American Tribes to identify culturally significant sites that are located within public or private lands within the city or county's jurisdiction. SB 18 requires cities and counties to contact, and offer to consult with, California Native American Tribes before adopting or amending a General Plan, a Specific Plan, or when designating land as Open Space, for the purpose of protecting

Native American Cultural Places (PRC 5097.9 and 5097.993). The Native American Heritage Commission (NAHC) provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe.[17]

Tribal Consultation Requirements: AB 52 (Gatto, 2014)

The Public Resources Code has established that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. (Pub. Resources Code, § 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact."[18]

California Native American Heritage Commission (NAHC)

"In 1976, the California State Government passed AB 4239, establishing the NAHC as the primary government agency responsible for identifying and cataloging Native American cultural resources. Up until this point, there had been little government participation in the protection of California's

[16] California Office of Historic Preservation. 2021. Programs. Registration Programs. California Register of Historical Places. Criteria for Designation. Accessed July 2023 at: https://ohp.parks.ca.gov/?page_id=21238

[17] California Legislative Information. 2021. Bill Number: SB 18. Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200320040SB18

[18] Governor's Office of Planning and Research. 2017. Technical Advisory. Page 4. AB 52 and Tribal Cultural Resources in CEQA. Accessed July 2023 at: https://opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf

cultural resources. As such, one of the NAHC's primary duties, as stated in AB 4239, was to prevent irreparable damage to designated sacred sites, as well as to prevent interference with the expression of Native American religion in California."[19]

"Today, the NAHC provides protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction. It also provides a legal means by which Native American descendants can make known their concerns regarding the need for sensitive treatment and disposition of Native American burials, skeletal remains, and items associated with Native American burials."[20]

CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below. [21]

(1) When a Project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not apply to surveys and site evaluation activities intended to determine whether the Project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the Project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission:

[19] California Native American Heritage Commission (NAHC). About the Native American Heritage Commission. Accessed July 2023 at: http://nahc.ca.gov/about/

[20] Ibid.

[21] California Natural Resources Agency. 2015. 15064.5. Determining the Significance of Impacts to Archeological and Historical Resources, Section 15064.5(c). Accessed July 2023 at: California Natural Resources Agency. CEQA Guidelines. Sections 15064.5. Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the Project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any Items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:

(1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).

(2) The requirements of CEQA and the Coastal Act.

(e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

(A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

(B) If the coroner determines the remains to be Native American:

1. The coroner shall contact the Native American Heritage Commission within 24 hours.

2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

(B) The descendant identified fails to make a recommendation; or

(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

(f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.

Local Policy & Regulations

Tulare County General Plan Policies

The General Plan has a number of policies that apply to Projects within Tulare County. General Plan policies that relate to the proposed Project are listed as follows:[22]

ERM-6.1 Evaluation of Cultural and Archaeological Resources - The County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards.

ERM-6.2 Protection of Resources with Potential State or Federal Designations - The County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of Statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values as determined by a qualified archaeological professional.

ERM-6.3 Alteration of Sites with Identified Cultural Resources - When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and Mitigation Measures proposed for any impacts the development may have on the resource.

ERM-6.4 Mitigation - If preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.

[22] Tulare County, 2012. Tulare County General Plan 2060 Update. Pages 8-18 to 8-19 Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf

ERM-6.8 Solicit Input from Local Native Americans - The County shall continue to solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.

ERM-6.9 Confidentiality of Archaeological Sites - The County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.

ERM-6.10 Grading Cultural Resources Sites - The County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

IMPACT EVALUATION

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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).

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update and Zoning classifications and Zoning Map for Kingsburg Area Community Plan (KACP) planning Area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. According to the Draft KACP, land use patterns in the KACP planning Area are typical of other Valley communities. Commercial development are situated on the more heavily traveled streets (e.g., Kern Street/Avenue 396, Mehlert Street/Avenue 394, and Road 12); industrial development is located along the SP railroad, Clarkson Drive, Kern Steet/Avenue 396, and Avenue 392; the Summerlyn (formerly Hash Farms and Andersen Village) single-family residential subdivision project is generally northwest of Avenue 392 and Road 12; single family residential subdivisions to the west; scattered rural residences; and agricultural uses to the south, southwest, east, and southeast east of the KACP planning Area. The City of Kingsburg is, with its combination of commercial, light industrial, residential, etc., urban uses, adjacent to and northwest of the KACP planning Area.

As noted earlier, the records search (that is, the California Historical Resources Information Systems (CHRIS)) of site files and maps was conducted at the Southern San Joaquin Valley Archaeological Information Center (Center), California State University, Bakersfield. The CHRIS research was completed in August 2020 wherein the results letter states, "According to the information in our files, there have been three previous cultural resource studies conducted within the project area. There have been five additional studies conducted within the one-half mile radius. A list is enclosed [in the letter]. There is one recorded resource within the project area. There are 61 recorded resources within the one-half mile radius. These resources primarily consist of historic buildings and include an historic railroad." The records search included results of known and recorded cultural resources sites, inventory and excavation reports filed with Southern San Joaquin Valley Information Center, and resources listed on the National Register of Historic Places, Historic Property Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. The August 2020 CHRIS search remains valid as there have been no changes to the physical landscape since it was initially conducted.

In their search results letter, Center staff noted, "We understand this project consists of a General Plan Amendment for the community of Kingsburg. Further, we understand no immediate ground disturbance will take place as a result of this update. Therefore, no further cultural resource investigation is recommended at this time. However, prior to any future ground disturbance project activities, we recommend a new record search be conducted so our office can then make project specific recommendations for further cultural resources study, if needed. A list of qualified consultants can be found at www.chrisinfo.org."[23] The Center staff also recommend that RMA contact the Native American Heritage Commission in Sacramento as, "They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required."[24]

As noted earlier, the Native American Heritage Commission (NAHC) provided a response letter dated July 30, 2020 (see Appendix "C"). The NAHC indicated that, "The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was negative."[25] within the Project area. Also as noted earlier, as there have been no changes to the physical landscape since the SLF search, the search results remain valid.

[23] California Historical Resources Information Systems (CHRIS). Southern San Joaquin Valley Archaeological Information Center. California State University, Bakersfield. Record Search 20-278. Included in Appendix "C" of this Draft EIR.

[24] Ibid.

[25] State of California. Native American Heritage Commission. Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, Kingsburg Area 2020 Community Plan, Tulare County. Page 2. Included in Appendix "C" of this Draft EIR.

As indicated in here and in Chapter 3.5 Cultural Resources, the proposed Project will result in a less than significant impact within the Year 2030 planning horizon. However, as development occurs, it is possible to encounter previously unknown cultural, historical, archaeological, or tribal cultural resources. Based upon this uncertainty, implementation of **Mitigation Measures 3.5.1** and **3.5.3** would reduce potential Project-specific impacts related to this Checklist Item to ***Less Than Significant Impact with Mitigation*** through the Year 2030 planning horizon.

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

The geographic area of this cumulative analysis is in the Valley floor region and Native American Tribal lands (as applicable) of Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan EIR.

The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project would be mitigated to less than significant, cumulative impacts would also be ***Less Than Significant with Mitigation*** through the Year 2030 planning horizon.

Mitigation Measure(s):

3.18.1 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 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.

3.18.2 In Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during Project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken**:**

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and

b. If the coroner determines the remains to be Native American:

i. The coroner shall contact the Native American Heritage Commission within 24 hours.

ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

b. The descendant fails to make a recommendation; or

c. The landowner or his authorized representative rejects the recommendation of the descendent.

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

Therefore, as noted earlier, in the unlikely event that Tribal Cultural resources are discovered, implementation of **Mitigation Measures 3.18.1 and 3.18.2** would result in ***Less Than Significant Project-specific and Cumulative Impacts with Mitigation*** through the Year 2030 planning horizon.

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.

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

See earlier discussion at Item a).

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

See earlier discussion at Item a).

Mitigation Measure(s): ***See Mitigation Measures 3.18-1 and 3.18-2***

See earlier discussion at Item a).

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

See earlier discussion at Item a).

DEFINITIONS/ACRONYMS

Definitions

Historical Resources - See earlier discussion at "CEQA Guidelines: Archaeological Resources," Page 3.18-7.

Significant Resource – The California Public Resources Code identifies a resource as "significant" when it meets all of the following criteria:

"(c) A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

(2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history."[26]

(g) A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

(1) The survey has been or will be included in the State Historic Resources Inventory.

(2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.

[26] California Legislative Information. 2021. Public Resources Code – PRC. DIVISION 5. PARKS AND MONUMENTS [5001 - 5873] 5024.1. Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1 CHAPTER 1. State Parks and Monuments [5001 - 5077.8].

(3) The resource is evaluated and determined by the office to have a significance rating of Category 1 to 5 on DPR Form 523.

(4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource."[27]

Acronyms

AB	Assembly Bill (in California)
APE	Area of potential effect
CACUDB	County Adopted City Urban Development Boundary
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information Systems
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
HABS/HAER	Historic American Building Survey/Historic American Engineering Record
KACP	Kingsburg Area Community Plan
NAHC	Native American Heritage Commission (of the State of California)
NHPA	National Historic Preservation Act
OHP	Office of Historic Preservation
PRC	Public Resources Code (of the State of California)
RMA	Tulare County Resource Management Agency
SHPO	State Historic Preservation Officer
SB	Senate Bill (in California)
SCH	State Clearinghouse
SR	State Route
SLF	Sacred Lands File
UDB	Urban Development Boundary

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[27] Ibid.

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Utilities and Service Systems
Chapter 3.19

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in a ***Less Than Significant Impact wth Mitigation*** to Utilities and Service Systems through the Year 2030 planning horizon. Also, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

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

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

conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas."[1]

The environmental setting provides a description of the Utilities and Service Systems setting in the County. The regulatory setting provides a description of applicable Federal, State and Local regulatory policies that were developed in part from information contained in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and/or Tulare County 2030 General Plan EIR incorporated by reference and summarized below. Additional documents utilized are noted as appropriate. A description of the potential impacts of the proposed Project is provided and includes the identification of feasible mitigation measures (if necessary and feasible) to avoid or lessen the impacts.

Thresholds of Significance

- Increase wastewater beyond existing treatment capacity per the RWQCB;
- Result in the need for waste water infrastructure that would cause impacts;
- Result in the need for waste water infrastructure that would cause impacts;
- Result in the need for water supplies or entitlements;
- Result in the determination by the wastewater provider that it has adequate capacity;
- Served by a landfill with sufficient permitted capacity to Project's needs; or
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

ENVIRONMENTAL SETTING

"Tulare County and special districts provide many important services to County residents and businesses in unincorporated communities and hamlets such as water, wastewater, storm drainage, solid waste removal, utilities, communications, fire protection, law enforcement, and a number of other community facilities and services (schools, community centers, etc.)."[2]

"Water districts supply water to communities and hamlets throughout the County. Most communities and some hamlets have wastewater treatment systems; however, several communities including Three Rivers, Plainview, Alpaugh, and Ducor rely on individual septic systems. Storm drainage facilities are generally constructed and maintained in conjunction with transportation improvements or new subdivisions in communities. Solid waste collection in the County is divided into service areas, as determined by the Board of Supervisors, with one license for each area. Southern California Edison provides electric service to the south and central areas of Tulare County while PG&E provides electric service in the north. The [Southern California] Gas Company is the primary provider of natural gas throughout the County."[3]

[1] California Natural Resources Agency. CEQA Guidelines. Section 15126.2(a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

[2] Tulare County General Plan 2030 Update. Page 14-3. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf

[3] Ibid.

The existing site is currently served by PG&E for both electricity and natural gas services.

Domestic Water and Wastewater

The KACP planning area is generally served by individual wells and it is unknown if there are any service connections regarding sewer services with the Selma-Kingsburg-Fowler (SKF) County Sanitation District.

An exception is the Summerlyn subdivision project which receives potable water service from the City of Kingsburg (City) and sanitary sewer service from SKF via extra-territorial agreements with both the City and SKF.

Selma-Kingsburg-Fowler (SKF) County Sanitation District

"The S-K-F County Sanitation District is a public agency formed in February, 1971 by the Fresno County Board of Supervisors through authority granted in the County Sanitation Districts Act and the Health and Safety Code of the State of California. The purpose of this special district is to provide for the collection, treatment and disposal of wastewater emanating from the residential, commercial, institutional and industrial dischargers within the service area of the three cities of Selma, Kingsburg, and Fowler."[4] See **Figure 3.19-1** Selma-Kingsburg-Fowler Sphere of Influence Map.

"The District owns and manages the operation of the wastewater treatment, disposal facilities, and percolation/evaporation ponds located on a 550-acree site south of East Conejo Avenue, approximately three-quarters mile west of the City of Kingsburg.

The wastewater collection system consists of approximately 167 miles of sewer lines ranging from eight inches to 42 inches in diameter plus 22 wastewater pump stations. See **Figure 3.19-2**. As previously noted [in the MSR], each member city owns its respective sewer system within its city limits, while the District owns lines outside city limits, regulates the system, and manages the existing and future expansions of the sewer system and wastewater treatment plant.

The capacity of the District's collection system is evaluated by the District's 2016 Collection system Master Plan Update (CSMP) based on various performance criteria. The District's Collection System Construction Standards (Construction Standards), as well as using typical industry criteria in sizing its collection system. According to the [2016] Master Plan, the hydraulic design flows used for the hydraulic capacity of the collection system consist of two key components: Peak Wet Weather Flows (PWWF) that are developed using (Average Dry Weather Flow (ADWF) and Peak Dry Weather Flows (PDWF). According to the Master Plan, the District's estimatedflow capacities are ADWF is 4.3 million gallons per day (mgd) and PDWF is 7.87 mgd. The District anticipates the sewer system will continue to be built out consistent with the Master

[4] Selma-Kingsburg-Fowler (SKF) County Sanitation District. About Us. Services and Objective. Accessed July 2023 at: About Us - Selma-Kingsburg-Fowler County Sanitation District (skfcsd.org)

Plan. Tthe District's estimates its 2020 flow capacities as 4.3 million gallons per day (mgd) ADWF and is 7.87 mgd PDWF. The Distric'ts PWWF design flow has a capacity of 15.91 mgd.

The California Regional Water Quality Control Board (RWQCB) regulates the District under order #5-01-255. The District has generally met the paramets of the permit and has not received any notices of violation by the CRWQCB or the CRWQCB Waste Discharge Requirements for Colleciton Systesm" [5]

Engineering/Functions - "The District operates, maintains, refurbishes, replaces, and expands the wastewater treatment plant and the large diameter sewers. Each city owns its own local sewer system. The District operates, maintains, refurbishes, and replaces the cities' sewers. The District does not build new sewers for the cities. The District makes sure that the sewer system is constructed correctly and maintains them after they are constructed.

The engineering department responds to residential/developer inquiries, conducts plan checks, issues permits, conducts sewer construction inspections, and manages the capital improvement program.

The State Water Resources Control Board adopted a Statewide General Waste Discharge Requirements for Sanitary Sewer Systems on May 2, 2006(GWDR). All state agencies, municipalities, counties, districts, that own or operate a sanitary sewer system greater than one mile in length that collect wastewater to a publicly owned treatment facility in California are required to conform with said order.

The order requires that the Selma-Kingsburg-Fowler County Sanitation District prepare a Sewer System Management Plan (SSMP), which is to contain a plan and schedule to properly manage, operate, and maintain the sewer collection system in its entirety. The goals are, in summary, are to reduce the preventable occurrences of sewer system overflows (SSO), protect waters of the United States, provide adequate capacity for design flows, and provide adequate resources for operation, maintenance, and repair."[6]

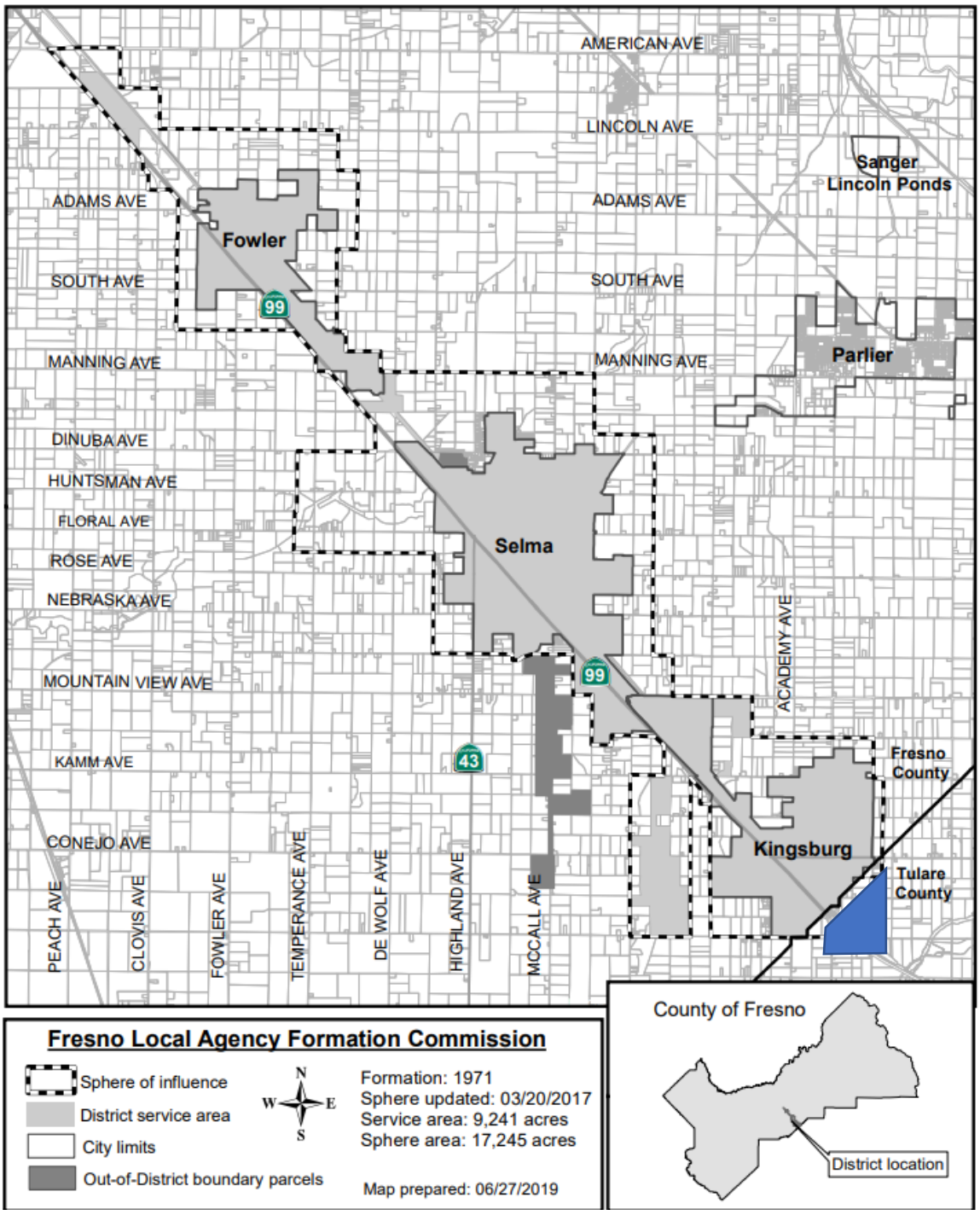
Operations/Functions - "The treatment and disposal department is responsible for the treatment and disposal of over one billion gallons annually of wastewater emanating from within the service boundaries of the District. The department collects 728 individual influent and effluent samples and 200 miscellaneous samples annually in accordance with the State of California Regional Water Quality Control Board Central Valley Region, Waste Discharge Requirements Order No. 5-01-255."[7]

[5] Fresno County Local Agency Formation Commission. Sphere of Influence Update and Municipal Service Review Program. Approved Municipal Service Reviews. Sanitation District. Selma-Kingsburg-Fowler County Sanitation District. 3. MSR/SOI Update. Selma-Kingsburg-Fowler County Sanitation District. Present and Planned Capacity of Public Facilities and Infrastructure Needs or Deficiencies. Page 15. Accessed July 2023 at: https://www.fresnolafco.org/files/73d61435e/SKF+MSR.pdf or SKF+MSR.pdf (fresnolafco.org)

[6] Selma-Kingsburg-Fowler (SKF) County Sanitation District. Engineering. Functions. Accessed July 2023 at: Engineering - Selma-Kingsburg-Fowler County Sanitation District (skfcsd.org).

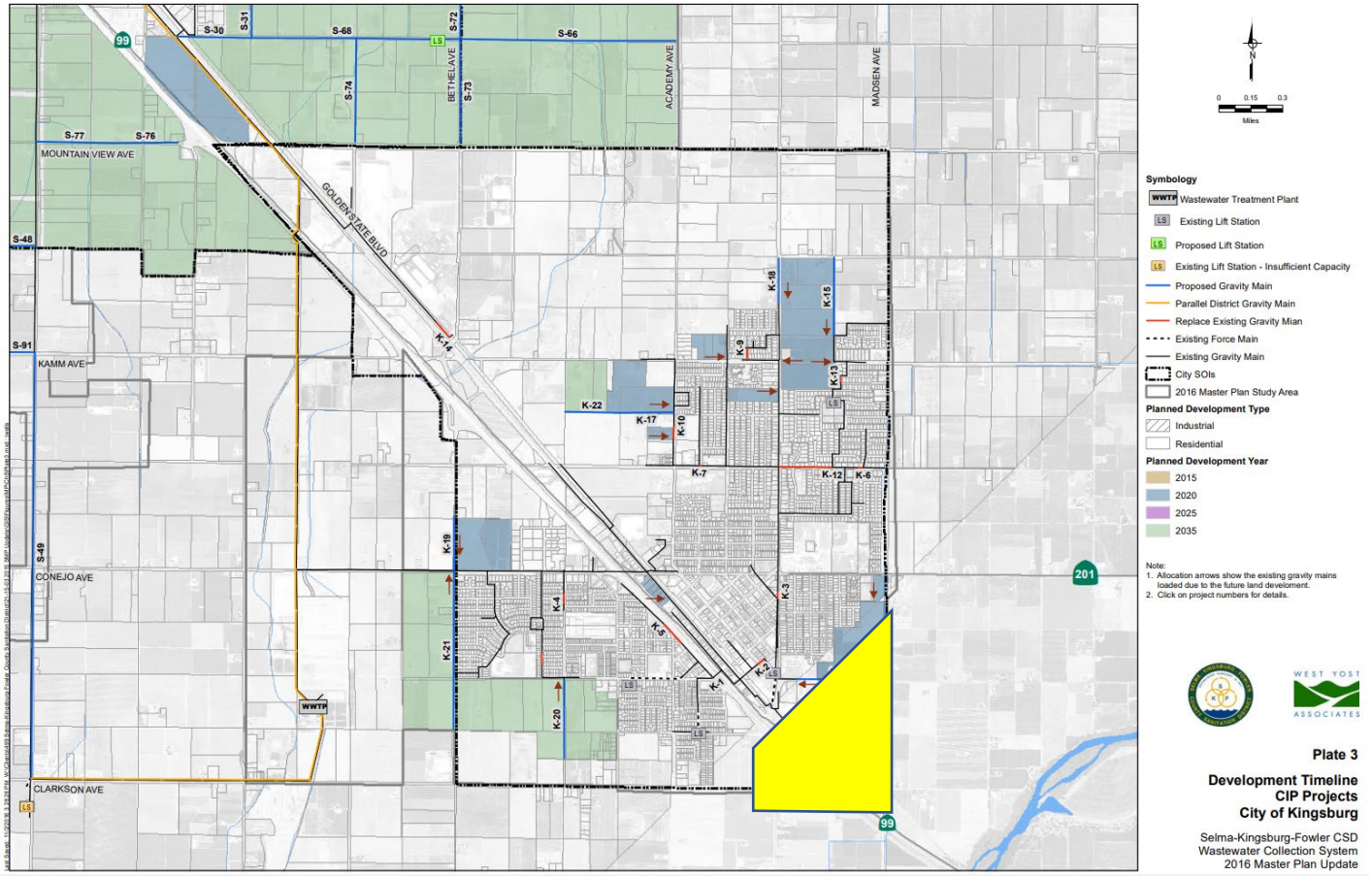
[7] Selma-Kingsburg-Fowler (SKF) County Sanitation District. Operations. Functions. Accessed July 2023 at: Operations - Selma-Kingsburg-Fowler County Sanitation District (skfcsd.org).

Figure 3.19-1
Selma-Kingsburg-Fowler Sphere of Influence Map[8]



[8] Ibid. Figure 15. 76.

Figure 3.19-2
SKF. Collections System Master Plan[9]



ApproimateKACP Planning Area

[9] SKF. Collections System Master Plan. Plate 3. Development Timeline CIP Projects City of Kingsburg. Accessed July 2023 at: https://www.skfcsd.org/files/a37275aa4/Interactive+CIP+Plan+2016.pdf or CIP_Project_WebOver.mxd (skfcsd.org).

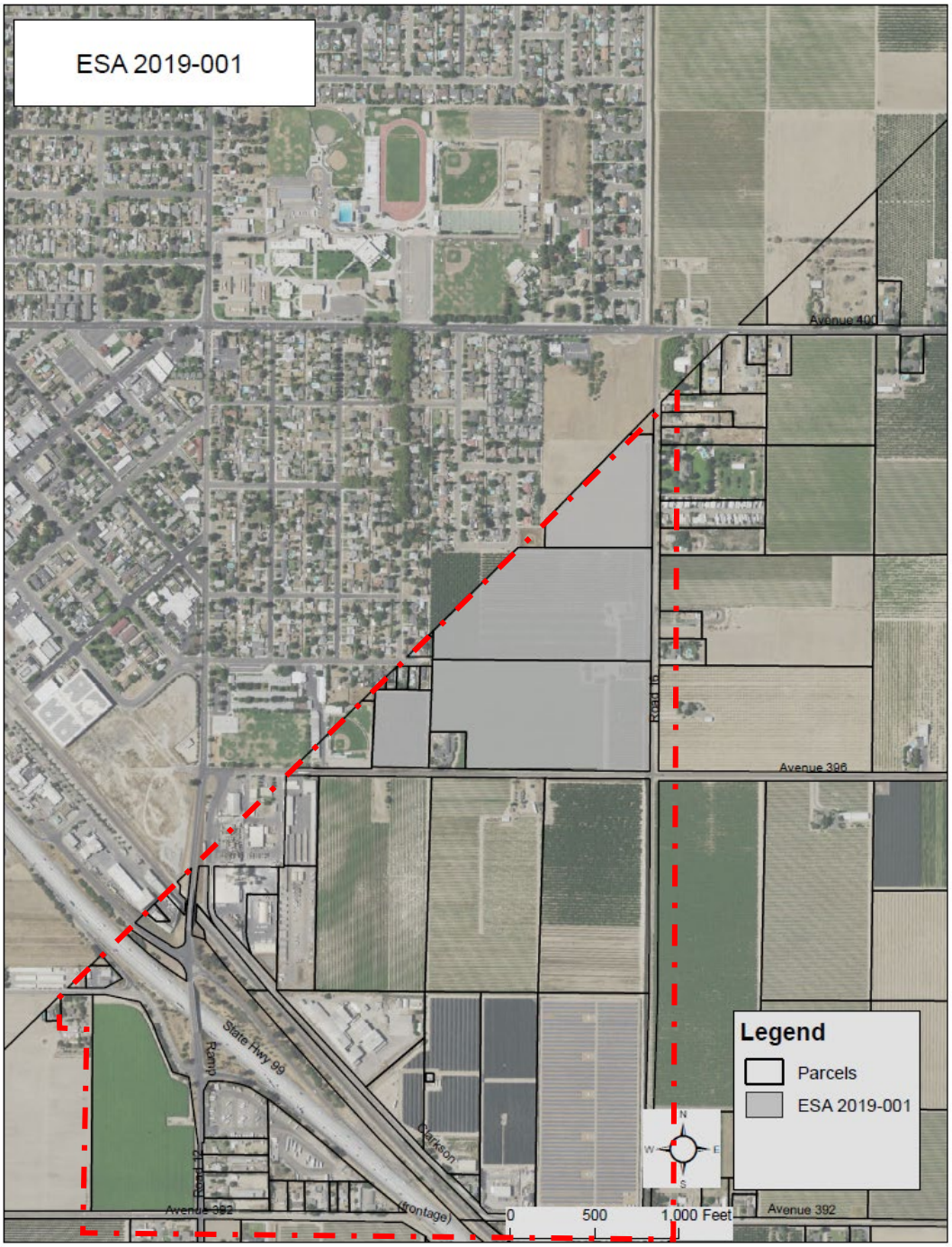
County of Tulare County LAFCO/City of Kingsburg/SKF

The Tulare County Local Agency Formation Commission (LAFCO) provided information regarding an Extraterritorial Service Agreement (ESA) allowing the Summerlyn subdivision (Summerlyn) project to receive an extension for domestic water from the City of Kingsburg, and attachment to SKF for sewer service via LAFCO Resolution 19-004 for Extraterritorial Service Agreement (ESA) 2019-001 on April 3, 2019; see **Figure 3.19-3**.

In summary, the ESA required the owner's of Summerlyn to install, entirely at their cost, infrastructure according to construction SKF standards, policies, rules and egulations and provisions of the ESA. In addition, the owner is also obligated to maintain and repair the new sewer system for a period of 12 months after the improvements are deemed complete by SKF's engineer.

Regarding domestic water, the developer of Summerlyn was allowed to connect to and receive City of Kingsburg water service at owner's sole cost and expense for construction and installation of water pipelines (and related fixtures) to transport water from the City's municipal water system to the owner's property. Similar to the agreement with SKF, the owner was required to comply with the City Engineer and Public Works Department regarding the design, construction, and inspection of the waterline to the City's satisfaction.

Figure 3.19-3
Summerlyn Subdivision attachment to SKF[10]



General KACP Boundary

[10] Tulare County Local Agency Formation Commission (LAFCO). LAFCO Resolution 19-004 for ESA 2019-001. April 3, 2019.

Storm Drainage

"A storm drainage system is designed to drain excess rain and groundwater (from roads, sidewalks, etc.) to some point where it is discharged into a channel, ponding basin, or piped system. The system itself typically consists of pipes connecting inlets and is facilitated by curbs and gutters, manholes, and sumps. The operation of the system consists of runoff being collected in the inlets and transported by pipes to a discharge location. Manholes provide access to storm drainpipes for inspection and cleanout. A sump is a shallow, artificial pond designed to infiltrate storm water through permeable soils into the groundwater aquifer. It does not typically discharge to a detention basin.

Storm drainage systems should be designed so they have adequate capacity to accommodate runoff that enters the system for the design frequency and should also be designed considering future development. An inadequate roadway drainage system could result in the following:

- ✓ Water overflowing the curb and entering adjacent property leading to damage
- ✓ Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways
- ✓ Over saturation of the roadway structural section due to immersion will lead to pavement deterioration

Other than on-site storm water collection/detention facilities, the entire KACP planning area does not have an off-site storm drainage system.

Solid Waste

Solid waste disposal services for the the KACP planning area is provided by Pena's Disposal, a private company. Solid waste generated in KACP alanning area can be disposed of at the Visalia andfill (located at 22466 Road 80, Visalia, California).

The Tulare County Solid Waste Department (communitcation with Mr. Scott Pfanstiel, retired), states aerial usage rate shows 140 years remaining landfill capacity. No constraints to growth have been identified.

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to this project.

State Agencies & Regulations

State Water Quality Control Board

"The State Water Resources Control Board (State Water Board) was created by the Legislature in 1967. The joint authority of water allocation and water quality protection enables the State Water Board to provide comprehensive protection for California's waters.

The State Water Board consists of five full-time salaried members, each filling a different specialty position. Board members are appointed to four-year terms by the Governor and confirmed by the Senate."[11]

"The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the State and Regional Water Quality Control Boards."[12]

Regional Water Quality Control Board (RWQCB)

"There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State's waters, recognizing local differences in climate, topography, geology and hydrology.

Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans" for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality.

"The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the State and Regional Water Quality Control Boards."[13]

State NPDES General Construction Permit

The State NPDES General Construction Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that uses storm water "Best Management Practices" to control runoff, erosion and sedimentation from the site both during and after construction. The SWPPP has two major objectives: (1) to help identify the sources of sediments and other pollutants that affect the quality of storm water discharges; and (2) to describe and ensure the implementation of practices to reduce sediment and other pollutants in storm water discharges.

Local Policy & Regulations

Selma-Kingsburg-Fowler Sanitation District.

"In 1971, Fresno LAFCo formed the Selma-Kingsburg-Fowler County Sanitation District (District) pursuant to the County Sanitation District Act, California Health and Safety Code 4700

[11] State Water Board. Mission Statement. Accessed July 2023 at: http://www.waterboards.ca.gov/about_us/water_boards_structure/mission.shtml
[12] Ibid.
[13] Op. Cit.

et seq. At that time, the District's objective was to address significant reoccurring sewage problems within the three member cities. The County of Fresno requested the formation of a sanitation district as a vehicle to pursue Federal and State aid to construct a regional treatment facility. Construction of the District's regional wastewate treatment plan unified the three benefitting cities wih the fiscal responsibility to fund the District's long-term operation and administration costs. The District provides sewer service and wastewater treatment to its members cities through a mutual agreement.

The District owns, operates, and maintains a regional wastewater treatment plant that collects wastewater originating from the three cities and portions of unincorporated territory in Fresno Cunty. Each city owns the portion of the wastewater collection system within their respective city limits, and the District manages operation and performs maintenance, refurshishment or replacement service on all parts of the sewer collection system.

The District is a dependent special district. Its governing body is comprised fo five board members: one city council member from each of the three cities, and two Fresno County supervisors. Changes to the District's board occur as chanes in the composition of the board of supervisors and city councils take place during local election years"[14]

City of Kingsburg

Although the proposed Project is outside of the City's limits, its proximity to the Project and the Project's location within the County Adopted City Urban Development Boundary (CACUADB) provides an opportunity to collaborate with the City regarding municipal services such as water and sewer. City development standards, ordinances, policies, rules, regulations, requirements (collectively, requirements) can be applied to the extent practicable (and applicable) to the KACP. For example, one applicable ordinance could be the City of Kingsburg RESIDENTIAL GROWTH MANAGEMENT SYSTEM FOR THE CITY OF KINGSBURG Chapter 16.09 – Growth Management System D. Infrastructure and Services.

In addition, as contained in the City's General Plan and Executive Summary regarding collaborative planning efforts between the City and County, "The second dimension has emerged as a new and potentially exciting direction for the encouragement of a recreation-oriented urban complex between the City and the Kings River for development mostly within Tulare County. It involves the triangle-shaped Kings River environment encompassed by the City limits on the north, the extension of State Route 201 east of the City to the Kings River, lands which border the south side of the Kings River, and a line parallel to and approximately one mile west of Freeway 99. Concepts for the development of this triangle will be developed initially separate from the City's General Plan document because of the need for careful exploration of development concepts

[14] Fresno Local Agency Formation Commission (LAFCo). Selma-Kingsburg-Fowler County Sanitation District (SKF). Municipal Service Review (MSR) and Sphere of Influence (SOI) Update Report to the Fresno Local Agency Formation Commission. MSR-17-04/SOI-66. March 20, 2017. Page 6. 1. Municipal Service Review. Principal Act. Accessed July 2023 at: https://www.fresnolafco.org/files/73d61435e/SKF+MSR.pdf or SKF+MSR.pdf (fresnolafco.org)

with Tulare County."[15] This area (the "triangle" as described earlier) also encompasses the entirety of the proposed KACP planning area.

The extent to which merit and feasibility may exist has yet to be advanced by the City of Kingsburg and agreed to by Tulare County. At this writing, the idea has only been broached with planning officials of Tulare County. With all of the uncertainties and obstacles involved, this development concept is nevertheless advanced here as being worthy of exploration by the City and Tulare County because of the mutually beneficial potential involved. While jurisdiction would remain with Tulare County, along with taxing authority, the City may benefit significantly from its close proximity, the range of services it might provide, and the stature and amenity that may be added to the overall environment which Kingsburg shares with Tulare County."[16] The approved and successfully developed Summerlyn subdivision Project demonstrates that collaborative efforts between the City and County can be beneficial. Hence, it is possible that future projects within the KACP planning area, given the right conditions, can also succeed thus mutually benefiting the City and County.

The County of Tulare is collaborating with the City of Kingsburg to ensure that future development of the KACP is consistent with the City's vision of urban development while maintaining the County's authority regarding land use decisions. As noted in the Summerlyn subdivision project DEIR, "Kingsburg has two boundaries which have served to limit and determine the pattern of urban expansion a southern City limit line which is coterminous with the Fresno/Tulare County boundary line, and a major irrigation canal along the east side of Madsen Avenue. The Fresno/Tulare County boundary has been particularly limiting to the City's efforts to achieve a rational urban pattern…Limited annexation to Fresno County and the City in these areas is proposed as a major policy of the General Plan to create opportunities for residential expansion and highway commercial development which is consistent with sound principles of urban form and municipal service. This policy is being pursued actively through a cooperative effort among affected agencies of the two counties and the City of Kingsburg."[17]

County of Tulare Solid Waste Services

As noted earlier, solid waste disposal services for the KACP planning area is provided by Pena's Disposal, a private company. Tulare County operates two active landfills: Visalia and Teapot Dome. The Visalia landfill has enough capacity to provide at least 140 years (2014- 2154) of disposal capacity (Scott Pfanstiel, Solid Waste Department, retired).

Assembly Bill 939 requires cities and counties to reduce their solid waste volumes by 25 percent by 1995 and 50 percent by the year 2000. To achieve this reduction in volume, AB 939 requires local entities to devise a materials recovery facility by composting organic materials; recycling paper, metal, glass, and plastic; and by diverting household hazardous waste to the Kettleman Hills waste facility.

[15] City of Kingsburg PART I Introduction to the General Plan and Executive Summary PART I. Pages 2 and 4. Accessed July 2023 at: http://cityofkingsburg-ca.gov/DocumentCenter/View/1815/City-of-Kingsburg-General-Plan or PART I (cityofkingsburg-ca.gov)
[16] Ibid. 4.

Tulare County General Plan

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project in this resource are listed as follows.

PFS-2.1 Water Supply - The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

PFS-2.2 Adequate Systems - The County shall review new development proposals to ensure that the intensity and timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval.

PFS-2.3 Well Testing - The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

PFS-2.4 Water Connections - The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

PFS-2.5 New Systems or Individual Wells - Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

PFS-3.1 Private Sewage Disposal Standards - The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity - The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

PFS-3.3 New Development Requirements - The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary

circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available.

PFS-3.4 Alternative Rural Wastewater Systems - The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

PFS-3.7 Financing - The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County.

PFS-4.1 Stormwater Management Plans - The County shall oversee, as per Community Plan Content Table PF-2.1 and Specific Plan Content, Hamlet Plans Policy PF-3.3, and Table LU-4.3, the preparation and adoption of stormwater management plans for communities and hamlets to reduce flood risk, protect soils from erosion, control stormwater, and minimize impacts on existing drainage facilities, and develop funding mechanisms as a part of the Community Plan and Hamlet Plan process.

PFS-4.2 Site Improvements - The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

PFS-4.3 Development Requirements - The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

PFS-4.4 Stormwater Retention Facilities - The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

PFS-4.5 Detention/Retention Basins Design - The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

PFS-4.6 Agency Coordination - The County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge.

PFS-4.7 NPDES Enforcement - The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

PFS-5.1 Land Use Compatibility with Solid Waste Facilities - The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.

PFS-5.3 Solid Waste Reduction - The County shall promote the maximum feasible use of solid waste reduction, recycling, and composting of waste, strive to reduce commercial and industrial waste on an annual basis, and pursue financing mechanisms for solid waste reduction programs.

PFS-5.4 County Usage of Recycled Materials and Products - The County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible.

PFS-5.8 Hazardous Waste Disposal Capabilities - The County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan.

PFS-5.9 Agricultural Waste - The County shall investigate waste disposal and reuse needs for agricultural wastes for energy and other beneficial uses and shall change County plans accordingly

Draft 2023 Kingsburg Area Community Plan

The draft KACP also has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project in regard to this resource are listed as follows.

GOAL III - Achieve development densities consistent with levels of available service.

Objective I - Urbanization in the planning areas should be contiguous and compact.

Policy 2. The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc.). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

Policy 3. The extension of water and sewer facilities into the Planning Area shall be coordinated with the policies of this Plan and the goals and policies of the Tulare County General Plan. Development in the Planning Area shall pay their fair share for services

GOAL IV - Coordinate Community Development Decisions with the City of Kingsburg (City) and Selma-Kingsburg-Fowler Sanitation District (SKF or District).

Objective 1 – Where capacity exists, ensure that development proposal are evaluated for provision of servces by the City and SKF during the planning horizon (that is,Year 2030)**.**

Policy 1. Coordinate zoning with availability of utilities and community services; including service that could be provided by the City and SKF.

Policy 2. Promote commercial and industrial development with wastewater discharge characteristics, which can be accommodated by the SKF.

Policy 3. Encourage industries with excessive effluent to pre-treat prior to conveyance to the SKF wastewater system.

Policy 4. Encourage coordination between developers and the City and SKF throughout the application and development process to prevent time delays and to assure that the KACP can accommodate the needs (such as water and wasterwater services) of proposed development.

Policy 5. Before the issuance of any land use permit, the Tulare County Resource Management Agency must receive confirmation from the City and SKF; respectively, that water and sewer service requirements can be accommodated.

Policy 6. Assist SKF and the City in applications for grant funds to carry out their capital improvement program for providing, maintaining and improving their sewer and water systems to serve new and existing developments, which implement the goals and objectives of the SKF 2016 Strategic Plan, the Kingsburg General Plan, the KACP, and of the Tulare County General Plan.

Policy 7. Prohibit, to the extent allowed by law, all development from holding, diverting and/or disposing of storm water run-off at locations, or in such a manner, as to cause groundwater recharge contributable to raising the groundwater to an unsafe level that could adversely impact City and SKF infrastructure facilities.

GOAL V - Provide safer and adequate housing for all citizens within the KACP Planning Area.

Objective I - Reduce deficiencies in existing housing stock.

Policy 6. The County will ensure that there are adequate sites and will work with SKF, and other agencies/entities as applicable, to ensure that there are adequate public facilities to support future housing needs in the KACP Planning Area.

GOAL VI – Develop a strong and diversified economy.

Objective I - Provide the services necessary to support new industrial and commercial development at suitable/compatible locations within the KACP Planning Area.

Policy 1. Encourage the City and SKF to give priority to community service development in the areas reserved for commercial and industrial growth on the plan.

Policy 2. Place emphasis on development and upgrading of water supply facilities to meet fire protection standards in planned commercial and industrial areas

GOAL VII – Preserve and enhance the quality of life for present and future generation of KACP Planning Area citizens.

Object III - Protect Agricultural Lands

Policy 5. The County (and developers) shall carefully coordinate the extension of public water and sewer services in the Planning Area with the City and SKF to promote logical and orderly development patterns

Policy 6. New agricultural preserves and contracts shall not be approved for properties within KACP Planning Area.

IMPACT EVALUATION

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Project Impact Analysis: ***No Impact and Less Than Significant Impact with Mitigation***

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

Several considerations must be weighed regarding future provision of potable water and wasterwater treatment. The KACP planning area is entirely within the County of Tulare County, a majority of it is within Selma-Kingsburg-Fowler (SKF) Sanitation District's (SKF) Sphere-of-Influence (SOI), and it is entirely outside of the City of Kingsburg. As such, as

development occurs over time, collaborative efforts must be undertaken with several entities for the provision of water/wastewater services including:

- City of Kingsburg – water and wastewater
- Selma-Kingsburg-Fowler (SKF) Sanitation District – wastewater collection/treatment
- Fresno Local Agency Formation Commission (LAFCo) - organization or reorganizations to SKF and amendment of the SKF Sphere of Influence (SOI)
- Tulare LAFCo - authorization of extensions of service from the City of Kingsburg to the project area

The possibility of multiple approaches to water/wastewater services results in an uncertainty of level of impact; however, it is reiterated that the Project ***DOES NOT*** (emphasis added) include any specific development proposals at this time. As noted earlier, this Project is an exercise in preparing a draft Community Plan (and the Plan's multiple components). At the very least, as development occurs over time, water/wastewater systems could be developed for an individual project on a case-by-case basis. In the event this approach occurs, the water wells and septic systems would be subject to approval per County of Tulare standards (i.e., capacity, location on site, minimal flow(s), design, construction, etc.).

Other possibilities include extension of only City of Kingsburg water service, with no extension of SKF wastewater service, but instead relying on individual septic systems to individual projects on a case-by-case basis; OR extension of only SKF wastewater service, with no extension of City of Kingsburg water service, but instead relying on individual water wells to individual projects on a case-by-case basis; formation of private water company(ies) OR, over time, a community service district/area could be formed (providing potable water, sanitary sewer collection and treatment, or other services) to serve the entire KACP planning area within Tulare County's jurisdiction.

Similar to the Summerlyn subdivision project, agreements could be entered into with the City of Kingsburg and SKF (following Fresno and Tulare LAFCo processes for organization/reorganization/extension of service, as applicable) for water/wastewater services. Such agreements could be accomplished on a project-by-project basis, or possibly in one or a series of actions. If a community service district/area is formed, such formation may be limited to County of Tulare and Tulare LAFCo requirements (and possibly Fresno LAFCo and SKF if existing service extensions were to occur for serviced/non-serviced areas within these respective agencies' jurisdiction).

As noted in the SKF 2016 Strategic Plan, "The District [SKF] serves the three cities [Selma-Kingsburg-Fowler] by agreements, under which it owns the large sewer lines, called interceptors, and the treatment-disposal facilities. Each city owns its sewer system while the District operates, maintains, and regulates them. The services provided by the District are:

- Collection - The sewer systems in each of the three cities drain the wastewater from homes, businesses, institutions and industries.
- Treatment - Pollutants are removed at the plant by mechanical, biological and physical treatment.

- Disposal - The treated wastewater, called effluent, is disposed of through a pond system. The treatment residual, called biosolids, are composed by a contractor."[18])

As noted in the 2017 MSR prepared by Fresno LAFCo, "The district estimates that it [SKF] serves a population of 42, 889 [2016], its population could reach 50,000 residents by 2020, and 60,000 residents by 2025."[19] The MSR further states, "The District [SKF] estimates its 2020 flow capacities as 4.3 mgd Average Dry Weather Flow and 7.8 mdg Peak Dry Weather Flow. The District's Peak Wet Weather Flow design flow has a capacity of 15.91 mgd."[20] State of California. Department of Finance population estimates are provided in **Table 3.19-1** which compares the estimated population of the cities of Selma, Kingsburg, and Fowler with the entire population served by SKF remains.

As shown in **Table 3.19-1**, the entire projected LAFCo SKF population projection of 50,000 residents for Year 2020 is 6,280 persons more than the combined cities' projected population, and 14,343 persons less than Fresno LAFCo's SKF projected population of 60,000. Applying DOF's average annual growth rate to Fresno LAFCo's SKF projected population of 50,000 for Year 2020 results in a an SKF population projection of 55,367 in Year 2025 versus Fresno LAFCo's SKF projected population of 60,000; a difference of 4,633 persons less than Fresno LAFCo's.

Although Fresno LAFCo did not project population that coincides with the KACP's Year 2030 planning horizon, RMA staff applied DOF's average annual growth rate for SKF cities and applied Fresno LAFCo's average annual growth rate from the MSR for all of SKF (See **Table 3.19-1**). As shown in **Table 3.19-1**, continued application of Fresno LAFCo's SKF projected population to Year 2030 would result in 55,940 persons rather than the 60,000 projected in Fresno LAFCo's MSR projection for SKF, a difference of 4,060 ***less*** (emphasis added) persons.

Based on the cities' combined average annual growth rate percentage of 0.92% (extrapolated from DOF's population estimates), and a projection to Year 2030 for the entire SKF area, it is reasonable to conclude that Fresno LAFCo's SKF projection would not likely reach 60,000 residents during the KACP Year 2030 planning horizon. As the nearest SKF city is the City of Kingburg, it is possible that residential wastewater could be serviced by the City and SKF. As such, it is reasonable to add the City's and the KACP planning area's projected populations (including the hypothetical project of future residents and the already connected Summerlyn subdivision project). This forecast would range from 1,236 to 1,415 persons added to the City's population forecast. As a result, the City's Year 2030 population would range from 15,327 to 15,506 persons resulting in a range of 48,749 to 48,928 persons for all of SKF. The difference in forecasted persons would range from 7,191 to 7,012 ***less*** (emphasis added) than Fresno LAFCo's SKF projection. As such, if, over time, areas within the KACP develop as projected,

[18] SKF. SKF 2016 Strategic Plan. Appendix A District Service Area, Page 14. Accessed July 2023 at: Table of Contents (skfcsd.org)

[19] Fresno LAFCo SKF Co Sanitation Dist. MSR and SOI Update Report to the Fresno LAFCo MSR-17-04/SOI-66. March 20,2017. Page 11 Accessed July 2023 at: https://www.fresnolafco.org/files/73d61435e/SKF+MSR.pdf or SKF+MSR.pdf (fresnolafco.org)

[20] Ibid. 15.

the contribution to the overall estimated population would still remain below Fresno LAFCo's SKF projection.

Figure 3.19-4 shows SKF's service area and Sphere of Influence, while **Figure 3.19-5** shows SKF Capital Improvement Program project locations; both include the KACP planning area at the very southeast quadrant of the respective maps. The Summerlyn subdivision project is included in **Figure 3.19-6** and CIP Table C-2 indicates that a 12,194 linear foot, 12" diameter, PVC pipeline was programmed (an since completed) in 2020 with a then estimated capital cost of $667,410 [21]. Based on the information above, the proposed Project would remain approximately 3,650 residential services below the LAFCo MSR estimate (including the projected, hypothetical residences within the KACP's 2030 planning horizon). Therefore, based on LAFCo's MSR projection, SKF has the capacity to adequately accommodate residential services from the KACP planning area. It is noted that the LAFCo MSR did not provide data regarding possible industrial or commercial flows; as such, these types of development proposals shall be required to consult with SKF regarding possible connection to the SKF Sanitary District.

Adoption of the KACP in and of itself is an administrative exercise as the Project does not include any development proposals and would result in ***No Impact***. However, as future development occurs, proposed Projects will be evaluated on a case-by-case basis to determine the need for new or expanded water or wastewater treatment facilities. As such, due to possibility of a variety of approaches in the provision of new or expanded water or wastewater treatment facilities, the Project would result in a ***Less Than Significant Project-specific Impact with Mitigation*** related to these resources through the Year 2030 planning horizon will occur.

Storm-water drainage, electric power, natural gas, or telecommunicatons facilities do not require coordination/collaboration similar to water/wastewater services, for example, storm-water drainage could be accommodated on site (that is, within the footprint of a proposed project); as such, these facilities can be evaluated on a case-by-case basis. As there are no development proposals as part of this Project, adoption of the KACP would result in ***No Impact*** to these resources through the Year 2030 planning horizon will occur.

[21] SKF Collection Systems Master Plan. Interactive CIP Plan 2016.pdf. CIP Table C-2 Capital Improvement Program Projects in Kingsburg. Page 3 of 4. Accessed July 2023 at: https://www.skfcsd.org/files/a37275aa4/Interactive+CIP+Plan+2016.pdf or CIP_Project_WebOver.mxd (skfcsd.org)

Table 3.19-1
Population Estimates/Projections
within Selma-Kingsburg-Fowler Sanitation District and
Kingburg Area Community Planning Area

	Using CA Department of Finance data							
Year	**Selma[a]**	**Kingsburg[a]**	**Fowler[a]**	**Total[a]**	**Fresno LAFCo MSR Projection for SKF[b]**	**% outside Cities[b]**	**KACP Projection using Historical 1.1% Annual Growth Rate**	**KACP Projection using Tulare County General Plan 1.3% Annual Growth Rate**
2010	23,219	11,382	5,507	40,108	n/a	n/a	299	299
2016 population and cumulative % change since 2010[c]	24,084	11,972	5,981	42,037	42,889	1.79	320	357
	3.7%	5.1%	8.6%	4.58%	n/a	n/a	7.02%	19.39%
2017 population and % change since 2016[c]	24,302	12,187 (	6,092	42,586	n/a	n/a	324	367
	0.9%	1.79%	1.85%	1.31%			1.1%	1.3%
2018 population and change since 2017[c]	24,337	12,400	6,161	42,898	n/a	n/a	326	378
	0.14%	1.74%	1.11%	0.73%			1.1%	1.3%
2019 population and % change since 2018[c]	24,394	12,545	6,215	43,154	n/a	n/a	329	390
	0.02%	1.15%	0.87%	0.59%			1.1%	1.3%
2020 population and % change since 2019[c]	24,405	12,879	6,436	43,720	50,000	12.56	332	**332[h]**
	0.004%	2.66%	3.5%	1.31%	10.33%[d]		1.1%	1.3%
2021 population and % change since 2020[c]	24,487	13,084	6,601	44,172	51,030[e]	15.19%	336	342
	.003%	1.59%	2.56%	1.03%	0.0206%		1.10%	1.3%
Cummulative % Growth 2010-2021[c]	5.1	13.0	13.32	9.2	16.5	n/a	11%	n/a

Table 3.19-1
Population Estimates/Projections
within Selma-Kingsburg-Fowler Sanitation District and
Kingburg Area Community Planning Area

	Using CA Department of Finance data							
Year	**Selma[a]**	**Kingsburg[a]**	**Fowler[a]**	**Total[a]**	**Fresno LAFCo MSR Projection for SKF[b]**	**% outside Cities[b]**	**KACP Projection using Historical 1.1% Annual Growth Rate**	**KACP Projection using Tulare County General Plan 1.3% Annual Growth Rate**
Average % growth rate per year between 2010-2021[c]	0.50	0.86	1.18	0.83	2.06	n/a	1.1%	
2022 population and % change since 2021[c]	24,610	13,196	6,720	44,539	52,081[e]	n/a	339	352
	0.05	0.08	1.80	0.008	0.0206		1.1%	1.3%
2023 population and % change since 2022[c]	24,732	13,310	6,841	44,908	53,154[e]	n/a	342	363
	0.04	0.08	1.80	0.008	0.0206		1.1%	1.3%
2024 population and % change since 2023[c]	24,856	13,424	6,964	45,281	54,249[e]	n/a	346	374
	0.05	0.08	1.80	0.008	0.0206		1.1%	1.3%
2025 population and % change since 2024[c]	24,980	13,540	7,089	45,657	55,367[c] vs. 60,000 in MSR[f]	n/a	350[g]	385
	0.05	0.08	1.80	0.008			1.1%	1.3%
2026 population and % change since 2025[c]	24,104	13,648	7,217	46,022	55,480[e]	n/a	354	396
	0.05	0.08	1.80	0.008	0.0206		1.1%	1.3%
2027 number and % change since 2026[c]	24,225	13,758	7,347	46,390	55,595[e]	n/a	358	408
	0.05	0.08	1.80	0.008	0.0206		1.1%	1.3%
	24,346	13,868	7,479	46,762	55,710[e]	n/a	362	421

Table 3.19-1
Population Estimates/Projections
within Selma-Kingsburg-Fowler Sanitation District and
Kingburg Area Community Planning Area

	Using CA Department of Finance data							
Year	**Selma[a]**	**Kingsburg[a]**	**Fowler[a]**	**Total[a]**	**Fresno LAFCo MSR Projection for SKF[b]**	**% outside Cities[b]**	**KACP Projection using Historical 1.1% Annual Growth Rate**	**KACP Projection using Tulare County General Plan 1.3% Annual Growth Rate**
2028 population and % change since 2027[c]	0.05	0.08	1.80	0.008	0.0206		1.1%	1.3%
2029 population and % change since 2028[c]	24,467	13,979	7,613	47,136	55,825[e]	n/a	367	433
	0.05	0.08	1.80	0.008	0.0206		1.11%	1.30%
2030[c]	24,590	14,091	7,750	47,513	55,940[e]	n/a	370[g]	446[g]

Notes: a. Based on DOF estimates[22];
b. Fresno LAFCo MSR for SKF;
c. Based on Average % change from DOF estimate;
d. Percent Change from 2020 to 2021;
e. Applying DOF's average annual growth rate to Fresno LAFCo's SKF projected population of 50,000 for Year 2020 results in a an SKF population projection of 55,367 in Year 2025.
f. From LAFCo MSR SKF population projection for Year 2020 estimate, straight 20% increase between Years 2020-2025;
g. Projected population in Year 2030 without hypothetical future residential development occurring (see Chapter 3.14, Table 3.14-7);
h. Projection adjusted to reflect Year 2020 Census data; forecast then continues using 1.3% Annaul Growth Rate

[22] State of California. Department of Finance. E-4 Population Estimates for Cities, Counties, and the State, 2011-2021 with 2010. Accessed July 2023 at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdof.ca.gov%2Fwp-content%2Fuploads%2Fsites%2F352%2FForecasting%2Fdemographics%2Fdocuments%2FE-4_2010-2020InternetVersion.xlsx&wdOrigin=BROWSELINK or E-4_2010-2020InternetVersion.xlsx (live.com)

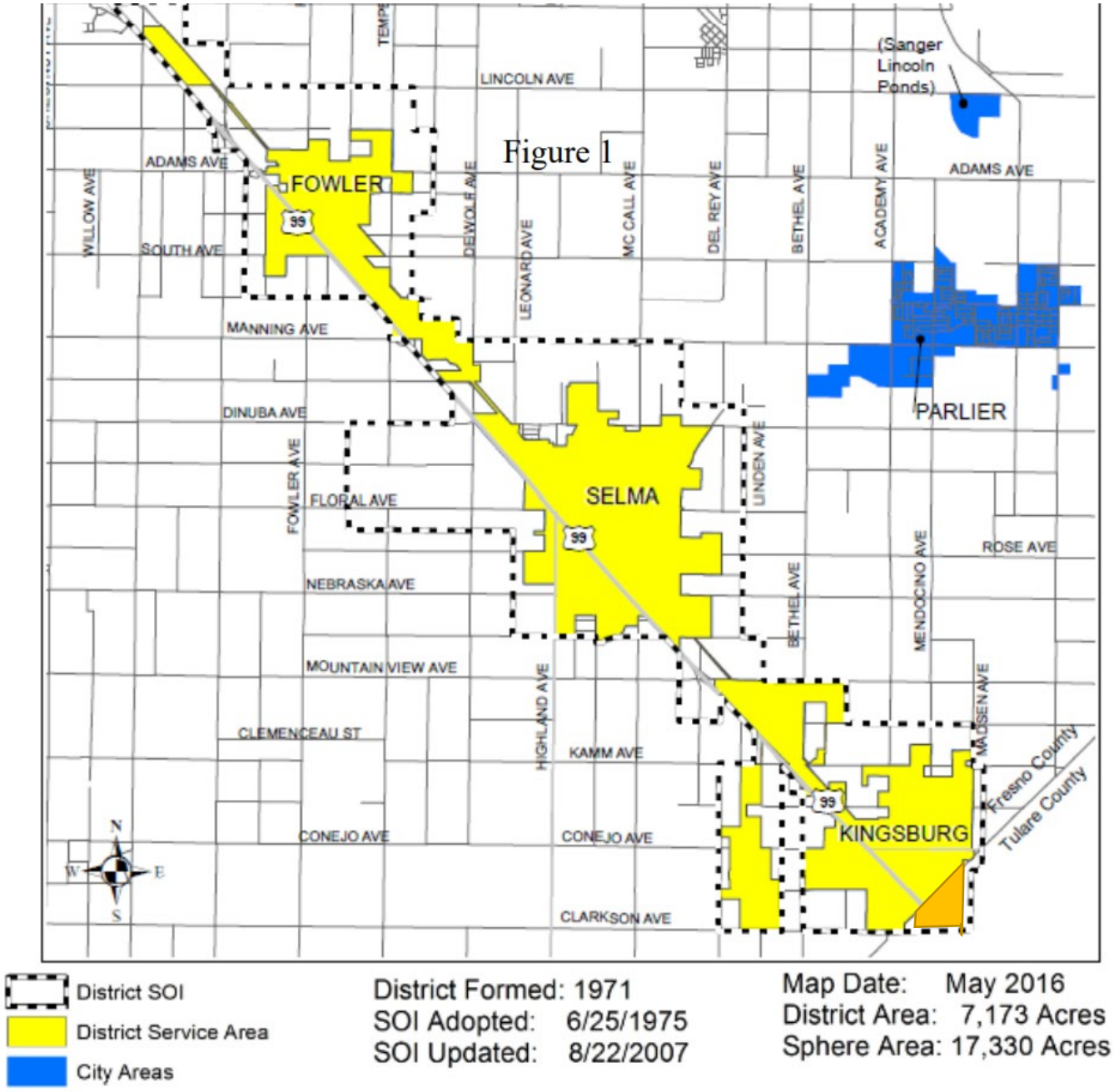
Table 3.19-2
Total Year 2030 Population
Projection + Summerlyn and
Projection + Summerlyn + Hypothetical

2010-2020 US Census growth trend of 1.1% Population Projection results in 370 persons	Tulare County General Plan growth trend of 1.3% Population Projection results in 446 persons	Projections + Summerlyn							
		City 2.82 pph X 180 SFR = 508 persons		2010 Census 2.96 pph X 180 SFR = 523 persons		Tulare County 3.46 pph X 180 SFR = 623 persons		2020 Census 3.387 pph X 180 SFR = 610 persons	
		878[a]	954[b]	893[a]	969[b]	993[a]	1,069[b]	980[a]	1,056[b]
		Projections + Summerlyn + Hypothetical							
		City 2.82 pph X 100 = 282 persons		2010 Census 2.96 pph X 100 = 296 persons		Tulare County 3.46 pph X 100 = 346 persons		2020 Census 3.387 pph X 100 = 339 persons	
		1,160[c]	1,236[d]	1,189[c]	1,265[d]	1,339[c]	1,415[d]	1,319[c]	1,395[d]

Notes:

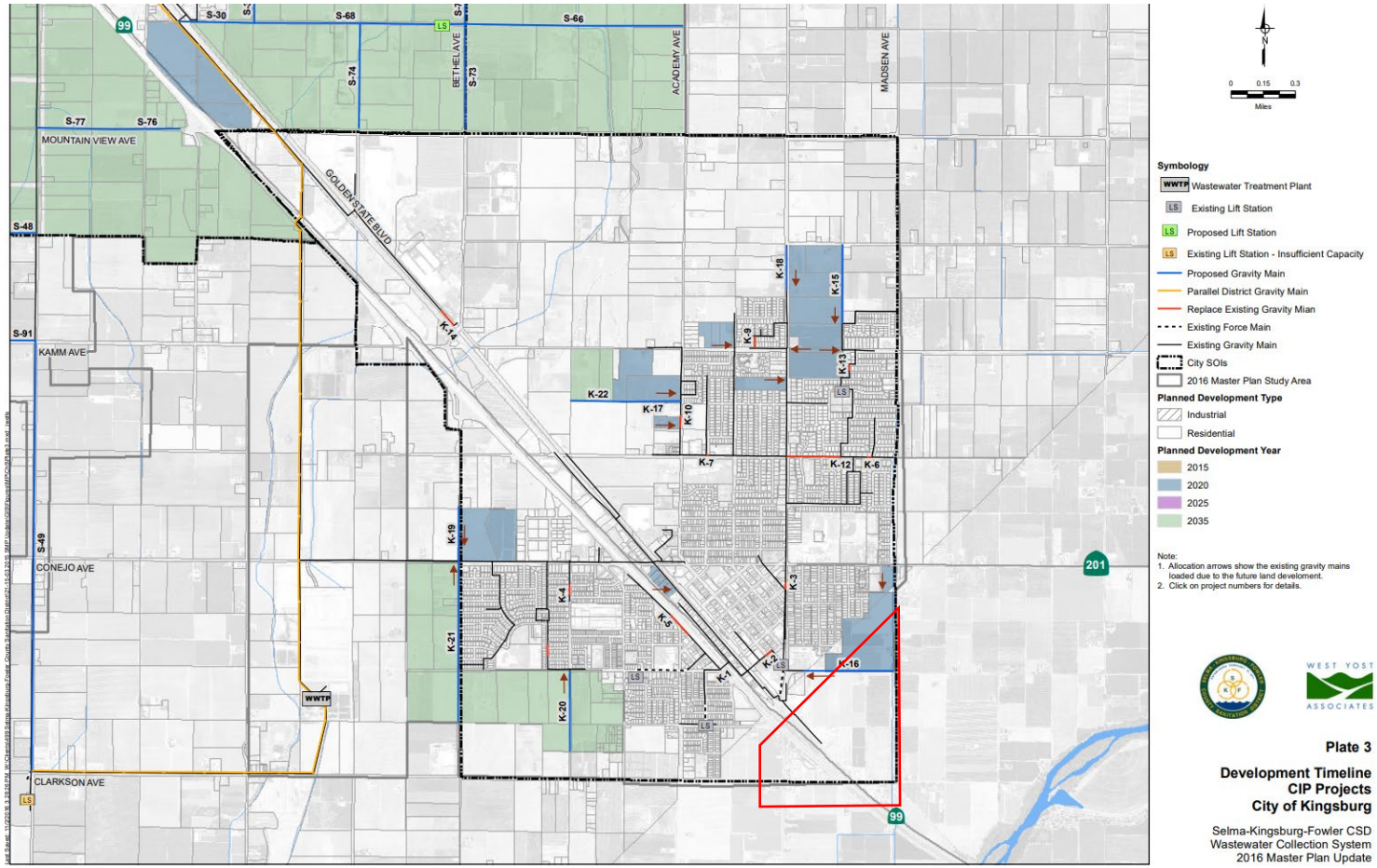
a Historical trend projection + Summerlyn estimate (see Table 3.14-7).
b Tulare County General Plan KACP planning area projection + Summerlyn estimate (see Table 3.14-7).
c Historical trend projection + Summerlyn estimate + Hypothetical projections.
d Tulare County General Plan projection + Summerlyn estimate + Hypothetical projections.

Figure 3.19-4
SKF Service Areas and Sphere of Influence[23]



[23] SKF. SKF 2016 Strategic Plan. Appendix A District Service Area, Page 14. Accessed July 2023 at https://www.skfcsd.org/files/697736c49/SKF-CSD-Strategic-Plan-2016-FINAL.pdf. or Table of Contents (skfcsd.org)

Figure 3.19-5
CIP Projects in City of Kingsburg Area[24]



General KACP Planning Area

[24] SKF Collection Systems Master Plan. Interactive CIP Plan 2016.pdf. CIP Table C-2 Capital Improvement Program Projects in Kingsburg. Plate 3. Page 3 of 4. Accessed July 2023 at: https://www.skfcsd.org/files/a37275aa4/Interactive+CIP+Plan+2016.pdf or CIP_Project_WebOver.mxd (skfcsd.org)

Adoption of the KACP in and of itself is an administrative exercise as the Project does not include any development proposals and would result in ***No Impact***. However, as future development occurs, proposed Projects will be evaluated on a case-by-case basis to determine the need for new or expanded water or wastewater treatment facilities. As such, due to possibility of a variety of approaches in the provision of new or expanded water or wastewater treatment facilities, the Project would result in a ***Less Than Significant Project-specific Impact with Mitigation*** related to these resources through the Year 2030 planning horizon will occur.

Storm-water drainage, electric power, natural gas, or telecommunicatons facilities do not require coordination/collaboration similar to water/wastewater services, for example, storm-water drainage could be accommodated on site (that is, within the footprint of a proposed project); as such, these facilities can be evaluated on a case-by-case basis. As there are no development proposals as part of this Project, adoption of the KACP would result in ***No Impact*** to these resources through the Year 2030 planning horizon will occur.

Cumulative Impact Analysis: ***No Impact/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 City of Kingsburg General Plan, SKF 2016 Strategic Plan, SKF Collection Systems Master Plan, Summerlyn subdivision project EIR, Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed Project's limited expansion of the CACUDB would remain consistent with other agencies' jurisdictional boundaries (e.g., Selma-Kingsburg-Fowler Sanitation District, Fresno LAFCo, Tulare LAFCo), and the Tulare County General Plan, the Project will not conflict with any of the previously noted land use plans, jurisdictions, or authorities. As such, No Cumulative Impacts related to this Checklist Item will occur. As the Project will result in ***No Project-specific Impact*** and a ***Less Than Significant Cumulative Impact*** through the Year 2030 planning horizon to this resource.

Mitigation Measure(s): ***See Mitigation Measures 3.19.1 through 3.19.5***

The following mitigation measures are recommendations that are seen as feasible in the KACP p area and could allow the impact to be reduced to less than significance. Each of these is currently in use in one or more California communities. These measures could reduce per-unit

water consumption by 25-30 percent. Implementation of recommended **Mitigation Measures 3.19.1** through **3.19.5**, as applicable, would reduce groundwater impacts to less than significance. Also, see **Mitigation Measure 3.9.1** through **3.9.3**.

3.19.1 Install water meters and adopt a use-weighted rate schedule to encourage reduced usage by the rate-payers.

3.19.2 Retrofit homes with water-efficient faucets, showers, and toilets.

3.19.3 Limit permissible landscape area for each residence to 2,500 square feet or less.

3.19.4 Adopt limited outdoor watering days and hours (now in force statewide, as of August 1, 2014, by order of the Department of Water Resources).

3.19.5 Mandate use of native and drought-tolerant species for all landscaping.

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

As noted earlier, ***No and Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item through the Year 2030 planning horizon will occur.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple years?

Project Impact Analysis: ***No Impact/Less Than Significant Impact***

As noted earlier, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Adoption of the KACP in and of itself is an administrative exercise as the Project does not include any development proposals and would result in ***No Impact***. However, as future development occurs, projects will be evaluated on a case-by-case basis to determine the need for new or expanded water. Consultation with City of Kingsburg (City), as applicable, will also occur. If the City is unable to provide water it will be a project proponent's responsibility to ensure that an adequate water supply is available (consistent with County of Tulare standards/requirements) through the use of on-site, individuals wells, formation of a private water company, or participation in community service district, if applicable. It is anticipated that this resource can be accommodated through the Year 2030 planning horizon. Also see Response to Item 3.19 a). As such, a ***Less Than Significant Project-specific Impact*** related to this Checklist Item through the Year 2030 planning horizon will occur.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, Summerlyn subdivision project EIR, 2023 Draft Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the Kingsburg Area Community Plan planning area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. Consultation with the City of Kingsburg, as applicable, will also occur. Also, as noted earlier, if the City is unable to provide water it will be the project proponent's responsibility to ensure that an adequate water supply is available (consistent with County of Tulare standards/requirements) through the use of on-site, individuals wells, formation of a private water company, or participation in community service district if applicable. It is anticipated that this resource can be accommodated through the Year 2030 planning horizon. The proposed Project will result in a ***Less Than Significant Cumulative Impact*** to the water supply through the Year 2030 planning horizon.

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

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

The proposed Project will result in ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item through the Year 2030 planning horizon.

c) 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?

Project Impact Analysis: ***No Impact/Less Than Significant Impact***

See Item 3.19 a. As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the Kingsburg Area Community Plan planning area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. ***No Project-specific Impact*** related to this Checklist Item through the Year 2030 planning horizon will occur.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the City of Kingsburg General Plan, SKF 2016 Strategic Plan, SKF Collection Systems Master Plan, Summerlyn subdivision project EIR, Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or the Tulare County General Plan 2030 Update EIR.

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the Kingsburg Area Community Plan planning Area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. Consultation with the City of Kingsburg and SKF, as applicable, will also occur. It is anticipated that this resource can be accommodated through the Year 2030 planning horizon. As such, the Project will result in ***No Project-specific Impact*** and a ***Less Than Significant Cumulative Impact*** through the Year 2030 Planning horizon to this resource Item.

Mitigation Measure(s): ***See Item 3.19 a.***

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item through the Year 2030 planning horizon will occur.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the Kingsburg Area Community Plan planning area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. It is anticipated that this resource can be accommodated through the Year 2030 planning horizon.

Solid waste disposal services for the KACP planning area is provided by Waste Management, a private company. Solid waste generated in the KACP planning area can be disposed of at the Visalia Landfill (located at 22466 Road 80, Visalia, California). Tulare County operates two active landfills: Visalia and Teapot Dome. Teapot Dome Landfill will be closed FY 2022-23 while Woodville Landfill will re-intiate operations FY 2022-23. The Visalia Landfill has

enough capacity to provide at least 140 years (2014 - 2154) of disposal capacity (2019 conversation with Mr. Scott Pfanstiel, Solid Waste Department, retired).

Assembly Bill 939 requires cities and counties to reduce their solid waste volumes by 25 percent by 1995 and 50 percent by the year 2000. To achieve this reduction in volume, AB 939 requires local entities to devise a materials recovery facility by composting organic materials; recycling paper, metal, glass, and plastic; and by diverting household hazardous waste to the Kettlemen Hills waste facility. As noted earlier, based on the estimated, minimal 140-year capacity of nearby Visalia Landfill, the KACP planning area's solid waste needs can be accommodated during the Year 2030 planning horizon. As such, a ***Less Than Significant Project-specific Impact*** related to this Checklist Item through the Year 2030 planning horizon will occur.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or the Tulare County General Plan 2030 Update EIR.

Less Than Significant Cumulative Impacts will occur related to this Checklist Item through the Year 2030 planning horizon will occur.

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

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item through the Year 2030 planning horizon will occur.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the Kingsburg Area Community Plan planning Area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. It is anticipated that this resource can be accommodated through the Year 2030 planning horizon.

Solid waste disposal must comply with the requirements of the contracted waste hauler, which follows federal, state, and local statutes and regulations related to the collection of solid waste.

The proposed Project will comply with all state and local waste diversion requirements regarding trash and recycling areas. As such, a ***Less Than Significant Project-specific Impact*** related to this Checklist Item through the Year 2030 planning horizon will occur.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or the Tulare County General Plan 2030 Update EIR.

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update, update of Zoning classifications, and update of the Zoning Map for the Kingsburg Area Community Plan planning area. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. It is anticipated that this resource can be accommodated through the Year 2030 planning horizon. The proposed Project will result in ***Less Than Significant Project-specific Impacts*** and thus will result in ***Less Than Significant Cumulative Impacts*** through the Year 2030 planning horizon.

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

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

As noted earlier, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item through the Year 2030 planning horizon will occur.

ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill (in California)
ADWF	Average Dry Weather Flow
CEQA	California Environmental Quality Act
CACUDB	County Adopted City Urban Development Boundary
City	City of Kingsburg
CIP	Capital Improvement Plan
County	County of Tulare
CSMP	(SKF) Collection System Master Plan
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
FAT	Fresno Air Terminal (aka, Fresno-Yosemite International Airport)
Fresno LAFCO	Fresno County Local Agency Formation Commission
GPM	gallons per minute

KACP	Kingsburg Area Community Plan
MCL	Maximum Concentration Level
MGD	million gallons per day
MSR	Municipal Service Review
NPDES	National Pollutant Discharge Elimination System
PDWF	Peak Dry Weather Flow
PWWF	Peak Wet Weather Flows
RMA	(Tulare County) Resource Management Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill (in California)
SKF	Selma-Kingsburg-Fowler County Sanitation District
SOI	Sphere of Influence
SWPPP	Storm Water Pollution Prevention Plan
Tulare LAFCo	Tulare County Local Agency Formation Commission
UDB	Urban Development Boundary
WDR	Waste Discharge Requirements
WWTF	Wastewater Treatment Facility

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Wildfire
Chapter 3.20

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (Project, Community Plan, or KACP) will result in ***No Impact*** related to Wildfire through the Year 2030 planning horizon. Also, as there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. A detailed review of potential impacts is provided in the following analysis.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

As contained in the Proposed Updates to the CEQA Guidelines (finalized in November 2018), "Senate Bill 1241 (Kehoe, 2012) requires the Office of Planning and Research, the Natural Resources Agency, and CalFire to develop "amendments to the initial study checklist of the [CEQA Guidelines] for the inclusion of questions related to fire hazard impacts for projects located on lands classified as state responsibility areas, as defined in section 4102, and on lands classified as very high fire hazard severity zones, as defined in subdivision (i) of section 51177 of the Government Code." (Pub. Resources Code, § 21083.01 (emphasis added).)"[1]

At section 15126.2, the CEQA Guidelines state, "(a) The Significant Environmental Effects of the Proposed Project. An EIR shall identify and focus on the significant effects of the proposed project on the environment. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant

[1] California Natural Resources Agency. CEQA Guidelines. Sections 15126.2(a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected. For example, the EIR should evaluate any potentially significant direct, indirect, or cumulative environmental impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas), including both short-term and long-term conditions, as identified in authoritative hazard maps, risk assessments or in land use plans, addressing such hazards areas."[2]

To provide an explanation on why it determined that analyzing potential impacts resulting from wildfire, the California Natural Resources Agency ("Natural Resources Agency" or "Agency) provided a document titled the *"Final Statement of Reasons For Regulation Action Amendments to the State CEQA Guidelines"* ("Final Statement of Reasons"). The amendments address legislative changes to the California Environmental Quality Act (CEQA), clarify certain portions of the existing CEQA Guidelines, and update the CEQA Guidelines to be consistent with recent court decisions. As noted in the Final Statement of Reasons, "The CEQA Guidelines are unique among administrative regulations. They provide a carefully organized, step-by-step guide to the environmental review process. As a result, rather than turning to the statute and case law, many agency staff and planners look to the CEQA Guidelines as a comprehensive source of information regarding CEQA's requirements."[3]

In the Final Statement of Reasons document, specifically at "12. CEQA Requires Analysis of the Potential Impacts Associated with Wildfire", the Agency writes, "Some comments suggested that the Agency should not include questions in Appendix G related to wildfire. In part, those comments suggested that the California Supreme Court's decision in CBIA v. BAAQMD (2015) 62 Cal.4th 369 precludes the analysis of such hazards on proposed projects. The Agency disagrees. In that decision, the Court held that "agencies subject to CEQA *generally* are not required to analyze the impact of existing environmental conditions on a project's future users or residents." (*Id*. at p. 377 (emphasis added).) The Court's opinion also included a significant caveat: "[w]hen a proposed project risks exacerbating those environmental hazards or conditions that already exist an agency must analyze the potential impact of such hazards on future residents or users." (*Id*., at p. 377.)

In this context, an effect that a project "risks exacerbating" is similar to an "indirect" effect. Describing "indirect effects," the CEQA Guidelines state: "If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment." (CEQA Guidelines, § 15064, (d)(2)). Just as with indirect effects, a lead agency should confine its analysis of exacerbating effects to those that are reasonably foreseeable. (*Id*. at subdivision (d)(3)).

In the context of wildfire, it is clear that development may exacerbate wildfire risks. OPR's General Plan Guidelines, for example, includes an extensive discussion of the interaction between

[2] Governor's Office of Planning and Research Final Adopted Text for Revisions to the CEQA Guidelines. 2018 Page 30. Accessed July 2023 at: https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf or Title 14. Natural Resources (ca.gov)

[3] California Natural Resources Agency Final Statement of Reasons For Regulation Action Amendments to the State CEQA Guideline OAL Notice File No. Z-2018-0116-12. November 2018. Page 2. Accessed July 2023 at: https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_Final_Statement_of%20Reasons_111218.pdf or CALIFORNIA NATURAL RESOURCES AGENCY

development and wildfire risk areas, including the "wildland-urban interface." While wildfire risk already exists in such areas, bringing development to those areas makes the risk worse, and not just for fire risk. Recent research explains:

> The close proximity of houses and wildland vegetation does more than increase fire risk. As houses are built in the WUI, native vegetation is lost and fragmented; landscaping introduces nonnative species and soils are disturbed, causing nonnatives to spread; pets kill large quantities of wildlife; and zoonotic disease, such as Lyme disease, are transmitted.

(Radeloff, et al., "Rapid growth of the US wildland-urban interface raises wildfire risk," PROC NATL ACAD SCI USA (March 27, 2018) 115 (13) 3314-3319 [citations omitted]). Not all development types are likely to create the same risks, however:

> The recognition that homes are vulnerable to wildfire in the wildland-urban interface (WUI) has been established for decades… Analysis of hundreds of homes that burned in southern California the last decade showed that housing arrangement and location strongly influence fire risk, particularly through housing density and spacing, location along the perimeter of development, slope, and fire history. Although high-density structure-to-structure loss can occur, structures in areas with low-to-intermediate housing density were most likely to burn, potentially due to intermingling with wildland vegetation or difficulty of firefighter access. Fire frequency also tends to be highest at low to intermediate housing density, at least in regions where humans are the primary cause of ignitions.

(Syphard AD, Bar Massada A, Butsic V, Keeley JE (2013) "Land Use Planning and Wildfire: Development Policies Influence Future Probability of Housing Loss." PLoS ONE 8(8): e71708. https://doi.org/10.1371/journal.pone.0071708 [citations omitted]). In other words, low-density, leapfrog development may create higher fire risk than high-density, infill development.

> Notably, Senate Bill 1241 (Kehoe, 2012) specifically required the Agency to update Appendix G with questions related to wildfire risk. One could view wildfire as a specific legislatively-created exception to the general rule the Court described in the CBIA decision, though the Court did not specifically analyze its provisions. In any event, the Agency drafted the questions in the new wildfire section to focus on the effects of new projects in creating or exacerbating wildfire risks."[4]

Thereafter, the CEQA Checklist was updated to include questions related to fire hazard impacts for projects located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The Wildfire section addresses factors that could expose people or structures to fire or post-fire flooding or landslides, risk or impair emergency response, or require installation of infrastructure that could exacerbate fire risk.

[4] Ibid. 86 and 87.

CEQA Thresholds of Significance

- Impair an adopted emergency response plan or emergency evacuation plan.
- Exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

ENVIRONMENTAL SETTING

"A wildfire is an uncontrolled fire spreading through vegetative fuels. Wildfires can be caused by human activities (such as arson or campfires) or by natural events (such as lightning). Wildfires often occur in forests or other areas with ample vegetation. Wildfires differ from other fires due to their large size, the speed at which the fires can spread, and the ability of the fire to change direction unexpectedly and to jump gaps, such as roads, rivers, and fire breaks. In areas where structures and other human development meet or intermingle with wildland or vegetative fuels (referred to as the wildland urban interface or WUI), wildfires can cause significant property damage and present extreme threats to public health and safety. The following three factors contribute significantly to wildfire behavior and can be used to identify wildfire hazard areas.

Topography: As slope increases, the rate of wildfire spread increases. South-facing slopes are also subject to more solar radiation, making them drier and thereby intensifying wildfire behavior. However, ridgetops may mark the end of wildfire spread because fire spreads more slowly or may even be unable to spread downhill.

Fuel: The type and condition of vegetation plays a significant role in the occurrence and spread of wildfires. Certain types of plants are more susceptible to burning or will burn with greater intensity, and non-native plants may be more susceptible to burning than native species. Dense or overgrown vegetation increases the amount of fuel load. The ratio of living to dead plant matter is also important. The risk of fire increases significantly during periods of prolonged drought, as the moisture content of both living and dead plant matter decreases; or when a disease or infestation has caused widespread damage. The fuel's continuity, both horizontally and vertically, is also an important factor.

Weather: The most variable factor affecting the behavior of wildfires is weather. Temperature, humidity, wind, and lightning can affect chances for ignition and spread of fire. Extreme weather, such as high temperatures and low humidity, can lead to extreme wildfire activity. By contrast, cooling and higher humidity often signal reduced wildfire occurrence and easier containment. Years of precipitation followed by warmer years tend to encourage more widespread fires and longer burn periods. Also, since the mid-1980s, earlier snowmelt and associated warming due to global climate change has been associated with longer and more severe wildfire seasons in the western U.S.

Wildfires can have serious effects on the local environment, beyond the removal of vegetation. Soil exposed to intense heat may lose its capability to absorb moisture and support life. Exposed soils erode quickly and enhance siltation of rivers and streams, thereby enhancing flood potential, harming aquatic life, and degrading water quality. Lands stripped of vegetation are also subject to increased debris flow hazards, as described above. Wildfires can also greatly affect the air quality of the surrounding area.

History: Historical information between 1910 and 2014 indicates that 610 wildfires occurred in the County which burned approximately 1,328,000 acres during this 104-year time period. The following causes represent approximately 95% of the 610 recorded wildfires (approximately 1.3 million acres), and are included as follows: miscellaneous 36% (532,800 acres); lightning 27% (309,000 acres); unknown or unidentified 14% (97,000 acres); arson 8% (63,300 acres); equipment use 5% (43,500 acres); smoking 3% (53,400 acres); and campfires 2% (184,600 acres). The remaining causes which include escaped prescribed burns, debris, vehicles, structures, power-lines, railroads and playing with fire account for the remaining 5% (44,400 acres) of the recorded wildfires. Appendix C [of the Tulare County 2017 Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP)] lists documented fires over 1000 acres that have burned in the County since 1985.

Location: Public Resources Code 4201-4204 and Government Code 51175-89 directed CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones are referred to as fire hazard severity zones and represented as very high, high and moderate. Specifically, the maps were created using data and models describing development patterns, potential fuels over a 30- to 50-year time horizon, expected fire behavior and expected burn probabilities. The maps are divided into local responsibility areas and State responsibility areas.

Local responsibility areas generally include incorporated cities, cultivated agriculture lands and portions of the desert. Local responsibility area fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to the local government. The fire hazard severity zones for the area of local responsibility in the County are shown on Figure B-4 (Appendix B, Hazard Figures [in the MJLHMP). Fire severity zones are depicted for the Cities of Porterville and Woodlake in Figures B-13 and B-20 (Appendix B, Hazard Figures MJLHMP).

State responsibility area is a legal term defining the area where the State has financial responsibility for wildfire protection. Incorporated cities and Federal ownership are not included. The prevention and suppression of fires in all areas that are not State responsibility areas are primarily the responsibility of local or Federal agencies.

The portion of the County that transitions from the valley floor into the foothills and mountains is characterized by high to very high threat of wildfire; this includes the cities of Porterville and Woodlake, the jurisdiction of Tulare County Office of Education (TCOE)[- SCICON], the Tule River Tribe Reservation and areas of the County unincorporated. Steeper terrain in these areas

increases the threat of wildfire. The western portion of the County has little or no threat of wildfire. The risk of wildfire increases where human access exists in high fire hazard severity zones, such as the Sierra Nevada Mountains and foothills, because of a greater chance for human carelessness and because of historic and current fire management practices.

Impact of Climate Change: Climate and weather have long been acknowledged as playing key roles in wildfire activity, and global warming is expected to exacerbate fire impacts on natural and urban ecosystems. Predicting future fire regimes requires an understanding of how temperature and precipitation interact to control fire activity.[7] Since 2012, record drought and record temperatures, have weakened trees throughout California, resulting in millions of acres of failing forestland that then become vulnerable to disease and infestation. Infestations, such as those caused by native bark beetles, have caused tree mortality of epidemic proportions. The scale of tree mortality in California contributes to significantly increased wildfire risks, and presents life safety risks due to falling trees that can injure or kill people. The immediate consequence of tree mortality on California forestlands increases the potential for wildfires, further spread of forest insect tree damage, threats to critical public safety infrastructure from falling trees, reduced forest carbon stocks, loss of commercial timber values to landowners, and diminished wildlife habitat. Due to these increased risks, the County proclaimed states of emergency for tree mortality.

In addition, and in response to the millions of dead trees, a State of Emergency Proclamation was issued by the Governor. A Tree Mortality Task Force, comprised of State and Federal agencies led by CAL FIRE, Cal OES and the Governor's office has identified six counties as high hazard zones due to dead and dying trees and the hazards, this tree mortality presents. The 10 counties include: Amadore, Calaveras, El Dorado, Fresno, Kern, Madera, Mariposa, Placer, Tulare, and Tuolumne. Both the State's and the County's Tree Mortality Task Forces are structured as a Multi-Agency Coordination Group and meet monthly to exchange information and updates among stakeholders. Participants are encouraged to discuss needs and concerns, and leverage each other's subject matter expertise and resources to further response efforts.

Extent: CAL FIRE has classified 22% of the County as high wildfire hazard areas and an additional 27% as very high wildfire hazard areas. These areas are primarily in the foothills and mountain regions in the eastern portion of the County and to a large extent on National Forest or National Park land. Figure B- [in the MJLHMP] depicts the fire severity rating for areas of the County.

Probability of Future Events: Based on historical events, on average, slightly more than on wildfire of over 1000 acres burns within the County each year. Therefore, it is highly likely that a wildfire event will occur within the calendar year impacting the County. Wildfire events have a greater than 1 in 1-year (100%) chance of occurring."[5]

The Project's location does not lend itself to wildfire risk as it is not within a fire hazard severity zone (as identified by CalFire), lacks slope/terrain conducive to wildfire spread, lacks vegetation which would fuel wildfire (i.e., dense vegetation consisting of shrubs and bushes, dead or dying trees caused by drought or pest infestation (i.e., bark beetle), is surrounded by predominantly

[5] Tulare County 2017 Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP). March 2018. Pages 69-73. Accessed July 2023 at: https://oes.tularecounty.ca.gov/oes/mitigation/ or Mitigation Phase - Office of Emergency Services (ca.gov)

agriculturally productive lands, and, as noted earlier, is in the western portion of the County which has little or no threat of wildfire.

REGULATORY SETTING

Federal Agencies & Regulations

None that apply to this Project.

State Agencies & Regulations

Senate Bill 1241 (Kehoe, 2012)

"Wildfire: Senate Bill 1241 (Kehoe, 2012) required the Office of Planning and Research, the Natural Resources Agency, and CalFire to develop "amendments to the initial study checklist of the [CEQA Guidelines] for the inclusion of questions related to fire hazard impacts for projects located on lands classified as state responsibility areas, as defined in section 4102, and on lands classified as very high fire hazard severity zones, as defined in subdivision (i) of section 51177 of the Government Code." (Pub. Resources Code, § 21083.01 (emphasis added).) The Agency added several questions addressing this issue. Notably, while SB 1241 required the questions to address specific locations, it did not necessarily limit the analysis to those locations, and so the Agency posed the questions for projects located within "or near" those zones. Lead agencies will be best placed to determine precisely where such analysis is needed outside of the specified zones."[6]

"The safety elements of local general plans will also describe potential hazards, including: "any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards …, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires." (Gov. Code § 65302(g)(1).) Hazards associated with flooding, wildfire and climate change require special consideration. (Id. at subd. (g)(2)-(g)(4).) Lead agencies must "discuss any inconsistencies between the proposed project and applicable general plans" related to a project's potential environmental impacts in a project's environmental review. (State CEQA Guidelines § 15125(d).) Local governments may regulate land use to protect public health and welfare pursuant to their police power. (Cal. Const., art. XI, § 7; California Building Industry Assn. v. City of San Jose (2015) 61 Cal. 4th 435, 455 ("so long as a land use restriction or regulation bears a reasonable relationship to the public welfare, the restriction or regulation is constitutionally permissible").)"[7]

[6] Ibid. 70.
[7] Ibid. 38 and 39.

CAL FIRE - Tulare Unit Strategic Fire Plan[8]

As summarized in the 2017 Tulare Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP), "The Plan is a local road map to create and maintain defensible landscapes in order to protect vital assets. It seeks to reduce firefighting cost and property loss, increase public and firefighter safety, minimize wildfire risk to communities and contribute to ecosystem health. The Plan identifies pre-suppression projects including opportunities for reducing structural ignitability, and the identification of potential fuel reduction projects and techniques for minimizing those risks. The central goals that are critical to reducing and preventing the impacts of fire revolve around both suppression efforts and fire prevention efforts. The MJLHMP fire hazard analysis and fire related mitigation measures will be provided to Cal Fire to support the Tulare Unit Strategic Fire Plan."[9]

Currently, Cal Fire publishes Fire Hazard Severity Zone Maps for all regions in California and that can be viewed at: FHSZ Viewer (ca.gov)[10] The fire hazard measurement used as the basis for these maps includes the speed at which a wildfire moves, the amount of heat the fire produces, and most importantly, the burning fire brands that the fire sends ahead of the flaming front. Lead agencies and project proponents can review the Cal Fire maps to determine whether a given project site will be subject to the new CEQA wildfire impacts analysis.

Local Policy & Regulations

Tulare County Health and Safety Element

During the update of the Health and Safety Element (H&S Element), the County was compelled to comply with AB 162 (regarding flooding) and SB 5 (flood hazard mapping). Wildfire can directly impact contribute to potential flooding opportunities as vegetation that would otherwise provide soil stability could be removed to the extent that exposed soil is vulnerable to land- or mudslides. Such events could subsequently damage/destroy structures (such as buildings), roadways, telecommunications towers, utility lines, etc., or result in land- or mudslide debris (e.g., vegetation, soil, destroyed structures, etc.) entering watercourses such as streams, rivers, lakes, etc. which could damage/destroy habitat, water quality, bridges, shorelines, etc.

As such, the Health and Safety Element addresses AB 162 and SB 5 by including Policies (Section 10.5 Flood Hazards and 10.6 Wildland Fire Hazards) and Implementation Measures in section 10.10. It also contains the following narrative: "Assembly Bill 162 (AB 162), adopted in 2007, amended Government Code Section 65302(d)(3) and (g)(2)) to require cities and counties to identify information regarding flood hazards upon revision of the jurisdiction's housing element on or after January 1, 2009. The requirements of Government Code Section 65302 (d)(3) and (g)(2)(A) are addressed in this General Plan Update as follows: Figure 10-1 (Flood Hazards and

[8] CAL FIRE. Tulare Unit Strategic Fire Plan. Last Update 06 May 2020. Accessed July 2023 at: https://osfm.fire.ca.gov/media/4bph0rby/2020-tuu-fire-plan.pdf. or Unit Strategic Fire Plan 2010 (ca.gov)

[9] 2017 Tulare Multi-Jurisdictional Local Hazard Mitigation Plan; Section 3. Page 15. Accessed July 2023 at: Mitigation Phase - Office of Emergency Services (ca.gov) or https://oes.tularecounty.ca.gov/oes/mitigation/

[10] CAL FIRE California Fire Hazard Severity Zone Map Update Project. Accessed July 2023 at: FHSZ Viewer (ca.gov) or https://egis.fire.ca.gov/FHSZ/

Faults [in the H&S Element]) displays information based on historic and current data regarding flood waters. Figure 10-1 [in the H&S Element] shows:

1) The flood hazard zones (i.e.; 100- and 500-Year Flood Zones) from the National Flood Insurance Rate maps published by Federal Emergency Management Agency (FEMA);
2) The dam failure inundation maps prepared pursuant to Section 8589.5 that are available from California Emergency Management Agency;
3) The California Department of Water Resources (DWR) Awareness Floodplain Mapping Program maps.

Figure 10-2 (Fire Threat [in the H&S Element]) shows:

1) Data on areas vulnerable to wildfire; and,
2) Urban development boundaries, hamlet development boundaries, and mountain service centers where existing and planned development will occur including structures, roads, utilities, and essential public facilities.

Used in conjunction, Figures 10-1 and 10-2 [in the H&S Element] show areas where FEMA flood zones and fire threats overlap to identify areas vulnerable to flooding after wildfires; The Figures also show where flood hazard zones are within these urban boundaries."[11]

Tulare County General Plan Policies

The Tulare County General Plan has several policies that apply to projects within County of Tulare. However, as the Project area is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, no General Plan policies would apply to the proposed Project.

IMPACT EVALUATION

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

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

There are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other

[11] Tulare County Health and Safety Element Goals and Policies Report. Page 10-3. Accessed July 2023 at: Microsoft Word - 17-CHP 10 Health & Safety.doc (tulare.ca.us) or http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/008Attachment%20G.%20Public%20Comment,%20%20Staff%20Matrix,%20and%20Responses/004Item%204.%20GPU%20AMUS/17-CHP%2010%20Health%20&%20Safety.pdf

components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

The KACP planning area is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; rather, it is located on the Valley floor in a predominantly rural, agricultural area on relatively flat land (i.e., 0-2% slopes).[12] As such, it would result in ***No Impact*** to this resource item.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or the Tulare County General Plan 2030 Update EIR. With No Project-specific Impact, ***No Cumulative Impact*** will also occur.

Mitigation: ***None Required***

Conclusion: ***No Impact***

As noted earlier, implementation of the proposed Project will result in No Impact to this Checklist Item.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs.

Also as noted earlier, the Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; rather, it is located on the Valley floor in a predominantly rural, agricultural area on relatively flat land (i.e., 0-2% slopes). As such, there is no possibility that the Project would exacerbate wildfire risks, and thereby expose project

[12] Cal Fire. Wildfire Prevention Grants Program. Fire Hazard and Severity Zone Maps. Accessed July 2023 at: FHSZ Viewer (ca.gov) or https://egis.fire.ca.gov/FHSZ/

occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, the Project would result in ***No Impact*** to this resource Item.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or the Tulare County General Plan 20303 Update EIR. With No Project-specific Impact, ***No Cumulative Impact*** will occur.

Mitigation: ***None Required***

Conclusion: ***No Impact***

As noted earlier, implementation of the proposed Project will result in ***No Impact*** to this Checklist Item.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. As such, there is no possibility that the Project would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, the Project would result in ***No Impact*** to this resource Item.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or the Tulare County General Plan 2030 Update EIR. With ***No Project-specific Impact***, ***No Cumulative Impact*** will also occur.

Mitigation: ***None Required***

Conclusion: ***No Impact***

As noted earlier, implementation of the proposed Project will result in ***No Impact*** to this Checklist Item.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

As noted earlier, there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing a draft Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Due to the nature of the Project, it would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The Project is located on the Valley floor in on relatively flat land (i.e., 0-2% slopes), as such it is not located in an area where landslides or post-fire slope instability would occur. The site is not crossed by any rivers, streams, or canals. A seasonal irrigation ditch is located at the easternmost boundary of the KACP planning area. As such, the KACP planning area is not at risk of down-stream flooding. Also, as noted in Item b), the surface topography of the site is relatively flat. As future development occurs, grading within the planning area is anticipated to include, where applicable, engineered grading designs that must be approved and permitted by Tulare County. Therefore, the Project would result in ***No Impact*** to this resource item.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or the Tulare County General Plan 2030 Update EIR. With No Project-specific Impact or Cumulative Impact will occur.

Mitigation: ***None Required***

Conclusion: ***No Impact***

As noted earlier, implementation of the proposed Project will result in ***No Impact*** to this Checklist Item.

DEFINITIONS/ACRONYMS

Abbreviations and Acronyms

AB	Assembly Bill (in California)
CEQA	California Environmental Quality Act
CNRA	California Natural Resources Agency or Agency
CBIA vs. BAAQMD	California Building Industry Association versus Bay Area Air Quality Management District
CAL FIRE	California Department of Forestry and Fire Protection
CACUDB	County Adopted City Urban Development Boundary
H&S Element	Tulare County General Plan Health and Safety Element
KACP	Kingsburg Area Community Plan
MJLHMP	Multi-Jurisdictional Local Hazard Mitigation Plan
TCOE	Tulare County Office of Education
SB	Senate Bill (in California)
UDB	Urban Development Boundary
WUI	Wildland-Urban Interface

REFERENCES

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Mandatory Findings of Significance
Chapter 3.21

SUMMARY OF FINDINGS

The Draft 2023 Kingsburg Area Community Plan (KACP, Project) will result in ***Less Than Significant Impacts With Mitigation*** through the Year 2030 planning horizon. Cumulative impacts are summarized in Chapter 4 Summary of Cumulative Impacts. The analyses contained in this environmental document demonstrate that there are no other impacts that will substantially degrade the quality of the environment, or impact sensitive species, or have significant cultural impacts, or impact human beings requiring a mandatory finding of significance.

INTRODUCTION

California Environmental Quality Act (CEQA) Requirements

CEQA Guidelines "Mandatory Findings of Significance" (Section 15065(a)) lists the following potential impacts that need to be addressed by a lead agency:

15065(a): *"A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:*

> *(1) The project has the potential to: substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.*
>
> *(2) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.*
>
> *(3) The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."*

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts may result from construction or implementation/operation of a project. An EIR

has been prepared for the proposed Project, which fully addresses all of the Mandatory Findings of Significance, as described below.

Under Section 15065(a) of the CEQA Guidelines, a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." This EIR, in its entirety, addresses and discloses potential environmental affects associated with construction- and operations-related activities of the proposed Project, including direct, indirect, and cumulative impacts in the following resource areas:

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

As summarized in Project Requirements/Mitigation Measures Section, this EIR discusses potential environmental resource impacts, the level of significance prior to mitigation, project requirements that are otherwise required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

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

Long Term Impacts

As described in Section 15065(a)(2), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. This document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis.

Cumulative Impacts

Under Section 15065(a)(1) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.3 (Biological Resources) of the EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

Impacts to Species

Section 15065(a)(1) of the CEQA Guidelines states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of Public Resource Code Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources.

Impacts to Historical Resources

Section 15064.5 of the CEQA Guidelines establishes standards for determining the significance of impacts to historical resources and archaeological sites that are an historical resource. Section 4.4 (Cultural Resources) of this EIR (which is supported by a Cultural Resources Technical Report) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Impacts on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people will be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings will be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, transportation/traffic, and utilities, which are addressed in this EIR.

Thresholds of Significance

The geographical area may be countywide, statewide, or nationwide, depending on the nature of the impact. Thresholds of Significance for impacts to biological resources are addressed in detail in Chapter 3.4 of this document. Thresholds of Significance for impacts to cultural resources, including impacts to historic and prehistoric resources, are addressed in Chapter 3.5 of this EIR.

ENVIRONMENTAL SETTING

Tulare County is located in central California in the heart of the San Joaquin Valley. The County is composed of eight incorporated cities and numerous unincorporated communities. Most of the unincorporated communities and all of the cities are located on the Valley floor. The foothills and Sequoia and Kings Canyon National Parks form the eastern half of the County.

The City of Kingsburg (in Fresno County) is adjacent to and abuts the proposed Kingsburg Area Community Plan planning area along the KACP's northern boundary (see **Figure 2-3**). Kingsburg has a population of approximately 12,865 persons.[1]

As noted in the City of Kingsburg General Plan, in the section titled "THE KINGSBURG PLANNING AREA": "The area covered by the Plan has two geographic dimensions. The first dimension is prescribed by the City's "Sphere of Influence" as adopted by the Fresno County Local Agency Formation Commission. The SOI boundaries are shown on Figure I-1 [in the Kingsburg General Plan], and include all lands within the existing City limits, lands that are expected to be annexed and urbanized over the next 20 years, and the unincorporated territory of the County where various types of development may be proposed to the County which will have an influence on the interests of the City. In the latter case, County policies and procedures provide opportunity for the City to express its position and recommendations for County action, consistent with adopted policies of the Kingsburg Area General Plan as adopted by Fresno County.

The second dimension has emerged as a new and potentially exciting direction for the encouragement of a recreation-oriented urban complex between the City and the Kings River for development mostly within Tulare County. It involves the triangle-shaped Kings River environment encompassed by the City limits on the north, the extension of State Route 201 east of the City to the Kings River, lands which border the south side of the Kings River, and a line parallel to and approximately one mile west of Freeway 99. Concepts for the development of this triangle will be developed initially separate from the City's General Plan document because of the need for careful exploration of development concepts with Tulare County

The extent to which merit and feasibility may exist has yet to be advanced by the City of Kingsburg and agreed to by Tulare County. At this writing, the idea has only been broached with planning officials of Tulare County. With all of the uncertainties and obstacles involved, this development concept is nevertheless advanced here as being worthy of exploration by the City and Tulare

[1] California Department of Finance. Table 2: E-4 Population Estimates for Cities, Counties, and State. January 1, 2021-2023 with 2020 Benchmark . Accessed July 2023 at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdof.ca.gov%2Fwp-content%2Fuploads%2Fsites%2F352%2FForecasting%2FDemographics%2FDocuments%2FE-4_2023_InternetVersion.xlsx&wdOrigin=BROWSELINK or E-4_2023_InternetVersion.xlsx (live.com)

County because of the mutually beneficial potential involved. While jurisdiction would remain with Tulare County, along with taxing authority, the City may benefit significantly from its close proximity, the range of services it might provide, and the stature and amenity that may be added to the overall environment which Kingsburg shares with Tulare County."[2]. It is noted that the Andersen Village subdivision project involved numerous participating agencies including the City of Kingsburg, County of Tulare, Fresno County LAFCO, Tulare County LAFCO, Selma-Kingsburg-Fowler Sanitation District, and Consolidated Irrigation District.

As indicated in the Kingsburg General Plan, "The environmental setting of the Kingsburg planning area is dominated by residential, commercial and industrial use, with supporting public and semi-public facilities such as schools, churches, a hospital, government offices and public utilities. The location of the community in the region is shown on Figure II-1 [of the Kingsburg General Plan]. The developed urban complex encompasses an area of approximately 1,270 gross acres of land, including streets, or 2.00 square miles, and is surrounded by prime agricultural land devoted almost exclusively to vineyards and orchards."[3]

"Residential development is concentrated mostly in the area north of Sierra Avenue. Referred to in this document as Planning Area "A", this area includes a majority of the total number of Single-Family and Multi-Family dwellings in the community, followed by Area B which lies west of Freeway 99. Residential acreage has increased in its percentage of total urban acreage within the City limits since 1972 from nearly 80% to about 90% of the total. During the same period, the percentage of combined acreage in commercial, industrial and institutional (public and semi-public) land use declined. This is indicative of the increasing role of the community as a place where people live rather than where they live and work.

Existing retail and office commercial use remains concentrated within the Central Business District. Highway Commercial development is concentrated on either side of the Freeway 99 interchange with Sierra Avenue (Conejo). Service Commercial and Industrial uses remain concentrated along the corridor formed by the freeway and Simpson Street. Most of the industrial development in the urban area lies outside of the City along the northwesterly extension of this corridor."[4]

The KACP planning area is generally triangular in shape with the Tulare County/Fresno County line as the northwestern boundary, Road 16 generally as the eastern boundary, areas just south of Avenue 392 as the southern boundary, and generally north of Avenue 392 (west of Road 12) as the western boundary. Surrounding uses include the City of Kingsburg to the northwest, scattered rural residences and agriculturally productive lands to the east and south, and agricultural lands and service commercial uses to the west and the southwestern part of the City of Kingsburg (predominantly single-family residences). See **Figure 2-2** Existing and Surrounding Land Uses Aerial View of KACP.

[2] City of Kingsburg General Plan. Pages 2 and 3. Accessed January 2022 at: http://www.cityofkingsburg-ca.gov/DocumentCenter/View/1815/City-of-Kingsburg-General-Plan

[3] Ibid. 23.

[4] Op. Cit. 26.

Native Vegetation

The native vegetation of the Valley is predominately characterized by the purple needlegrass series, valley oak series, vernal pools and wetland communities, and blue oak series. Fauna associated with this section include mule deer (Odocoileus hemionus), black-tailed deer (Odocoileus hemionus columbianus), coyotes (Canis latrans), white-tailed jackrabbits (Lepus townsendii), kangaroo rats (Dipodomys ingens), kit fox (Vulpes macrotis), and muskrats (Ondatra Zibethicus). Birds include waterfowl, hawks, golden eagles (Aquila chrysaetos), owls, white-tailed kites (Elanus leucurus), herons, western meadowlark (Sturnella neglecta) and California quail (Callipepla californica).[5]

Existing Cultural and Historic Resources

"Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources."[6]

Due to the sensitivity of many prehistoric, ethnohistoric, and historic archaeological sites, locations of these resources are not available to the general public. The Information Center at California State University, Bakersfield houses records associated with reported cultural resources surveys, including the records pertinent to sensitive sites, such as burial grounds, important village sites, and other buried historical resources protected under state and federal laws.

BIOLOGICAL RESOURCES

The KACP planning area is situated within a matrix of agriculturally productive lands, light industrial and commercial uses, and scattered rural residences. A California Natural Diversity Database (CNDDB) search conducted February 2022, indicated there are seven (7) special status species within the nine (9) Quadrant Species List (which includes the KACP planning area) consisting of 21 animal species and eight (8) plant species (see Chapter 3.4, Table 3.4-1). As the KACP is within the area of the previously adopted/certified environmental impact report (EIR) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project, RMA is relying on both the EIR and biological evaluation referenced in the EIR; and an updated CNDDB search.

As noted in Chapter 3.4 Biological Resources (of the Hash Farms EIR), according to the CNDDB search and as described in Appendix "B", eight Special Status plant species, 22 Special Status animal species, and three special habitats are known to occur in the general proposed Project vicinity. Field surveys were conducted by Kamansky Ecological Consulting (KEC) in July and August of 2015 (as part of the biological evaluation contained in the Andersen Village EIR) where

[5] Tulare County General Plan 2030. Background Report. Page 9-10. Accessed August 2021 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.
[6] Ibid. 9-56.

it was determined that of the 30 Special Status species and three sensitive habitat areas, there is the possibility of presence of only six species in the area as a result of on-going disturbances on the site and the quality of habitat on and around the proposed Project site. Potentially significant impacts to biological resources associated with future development of the planning area include Swainson's hawks, Western burrowing owls, Loggerhead shrike, Western mastiff bat, San Joaquin Kit fox, Hoary bat, and Pallid bat. These impacts can be reduced to a less than significant level under the California Environmental Quality Act (CEQA) through implementation of mitigation measures specified in Chapter 3.4 and the Mitigation Monitoring and Reporting Program. Mitigation, as appropriate and applicable, could include conducting preconstruction surveys for sensitive resources; employee education programs, restricted use of rodenticides and herbicides, avoiding active bird/bat nests and roosts; providing compensatory mitigation for project-related loss of habitat (e.g., Swainson's hawk and burrowing owl) should the active nests/roosts of these birds be documented within or near future project areas; and providing compensatory mitigation for any loss of riparian trees that results from future project activities.

Impacts associated with future development of the planning area would be less than significant, as defined by CEQA, for all other locally-occurring special status plants and animals, jurisdictional waters, wildlife movement corridors, sensitive natural communities, designated critical habitat, and local policies and habitat conservation plans. With the exception of the Swainson's hawk and burrowing owl, loss of habitat for special status animal species is considered a less than significant impact under CEQA.

CULTURAL RESOURCES

As indicated in Chapter 3.5 Cultural Resources, the proposed Draft 2023 Kingsburg Area Community Plan 2021 (KACP or Project) will result in less than significant impact within the planning horizon (Year 2030). However, as development occurs, it is possible to encounter previously unknown cultural resources. Based upon this uncertainty, the project would result in a ***Less Than Significant Impact With Mitigation*** to Cultural Resources. As the KACP is within the area of the previously adopted/certified environmental impact report (EIR) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) subdivision project, RMA is relying on both the EIR and cultural resources referenced in the EIR; and an updated CHRIS search.

The Southern San Joaquin Valley Information Center, Bakersfield (Center or SSJVIC) conducted a cultural resources record search for the Project. The Center provided a records search results on August 11, 2020, which indicated, "There is one recorded resource within the project area. There are sixty-one (61) recorded resource within the one-half mile radius. These resources primarily consist of historic buildings and include an historic railroad. These resources primarily consist of historic buildings and include an historic railroad. 41 resources have been given a National Register status of 2S2, indicating these resources have been determined eligible for listing in the National Register of Historic places by consensus through the Section 106 process. They are all listed in the California Register of Historical Resources. A list of these resources is enclosed. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California

Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks."[7]

As indicated in the response letter received from the Southern San Joaquin Valley Information Center (SSJVIC), "We understand this project consists of a General Plan update for the community of Kingsburg. Further, we understand no immediate ground disturbance will take place as a result of this update. Therefore, no further cultural resource investigation is recommended at this time. However, prior to any future ground disturbance project activities, we recommend a new record search be conducted so our office can then make project specific recommendations for further cultural resources study, if needed. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed."[8]

The Native American Heritage Commission (NAHC) was contacted on July 28, 2020 (by RMA) requesting a Scared Lands File (SLF) Search and Tribal Consultation List. The NAHC provided a response to the request in a letter dated July 30, 2020, (see Appendix "C") that a records search of the NAHC indicated "negative results" (that is, an absence of any known sacred lands). Further, the NAHC response noted, "Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource. This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process."[9] Also, as the KACP is within the area of the previously adopted/certified environmental impact report (EIR) prepared for the Andersen Village (formerly Hash Farms) subdivision project, RMA is relying on both the EIR and tribal cultural resources referenced in the EIR; and an updated SLF search and tribal consultation list.

As noted earlier, there are no development proposals as part of preparing the KACP , there will be no physical changes to the environment as the Update is an exercise of preparing a Community Plan that is consistent with the Tulare County General Plan 2030 Update and Zoning classifications and Zoning Map for the Kingsburg planning area within Tulare County. The County Adopted City Urban Development Boundary (CACUDB) will also be expanded to accommodate projected growth and land use needs. Although the Project does not include any immediate development proposals, utilization of the available data is integral to planning for future uses and activities and to determine the best management strategy for such resources at this phase of the planning process.

[7] California Historical Resources Information System (CHRIS). Southern San Joaquin Valley Information Center. California State University, Bakersfield. August 11, 2020. Included in Appendix "C" of this Draft EIR.
[8] Ibid.
[9] State of California. Native American Heritage Commission. Scared Lands Files search and Tribal consultation list response dated July 30, 2020 (included in Appendix "C" of this Draft EIR).

All actions taken pursuant to Plan preparation will be consistent with the California Environmental Quality Act (CEQA) which states that identification and evaluation of historical resources is required for any action that may result in a potential adverse effect on the significance of such resources, which includes archaeological resources. Further, as identified in Chapters 3.5 Cultural Resources and 3.18 Tribal Cultural Resources, General Plan policies, as applicable, will be implemented to protect cultural, historical, archaeological, and tribal resources. Once specific projects are planned, specific site studies can be conducted to avoid or minimize impacts to verifiable cultural resources.

Despite the absence of documented cultural resources within the project area, undiscovered potentially significant resources might still exist in the area. Based on this analysis, implementation of **Mitigation Measures 3.5-1** through **3.5-3** (described in detail in Chapter 3.5 Cultural Resources) will reduce potential Project-specific impacts related to Cultural Resources to ***Less Than Significant***.

REGULATORY SETTING

Federal Agencies & Regulations

See Chapters 3.2, 3.3, 3.4, 3.5, 3.9, 3.10, 3.11, 3.13, and 3.18 of this document for federal regulations related to Agriculture, Air Quality, Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Hydrology & Water Quality, Land Use & Planning, Noise, Tribal Cultural Resources; respectively.

State Agencies & Regulations

See Chapters 3.2, 3.3, 3.4, 3.5, 3.7, 3.8, 3.9, 3.11, 3.13, 3.17, 3.18, and 3.19 of this document for state regulations related to Agriculture, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Greenhouse Gases, Hazards & Hazardous Materials, Hydrology & Water Quality, Land Use & Planning, Noise, Population & Housing, Transportation (Traffic), Tribal Cultural Resources, and Utilities & Service Systems; respectively.

Local Policy & Regulations

See Chapters 3.2, 3.3, 3.4, 3.5, 3.7, 3.8, 3.9, 3.10, 3.11, 3.13, 3.14, 3.15, 3.17, 3.18, and 3.19 of this document for local regulations related to Agriculture, Air Quality, Biological Resources, Cultural Resources, Geology& Soils, Greenhouse Gases, Hazards & Hazardous Materials, Hydrology& Water Quality, Land Use & Planning, Noise, Population & Housing, Transportation (Traffic), Tribal Cultural Resources, and Utilities & Service Systems.

IMPACT EVALUATION

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce

the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

FINDINGS: IMPACTS TO BIOLOGICAL RESOURCES

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

Chapter 3.4, Biological Resources, addresses potential impacts to biological resources. A biological evaluation of the Summerlyn (formerly Hash Farms and Andersen Village) subdivision within the Project planning area was conducted by consultant Kamansky Ecological Consulting, that included the proposed Project's planning area. The evaluations, in their entirety, can be found in Appendix "B". The biological assessment is based upon database and literature searches, as well as a site visit. Also, as noted earlier, an updated CNDDB search was also conducted in researching any changes to the baseline established in the 2018 Andersen Village (formerly Hash Farms and currently Summerlyn) subdivision project. The Biological Evaluation determined that impacts on Biological Resources due to the proposed Project are potentially significant. Implementation of the Mitigation Measures will reduce any impacts to ***Less Than Significant*** through the Year 2030 planning horizon.

Cumulative Impact Analysis: ***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 Less Than Significant Cumulative Impacts related to biological resources with the implementation of Mitigation Measures.

Mitigation Measures:

See **Mitigation Measures 3.4-1.a - h, 3.4-2.a - o, 3.4-3.a - c, 3.4-4.a – f,** and **3.4-5.a - b** contained in Chapter 3.4.

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

Less Than Significant impacts to Biological Resources would result from the proposed Project with the implementation of Mitigation Measures through the Year 2030 planning horizon.

FINDINGS: IMPACTS TO EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY

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

As indicated earlier in Chapters 3.5 Cultural Resources and 3.18 Tribal Cultural Resources, the proposed Plan will result in a less than significant impact within the planning horizon (Year 2030). However, as development occurs, it is possible to encounter previously unknown cultural, historical, tribal cultural, or archaeological resources. Based upon this uncertainty, implementation of **Mitigation Measures 3.5-1** through **3.5-3** would reduce potential Project-

specific impacts related to this Checklist Item to a level considered ***Less Than Significant*** through the Year 2030 planning horizon. As noted in Chapter 3.5, this determination was based on a California Historical Resources Information Systems search, Sacred Lands File search, and Tribal consultation requests (per AB 52) are included in Appendix "C".

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. As the proposed Project will be mitigated to a ***Less Than Significant*** level and ***Less Than Significant Cumulative Impacts with Mitigation Measures*** through the Year 2030 planning horizon.

Mitigation Measure(s):

See **Mitigation Measures 3.5-1** through **3.5-3** contained in Chapter 3.5.

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

Less Than Significant Impacts to Cultural Resources would result from the proposed Project with the implementation of Mitigation Measures through the Year 2030 planning horizon.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Project Impact Analysis: ***See Chapter 4***

Cumulative impacts are discussed within the analysis of each Checklist Item. In addition, cumulative impacts are summarized in Chapter 4.

"CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. A consideration of actions included as part of a cumulative impact scenario can vary by geographic extent, time frame, and scale. They are defined according to environmental resource issue and the specific significance level associated with potential impacts. CEQA Guidelines 15130(b) requires that discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines note that the cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-only impacts and should be guided by the standards of practicality and reasonableness and focus on the cumulative impact to which the

identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impacts."[10]

Cumulative Analysis: ***See Chapter 4***

Cumulative impacts are discussed within the analysis of each Checklist Item. In addition, cumulative impacts are summarized in Chapter 4.

Conclusion for Cumulative Impacts to Biological Resources (Chapter 3.4): ***Less Than Significant Impact With Mitigation***

With the implementation of **Mitigation Measures of 3. .4-1.a - h, 3.4-2.a - o, 3.4-3.a - c, 3.4-4.a – f,** and **3.4-5.a - b**, potential Project specifics and cumulative impacts related to this Checklist Item will be reduced a ***Less Than Significant*** through the Year 2030 planning horizon. Cumulative impacts are discussed within the analysis of each Checklist item. In addition, cumulative impacts are summarized in Chapter 3.4.

Conclusion for Cumulative Impacts to Cultural Resources (Chapter 3.5): ***Less Than Significant Impact With Mitigation.***

With implementation of **Mitigation Measures 3.5-1** through **3.5-3**, potential Project specifics and cumulative impacts related to this Checklist Item will be reduced to a ***Less Than Significant*** through the Year 2030 planning horizon. Cumulative impacts are discussed within the analysis of each Checklist item. In addition, cumulative impacts are summarized in Chapter 3.5.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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

The proposed Project will result in potential impacts to Hydrology& Water Quality, and Utilities & Service Systems (Water and Wastewater) which could adversely affect human beings. However, the implementation of **Mitigation Measures 3.10-1** through **3.10-3** (Hydrology & Water Quality), and **3.19-1** through **3.19-5** (Utilities & Service Systems) will reduce the proposed Project's potential impacts to a less than significant level.

Conclusion for adverse effects on human beings, either directly or indirectly to Chapter 3.9 Hydrology & Water Quality and Chapter 3.19 Utilities & Service Systems (water and wastewater): The proposed Project will result in ***Less Than Significant Project-specific and Cumulative Impacts*** with implementation of **Mitigation Measures 3.10-1** through **3.10-3**, and **3.19-1** through **3.19-5**; respectively, related to these Checklist Items.

[10] Tulare County 2030 General Plan. RDEIR. Pages 5-3 to 5-4.

Mitigation Measure(s): ***See Mitigation Measures outlined in Chapters 3.10-1 through 3.10-3 and 3.19-1 through 3.19-5***

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

UNAVOIDABLE CUMULATIVE IMPACTS

The Draft 2023 Kingsburg Area Community Plan is not anticipated to have substantial adverse effects on human beings through the Year 2030 planning horizon. The proposed Project will not cause substantial adverse effects on human beings either directly or indirectly.

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

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Draft 2023 Kingsburg Area Community Plan, 2018 adopted/certified Andersen Village Environmental Impact Report, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, and/or the Tulare County General Plan 2030 Update EIR.

UNAVOIDABLE IMPACTS

There are no significant and unavoidable impacts. All potentially significant cumulative impacts can be reduced below a level of significance through mitigation.

All impacts that can be effectively mitigated are listed in the **Table 4-2**.

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

There will be ***Less Than Significant Cumulative Impacts*** from this Project which will affect human beings either directly or indirectly.

DEFINITIONS/ACRONYMS

Definitions

See Chapters 3.2, 3.3, 3.4, 3.5, 3.7, 3.8, 3.9, 3.10, 3.11, 3.13, 3.14, 3.15, 3.17, 3.18, and 3.19 of this document for local regulations related to Agriculture, Air Quality, Biological Resources, Cultural Resources, Geology& Soils, Greenhouse Gases, Hazards & Hazardous Materials, Hydrology& Water Quality, Land Use & Planning, Noise, Population & Housing, Transportation (Traffic), Tribal Cultural Resources, and Utilities & Service Systems; respectively.

Acronyms

See Chapters 3.2, 3.3, 3.4, 3.5, 3.7, 3.8, 3.9, 3.10, 3.11, 3.13, 3.14, 3.15, 3.17, 3.18, and 3.19 of this document for local regulations related to Agriculture, Air Quality, Biological Resources, Cultural Resources, Geology& Soils, Greenhouse Gases, Hazards & Hazardous Materials, Hydrology& Water Quality, Land Use & Planning, Noise, Population & Housing, Transportation (Traffic), Tribal Cultural Resources, and Utilities & Service Systems; respectively.

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Tulare County. Draft 2022 Kingsburg Area Community Plan. Included in Appendix "E" of this Draft EIR.

See Chapters 3.2, 3.3, 3.4, 3.5, 3.7, 3.8, 3.9, 3.10, 3.11, 3.13, 3.14, 3.15, 3.17, 3.18, and 3.19, Chapter 4, and Chapter 8.

Summary of Cumulative Impacts
Chapter 4

Each resource section of Chapter 3 contains a Cumulative Impacts discussion to provide the reader with an assessment of how the Program/Projects will affect each particular resource. The discussion below considers additional evaluation criteria to determine the potential cumulative impacts by the Program/Projects on all resources. Geographic region(s); past, present, and probable future projects; regional population growth; projections contained in an adopted local, regional or statewide plan, or related planning document; and mitigated impacts and unmitigable impacts were evaluated. Based on these CEQA criteria to determine cumulative impacts, it has been determined that the Projects will result in ***Less Than Significant Cumulative Impacts*** for all Resources.

CUMULATIVE IMPACTS ANALYSIS UNDER CEQA

Section 15355 Cumulative Impacts

""Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."[1]

Section 15130 Discussion of Cumulative Impacts

"(a) An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in section 15065(a) (3). Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

(1) As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.

(2) When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in

[1] California Environmental Quality Act (CEQA) Guidelines. Section 15355. Accessed May 2022 at: Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.

(3) An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

(1) Either:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

(3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and

(5) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

(c) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

(d) Previously approved land use documents, including, but not limited to, general plans, specific plans, regional transportation plans, plans for the reduction of greenhouse gas emissions, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area wide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.

(e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section15183(j)."[2]

Tulare County is the geographic extent for most impact analysis. This geographic area is the appropriate extent because of the following reasons:

1. The proposed Project is physically located in Tulare County and the County of Tulare is the Lead Agency;
2. Tulare County General Plan polices applies to the proposed Project.
3. The Kingsburg County Adopted City Urban Development Boundary is an unincorporated area of the County, and as such planning staff considers all County projects and policies when evaluating projects within the County boundaries.

The basis for other resource specific cumulative impact analysis includes:

- Land Use Impacts are based on the County of Tulare General Plan 2030 Update.
- For Air Quality and Green House Gas Emissions, the San Joaquin Valley Air Basin is the geographic extent.
- For Biological Resources, the geographic extent is the San Joaquin Valley floor.
- For Cultural Resources, the geographic extent is Tulare County.
- For Tribal Cultural Resources, the geographic extent is the five (5) Native American Tribes within and adjacent to Tulare County (i.e., Kern Valley Indian Community, Santa Rosa Rancheria Tachi Yokut Tribe, Tabatulablas of Kern County, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band).

[2] Ibid. Section 15130 (e).

- For Hydrology, the geographic extent is the Tulare Lake Basin, Tule Lake Sub-basin aquifer.
- For Public Services, the geographic extent is the City of Kingsburg and County of Tulare.
- For Utilities and System Services, the geographic extent is the City of Kingsburg, County of Tulare, and Selma-Kingsburg-Fowler Sanitation District.

PAST, PRESENT, PROBABLE FUTURE PROJECTS

Tulare County Association of Governments (TCAG) Blueprint Scenario

Under the Tulare County Regional Blueprint Preferred Growth Scenario, TCAG suggested a 25% increase over the status quo scenario to overall density by 2050. The preferred growth scenario principles included directing growth towards incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are/or will be provided. Another relevant preferred scenario is the creation of urban separators around cities. The project location is outside incorporated areas and would be consistent with the goal of separating urban boundaries.[3]

Tulare County 2030 General Plan

The Cumulative Analysis outlined in the Tulare County General Plan Update 2030 Recirculated Draft EIR notes regional population growth (which impart was developed by the Tulare County Association of Governments) and a number of major projects. Regional population projections are provided in the table below.[4]

[3] Tulare County Association of Governments (TCAG). Regional Transportation Plan 2018. Tulare County Regional Blueprint. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/tulare-county-blue-print/ or Microsoft Word - Local Blueprint Document.doc (tularecog.org)

[4] Tulare County. Tulare County General Plan 2030. Update Recirculated Draft Environmental Impact Report. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf. or Tulare County General Plan Recirculated Draft EIR

Table 4-1
Regional Population Projections and Planning Efforts

Jurisdiction	General Plan Planning Timeframe	General Plan Buildout Population	Significant Environmental Impacts
City of Dinuba	2006-2026	33,750	Farmland conversion; conflicts with agricultural zoning and Williamson Act contracts; conversion of agricultural soils to non-agricultural use; regional air quality impacts; and climate change-greenhouse gases.
City of Woodlake			Unavailable.
City of Visalia	1991-2020	165,000	Air quality; biological resources; land use conflicts; noise; transportation/traffic; mass transit; agricultural resources; water supply; and visual resources.
City of Tulare	2007-2030	134,910	Farmland conversion; aesthetics; water supply; traffic; air quality; global climate change; noise; flooding from levee or dam failure; biological resources; and cultural resources.
City of Farmersville	2002-2025	12,160	Agricultural resources; agricultural land use conflicts; air quality; and traffic circulation.
City of Exeter			Information unavailable at time of analysis.
City of Lindsay	1990-2010	17,500	Air quality and farmland land conversion.
City of Porterville	2006-2030	107,300	Farmland conversion; air quality; noise; and biological resources.
City of Kingsburg	1992-2012	16,740	Farmland conversion and air quality.
City of Delano	2005-2020	62,850	Air quality; noise; farmland conversion; disruption of agricultural production; and conversion of agricultural soils to non-agricultural use.
County of Fresno	2000-2020	1,113,790	Farmland conversion; reduction in agricultural production; cancellation of Williamson Act Contracts; traffic; transit; bicycle facilities; wastewater treatment facilities; storm drainage facilities; flooding; police protection; fire protection; emergency response services; park and recreation facilities; library services; public services; unidentified cultural resources; water supply; groundwater; water quality; biological resources; mineral resources; air quality; hazardous materials; noise; and visual quality.
County of Kern	2004-2020	1,142,000	Air quality; biological resources; noise; farmland conversion; and traffic.
County of Kings*	1993-2005	149,100 (low) 228,000 (high)	Biological resources; wildlife movement; and special status species.

** The adopted Kings County General Plan did not identify a projected population for 2005. The General Plan does include population projections for 2010, which is included in this table.*

SOURCE: City of Delano, 1999; City of Dinuba, 2008; City of Farmersville, 2003; City of Kingsburg, 1992; City of Lindsay, 1989; City of Porterville, 2007; City of Visalia, 2001, 1991; County of Fresno, 2000; County of Kern, 2004; County of Kings, 2009; DOF, 2007; TCAG, 2008.

In addition to the Regional Growth Projections used for the cumulative impact analysis, the Tulare County General Plan Update 2030 Recirculated Draft EIR noted the following Major Projects

- **Goshen Community Plan:** Status – Approved. On June 5, 2018, the Tulare County Board of Supervisors (BOS) approved the Goshen Community Plan. The Goshen Community Plan Update was updated to implement the 2030 Tulare County General Plan (2012) and includes primary goals and objectives for future development for the Community.

- **Traver Community Plan:** Status – GPA approved. On December 16, 2014, the Tulare County Board of Supervisors (BOS) approved an update to the Traver Community Plan. The Traver Community Plan Update is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development for the Community.

- **Pixley Community Plan:** Status – GPA approved. On June 17, 2015, the Tulare County Board of Supervisors (BOS) approved an update to the Pixley Community Plan. The Pixley Community Plan Update is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development for the Community.

- **Strathmore Community Plan:** Status – GPA approved. On June 17, 2015, the Tulare County Board of Supervisors (BOS) approved an update to the Strathmore Community Plan. The Strathmore Community Plan Update is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Tipton Community Plan:** Status – GPA approved. On June 17, 2015, the Tulare County Board of Supervisors (BOS) approved the Tipton Community Plan. The Tipton Community Plan is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Ducor:** Status – GPA approved. On November 3, 2015, the Tulare County Board of Supervisors (BOS) approved an update to the Ducor Community Plan. The Ducor Community Plan Update is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Terra Bella:** Status – GPA approved. On November 3, 2015, the Tulare County Board of Supervisors (BOS) approved an update to the Terra Bella Community Plan. The Terra Bella Community Plan Update is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Earlimart Community Plan:** Status – GPA approved. On October 17, 2017, the County Board of Supervisors (BOS) approved the Earlimart Community Plan. The Earlimart Community Plan is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Three Rivers Community Plan:** Status – GPA approved. On June 9, 2018, the County Board of Supervisors (BOS) approved the Three Rivers Community Plan. The Three Rivers Community Plan is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Ivanhoe Community Plan:** Status – GPA approved. On July 9, 2019, the County Board of Supervisors (BOS) approved the Ivanhoe Community Plan. The Ivanhoe Community Plan is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Lemon Cove Community Plan:** Status – GPA approved. On July 9, 2019, the County Board of Supervisors (BOS) approved the Lemon Cove Community Plan. The Lemon Cove Community Plan is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

- **Cutler-Orosi Community Plan:** Status - GPA approved. On March 3, 2022, the County Board of Supervisors (BOS) approved the Cutler-Orosi Community Plan. The Cutler-Orosi Community Plan is consistent with the approval of the General Plan 2030 Update, and includes primary goals and objectives for future development of the Community.

In addition to the Major Projects outlined in the Tulare County General Plan Update 2030 Recirculated Draft EIR, there are a number of other projects that may produce cumulative impacts. These projects are briefly described below.

- **Pena's:** Status – Approved. Peña's Material Recovery Facility (MRF) and Transfer Station (TS)' which currently sits on 18.01 acres that were rezoned from AE 30 to M1 Light Industrial Zoning, and rezoned 6.7 acres and 11.3 acres from residential and industrial reserve zoning to industrial zoning. The land is currently operated by Peña's Disposal, Inc. and has a previously permitted peak processing capacity of 500 tons per day (TPD). This existing facility serves the unincorporated northern portions of Tulare County and the unincorporated southern portions of Fresno County, and the City of Orange Cove in Fresno County. Within the County of Tulare, the facility serves the cities of Dinuba and Porterville, the communities of Cutler, Orosi, London, Sultana, Traver, Seville and other smaller communities in the area that may need to utilize the facility for the recycling of source-separated recyclables, commingled recyclables, commercial and industrial rubbish, green material and wood wastes, construction and demolition wastes, and inert debris to assist in reaching the diversion goals of the California Integrated Waste Management Act of 1989 (AB 939).

- **Harvest Power:** Status – Approved. The Project is for a Composting Expansion and Anaerobic Digester. The Project allows a maximum total tonnage for the composting to increase from 156,000 tons per year to a potential 216,000 tons per year. An additional 60,000 tons will be allowed at the approved anaerobic digester facility. The facility will produce transportation fuel through a compressed natural gas (CNG) refueling station.

- **South County Correctional Detention Facility in Porterville:** Status – Approved. The approved Project sits on two parcels, one is in the County and the second is within the City of Porterville's jurisdiction. The facility will be constructed within the City of Porterville while the County's parcel will be used for agricultural purposes. The proposed project contains a build-out "footprint" for the proposed facility of approximately 15.0 acres with a new maximum security Type II facility as the primary structure. The proposed Project will consist of 250-cell double occupancy units (500 beds) and 14 special use beds for a total of 514 beds. In addition to the main detention facility, the proposed Project will also include support service components.

  As the site is currently under agricultural production, the Project will require new utilities infrastructure (such as electrical, gas, phone, etc.). It will also require streets/roads improvements, potable water systems, wastewater systems, and storm water drainage infrastructure. These will be constructed or expanded to meet facility demands. Where feasible, the Project will be extended to connect with existing potable water, wastewater, and storm water drainage infrastructure provided by City of Porterville. However, possible new construction of the above mentioned infrastructure may be necessary, and as such, will be evaluated.

- **Orosi Rock:** Status – Approved. The Project resulted in an amendment to a Surface Mining Permit and Reclamation Plan to allow for expanded operations at this site. The Applicant received approval to modify their permit conditions to include allowing year-round instead of seasonal operations and allow mining equipment to remain onsite throughout the year. The Project also includes received approval to increase the excavation depth, increase annual maximum shipment, and increase annual truck trips.

  Production will be increased by 6.8 million tons of rock. The total production of aggregate will be increased to 14.3 million tons over the existing 25 year period of the existing permit. Annual production will be a maximum of 800,000 tons of aggregate. The Project will result in 10 additional employees.

- **Colony Power Project (City of Tulare):** Status – Approved. The Project is for a co-digester project. The proposed SWFP would allow a new anaerobic co-digester operation in the unincorporated area of Tulare, California near dairy farms and the City of Tulare's waste water treatment plant. The project would utilize a variety of organic feedstocks: pre-consumer and post-consumer food waste, compostable materials, dairy manure, food processing waste, liquids wastes, and FOG (fats, oils, and grease). This process would allow for the production of biogas that may be used for utility pipeline injection and/or

converted on-site to electrical and heat-energy in bio-gas fueled engine-generators to provide on-site energy. The property is owned by the City of Tulare and leased to the operator, Colony Energy Partners, an energy company based in Newport Beach, California. Approximately 500 tons of feedstock will be delivered daily to the site by truck from various sources. Digester supernatant will be piped to the City of Tulare's wastewater facility for disposal. Dewatered digestate, approximately 50 tons per day, will be trucked to permitted composting facilities.

- **Pixley Biogas:** Status - Approved. The Project is for development of a biogas facility on a 2.75 acre portion of an 8.0 acre parcel. The digester will extract methane gas via an anaerobic manure digester. The facility will be used to produce 266 MMBTUS per day of biogas via anaerobic digestion of manure feedstock from a nearby dairy. The biogas produced will be used to fuel the Calgren bio-refinery facility, located adjacent to and south of the Project site. Providing biogas to the Calgren facility will reduce Calgren's consumption of natural gas.

- **CMI Inc. (formerly Papich)**: Status – Approved. This project is located at the southwest corner of Avenue 298 and Road 68. The Applicant previously operated a temporary asphalt batch on the project site under a County-issued Special Use Permit (PSP 13-005 issued February 19, 2013). This project consists of the establishment of a permanent asphalt batch plant on the existing ±32-acre site; expansion of the existing operation from 3,700 tons/day to 8,000 tons/day of asphalt; and on-site retail/commercial sales of asphalt. Project-specific impacts were assessed in the Environmental Impact Report (EIR) prepared for the project State Clearinghouse Number 2014071069. The County Board of Supervisors approved the Special Use Permit (PSP 14-041) on July 21, 2015.

- **Goshen Village West**: - Status- Approved. The County Board of Supervisors on October 13, 2015, approved a Change of Zone (No. PZ-15-019), and Tentative Subdivision Tract Map No. 835. This Activity involves the phased development of single- and multiple-family residences, a public park, and various infrastructure improvements located in the unincorporated community of Goshen, Tulare County, California (Exhibits 1 and 2, respectively). The Project will include one hundred percent (100%) single- and multiple-family dwelling units (89 single-family lots as part of Phases 2 and 3, and up to 140 multiple-family units as part of Phase 1) on an approximately 29 acre area. Also, an approximately 9.4 acre remainder parcel will retain its current zoning. Infrastructure improvements, such as a storm water detention basin (2.36 acres as part of Phase 1), streets, curbs, gutters, sidewalks, and water and sewer systems will also be constructed. A Class I bicycle lane, a pedestrian trail (in Phase 1), a possible transit stop, a public park (0.56 acre as part of Phase 3), and bio-swales are also part of the project. The Project site is located on an approximately 29 acre site, which will be subdivided to accommodate the uses described above.

- **Derrel's Mini Storage: –** Status- Approved. The Project included a General Plan Amendment (No. GPA 14-007) and Change of Zone (No. PZ 14-001). GPA 14-007 amended the Tulare County Land Use Element of the General Plan by changing the land

use designation on the 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial". PZ 14-001 is a proposed to re-zone the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The proposed zone change would allow, as noted in the Tulare County Zoning Ordinance, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[5]

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

- **Sequoia Drive-In Business Park:** Status – Approved. The Project includes a proposed General Plan Amendment (No. GPA 14-007) and proposed Change of Zone (No. PZ 14-001). GPA 14-007 received approval to amend the Tulare County Land Use Element of the General Plan by changing the land use designation on the 19.33-acre parcel from "Agriculture" to "Commercial or Light Industrial". PZ 14-001 was approved to re-zone the AE-20 (Exclusive Agricultural-20 acre minimum) Zone to C-3 (Service Commercial) Zone on the same 19.33 acres. The zone change allows, as noted in the Tulare County Zoning Ordinance, Mini-Warehouses – "Storage or warehousing service within a building or buildings primarily for individuals to store personal effects"[6]

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

- **Hash Farms (Summerlynn) Residential Subdivision:** Status – Approved. The Project will be located at the northwest corner of Road 16 and Avenue 396, partially within the City of Kingsburg, Fresno County, and Tulare County. The Hash Farms Development Specific Plan is an approved plan for development of a 200-unit residential subdivision (160 single-family units and 40 multi-family units) on a total of 54 acres, including a 2.54 acre park and 1.15 acre fenced stormwater basin. The site is approximately one-half mile east of State Route 99 and approximately one-tenth of a mile south of State Route 201.

[5] Tulare County Zoning Ordinance. Chapter 3, Section 12.5, Page 2. Accessed July 2023 at: https://tularecounty.ca.gov/_api/render/file/?fileID=83305743-5056-A959-DB5D77DFE587BEC4
[6] Ibid.

The 54-acre site is located on Tulare County APNs 028-140-007, 012, 013, 018 and 022, and Fresno County APNs 396-020-008 and 014. The County of Tulare Board of Supervisors approved a tentative subdivision map and a Specific Plan for this project. The City of Kingsburg, County of Fresno, Fresno County Local Agency Formation Commission, and Selma-Kingsburg-Fowler County Sanitation District will also need to take each agencies' respective actions.

- **Antelope Valley (Redfield):** Status – Approved. The 43-unit single-family residential Antelope Valley Subdivision is located on a ±125-acre site (with average lot size of 2.14 acres) on the north side of Avenue 360 (west side of Road 220), approximately one mile north of the City of Woodlake in Tulare County. The site is approximately five miles west of State Route 198 and twenty-two miles east of State Route 99. The site is zoned PD-F-M (Planned Development-Foothill Combining-Special Mobile Home) Zone and is within the Woodlake 7.5 Minute USGS Quadrangle.

- **Sequoia Gateway Commerce Park:** Status – Approved. The Project consists of a Specific Plan/Corridor Plan for the development of a highway commercial/regional commercial center on ±126.9 acres at the southeast quadrant of State Route 99 and Avenue 280 (Caldwell Avenue) in an unincorporated area of Tulare County. The project will be developed in two major phases. Phase 1 consists of 22,950sf of highway commercial uses such as fast-food outlets, retail, and gas station fueling pumps with associated convenience store, along with a 60,000sf medical clinic building on approximately 12.4 acres in the northwest corner of the project site. Phase 2, will consist of 986,000sf of mixed-use commercial land uses including regional retail, hotel, office, restaurant, and fast-food uses on approximately 101.6 acres. Phase 2 will be developed in at least four incremental sub-phases, including additional highway commercial uses adjacent to Phase 1, hotel and restaurant uses, office uses, and regional retail uses. The remaining 12.9 acres will be used for a planned stormwater basin and wastewater treatment plant, along with roadway rights-of-way. Project development will occur in accordance with the detailed planning and design guidelines and standards set forth in the "Sequoia Gateway Commerce Park Specific Plan" (which is contained in Appendix A of the EIR). Phase 1 would commence development in the near-term upon approval of entitlements and permits for that initial phase of development. Phase 2 would commence development at such future time as traffic capacity permits, or after the planned reconstruction of the State Route 99/Caldwell Avenue Interchange, currently in the planning stages, is completed, and other pre-requisite criteria are met for moving forward with permitting and entitlements for that latter phase of development.

- **Derrel's Mini Storage:** Status – Approved. The re-designation of the land use and zone district for the ±15.0-acre parcel allows by-right construction of a mini-storage facility in two phases: Phase 1 – 148,500 sq. ft.; and Phase II – 175,200 sq. ft. At complete build-out, the total square footage of rentable storage space would be 323,700. The project also includes a 1,327 sq. ft. residence, a 391 sq. ft. garage, and an 804 sq. ft. office. The Board of Supervisors also approved General Plan Amendment No. GPA 17-031 and Zone Change No. PZC 18-015; (2) General Plan Amendment No. GPA 17-031 that

changed the land use from "Mooney Corridor" to "Mixed Use" on one ±15.0 acre parcel; (3) Change of Zone No. PZC 18-015 that changed the zone district from AE-20 to C-2 on one ±15.0-acre parcel; (4) Categorical Exemption and General Plan Amendment No. GPA 17-036 that changed the land use designation from "Mooney Corridor" to "Mixed Use" on two 1.0-acre parcels; and (5) Categorical Exemption and Change of Zone No. PZC 17-043 that changed the zone district from AE-20 to C-2 on two 1.0-acre parcels, located on the east side of Mooney Blvd., approximately 660 feet south of Avenue 264, north of Tulare.

- **Dunn Asphalt and Concrete Batch Plant**: Status – Approved. The Applicant received approval of Special Use Permit (PSP 18-049) to operate the asphalt/concrete batch plant at 7763 Avenue 280 (Visalia, CA) which is located along the south side of Avenue 280, west of State Route 99 and east of Road 76 in an unincorporated area of Tulare County. The Special Use Permit (PSP 18-049) allows the following: 1) a concrete batch plant that would produce 100,000 tons of concrete per year for commercial and retail sale; 2) a hot-mix asphalt (HMA) batch plant that would produce 150,000 tons of HMA per year for commercial and retail sale; and 3) recycling of 30,000 tons per year of concrete and asphalt to be crushed into recycle base. The site is zoned AE-40 (Exclusive Agricultural-40 Acre Minimum); the use is consistent with the zoning with an approved special use permit.

- **Deer Creek Mine (PMR 19-001):** Status – Approved. The applicant received approval of application PMR 19-001 to expand mining operations at a currently operating a rock and gravel surface mining operation on 110 acres, as permitted by PMR 01-001, PMR 09-002, and PSP 01-055 (ZA), and PMR 14-002. Approval will ultimately result in an approximately 20-acre expansion to the footprint and increased operations of the existing and currently operational Deer Creek Mine facility. The permit amendments requested by PMR 19-001 will allow consistency between PMR 01-001, PMR 09-002, PSP 01-055(ZA), and PMR 14-002; result in an approximately 20-acre expansion through the use of a lot line adjustment toward the east and southeast on land currently used for grazing; increase annual production by 500,000 tons per year (from a maximum of 1,000,000 tons per year to a maximum of 1,500,000 tons per year); increase truck hauling by 224 round-trips per day (from a maximum of 376 round-trips per day to a maximum of 600 round-trips per day), with a maximum of 60,000 truck trips per year; result in an increase in the maximum depth of the mine to 300 MSL; and result in a change to the estimated total rock production of 40,000,000 tons of rock to 75,000,000 tons of rock material during the estimated 50 years of operation.

- **Cross Creek Bend Subdivision (Smee Homes):** Status – Approved. At build-out, the Project would result in the development of 197 single-family residences on APN 075-440-002 at the northwest corner of Avenue 310 and Road72 within the Goshen Community Plan Urban Development Boundary area. The approximately 37.0-acre site will have a density of 5.32 units per acre (based on the gross acreage). The remaining acreage will be utilized as open space in the form of a stormwater detention basin and roadways with curbs, gutters, and sidewalks. Residential parcels will be a minimum of

5,000 square feet. The Project will be developed in three (3) phases: Phase I 33 lots, Phase II 83 lots, and Phase III 81 lots. The existing zoning is C-2-MU (Mixed use); as such, the Project is consistent with the applicable zoning which allows single-family residential uses.

- **Rexford Solar Farm:** Status – Approved. The Rexford Solar Farm Project will result in the construction and operation of an up to 700 megawatt (MW) solar photovoltaic (PV) facility, including an energy storage system (ESS) with up to 700 MW storage capacity, on site substation, transmission and/or collector lines, and ancillary components on approximately 3,614 acres of land in unincorporated Tulare County, California. The Project site consists of 40 discontinuous parcels in south central Tulare County with a complete list of the Assessor Parcel Numbers and acreages can be found in Appendix "B" of the EIR. The Project is located near the unincorporated community of Ducor; neighboring unincorporated communities include Terra Bella to the north and Richgrove to the southwest. The Project site is generally located south of Avenue 68, west of Road 272, north of Avenue 12, and east of Road 216. The majority of the Project site is bisected by and lies east of State Route (SR) 65. The majority of the existing zoning is AE-40 (Exclusive Agriculture – 40 Acre Minimum); as such, the Project is consistent with the applicable zoning which allows renewable energy projects (such as solar power electricity generation).

Rexford II Solar Farm: Status – Approved. The Rexford 2 Solar Farm Project ("Rexford 2" or "Project") is the subsequent development phase of the Rexford 1 Project. The Project site is located in close proximity to the Rexford 1 Project, with two parcels being immediately adjacent to the Rexford 1 Project. Rexford 2 is intended to share some common facilities that are already approved for construction associated with the prior Rexford 1 Project (PSP 19-073). These facilities would include transmission and collector lines and operation and maintenance facilities. Rexford 2 would involve the construction and operation of an up to 500 megawatts-alternating current (MW-AC) solar PV facility, including an ESS with up to 500 MW-AC storage capacity. Power generated by the Project will be collected using up to 230 kilovolt collector lines which run overhead and/or underground to a dedicated Project substation and will then connect to the SCE Vestal Substation via an overhead and/or underground generation tie-line. The Project site encompasses approximately 1,200 acres of land located near the unincorporated community of Ducor, a census-designated place, in south-central Tulare County. The Project site is located west of State Route (SR) 65 and generally located north of Avenue 56, east of Road 200, south of Avenue 75, and west of Road 224.

- **Angela Solar:** Status – Approved. The Project would provide approximately 40 megawatts (MW) of electricity (renewable energy). Project components include solar (photovoltaic, PV) modules (approximately 138,408) mounted on single access trackers. The steel piles supporting the PV modules would be driven into the soils using pneumatic techniques. Various wiring, underground cables, combiner boxes, inverters, transformers, would also be installed. A new, on-site substation/switchyard (located in the northwest corner of the Project site) would tie into a new one mile (1.0) mile-long

138-kV transmission interconnection line (along a utility easement on non-maintained County roads and private property easement) with the nearby Pacific Gas & Electric (PG&E) Olive substation north of the Project site. The Project site is located approximately two miles southeast of Alpaugh, in Tulare County, CA, generally south and north of Avenue 42 and west and east of Road 46 and east of Road 52. The Project will cover approximately 250 acres in area. The existing zoning is AE-80 (Exclusive Agriculture – 80 Acre Minimum); as such, the Project is consistent with the applicable zoning which allows renewable energy projects (such as solar power electricity generation).

- **Hampton Inn & Suites:** Status – Approved. The Project includes the development a 3-story hotel and associated site improvements on an approximately 2.80-acre site located along the eastern side of State Route 198 (SR 198) in Three Rivers (an unincorporated area of Tulare County). The proposed Project will have one access/egress point from SR 198. A driveway road is proposed from SR 198/Sierra Drive west of the proposed Project's location within an existing 30-foot wide access easement. The hotel will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) and an outdoor swimming pool and a cabana building. The proposed Project includes 108 standard parking stalls (six (6) of which will be handicap accessible stalls). Utilities include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration).

- **Woodville Landfill:** Status – Approved. The proposed Project includes the expansion of the existing 160-acre Woodville landfill by 240 acres; combined, the landfill would encompass an area of approximately 400 acres. The currently unused portion of the existing landfill is vacant, unproductive land, while the proposed Project expansion area is predominately under agriculturally productive row crops. The proposed Project is designed to anticipate and meet the demands/needs of increases in project solid waste disposal of the County for the next 55 years. It is anticipated that daily tonnage received, number of vehicles entering/exiting, landfill operations equipment, water usage, ancillary uses, etc., will not increase or decrease. The proposed Project site is in western Tulare County, located approximately 12 miles southeast of the City of Visalia, seven miles southeast of the City of Tulare, and 13 miles northwest of the City of Porterville at the intersection of Avenue 200 and Road 152. The landfill address is 19800 Road 152, Tulare, CA 93274. The site, and the surrounding land, is zoned as AE-40 (Exclusive Agriculture-40 Acre minimum) and has a Tulare County General Plan designation of Agriculture. The site is not located within any Urban Development Boundary or Urban Area Boundary. The landfill is an allowable use within the AE-40 zone.

- **Visalia Disposal Site and Compost and Biomass Facility:** Status – Approved. The Tulare County Solid Waste Department intends to develop and operate a covered aerated static pile (CASP) compost facility to comply with the upcoming SB 1383 regulations. The compost facility will be located on the County's Visalia Disposal Site (Landfill)

property that encompasses approximately 634 acres, of which the compost facility will occupy 36 acres, located in a soil borrow recessed approximately 20 feet below grade. The compost facility will be designed to accept up to 200,000 tons per year (TPY) in increments of 50,000 TPY technology modules and can store up to 200,000 cubic yards on-site of organic material that would have otherwise been landfilled. The compost facility would include installing processing and composting equipment, a 50,000 square foot processing building, compacted compost pads, and a lined pond.

Also, a proposed 2.0 mega-watt (MW) biomass conversion facility will produce electricity, heat and biochar using wood waste as fuel. The facility will utilize approximately 18,000 bone dry tons (BDT) of wood chips per year or 25,000 tons of per year of wet recovered wood waste. The facility is anticipated to produce approximately 20-30 MM BTU of waste heat and approximately 300-600 pounds of biochar per hour and operate 24/7. However, due to maintenance requirements for the equipment it is anticipated that the gas production equipment and internal combustion engine "gensets" will likely operate between 80-90% capacity (or approximately 7,000 and 8,000 hours per year).

- **Akers Business Park (GPA 22-003, PZC 22-010, PPM 23-007):** Status – Approved. The Project consists of the development of a commercial business park on approximately 65.45 acres located at the southwest corner of Road 100 (Oaks Street) and Oakdale Avenue, east of State Route (SR) 99, APN 149-090-006. The Project includes a General Plan Amendment ("GPA") to change the Land Use Designation from "Valley Agriculture" to "Mixed Use," a Zone Change ("PZC") to change the Zone from AE-20 (Exclusive Agricultural – 20 Acre Minimum) to C-3-MU (Service Commercial with a Mixed-Use Overlay Zone), and a Tentative Parcel Map ("PPM") to subdivide a 65.45-acre parcel to facilitate the development of the proposed Akers Business Park. The Project is a mixed use commercial development that includes the expansion of the existing Magic Touch Recreational Vehicle Sales facility at the south end of the Project consists of contractor offices, boat sales, and other related uses allowed in the C-3-MU Zone.

- **Conway/Dias Property (TSM 23-001):** Status – Approved. The Project is a subdivision and development of a 303-unit residential development on 54.21 gross acres within the Goshen Community in Tulare County. The Project site's existing zoning is C-2-MU (General Commercial Mixed Use), and the existing Community Plan Land Use Plan Designates the site as Single Family Residential. The proposed Project includes 133 low-density homes (averaging 6,480 square feet (sq. ft.)), 170 medium-density homes (averaging 2,880 sq. ft.), a 2-acre park, and a 1.22-acre drainage pond (basin). The Project would result in onsite and offsite infrastructure improvements including new and relocated utilities, new residential streets, and the improvement of Avenue 304 and Road 64. The Project will dedicate rights-of-way to add sidewalks and landscaping to Avenue 304 and Road 64. The proposed Project would require the demolition of one (1) single-family home. The Project site is within the Goshen Community Urban Development Boundary area within Tulare County, near the northwestern corner of Visalia. The

proposed Project Site is located north of Avenue 304, south of Avenue 306, and west of Road 64 on vacant/agricultural land.

SUMMARY OF CUMULATIVE IMPACTS

In this summary section, mitigated impacts and immitigable impacts will be discussed. Checklist item criteria that would result in No Impacts or Less Than Significant Impacts are discussed in Chapter 3 and are not reiterated here.

Unavoidable Impacts

There are no significant and unavoidable impacts. All potentially significant cumulative impacts have been reduced below a level of significance through mitigation.

Less Than Significant Impacts with Mitigation: **See Table 4-2**

Table 4-2
Less Than Significant Impacts with Mitigation

Checklist Item #	Checklist Criteria
3.4 a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
3.5 a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?
3.5 b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
3.5 c)	Disturb any human remains, including those interred outside of formal cemeteries?
3.7 f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
3.9 a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
3.18 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).
3.18 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.
3.19 a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

REFERENCES

California Environmental Quality Act (CEQA) Guidelines. Sections 15130 (e) and 15355 Accessed September 2021 at: Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

Tulare County Association of Governments (TCAG). Regional Transportation Plan 2018. Tulare County Regional Blueprint. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/tulare-county-blue-print/

Tulare County. Draft 2023 Kingsburg Area Community Plan. Included as Appendix "E" of this Draft EIR.

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ALTERNATIVES
Chapter 5

INTRODUCTION

The purpose of the alternatives analysis in an EIR is to describe a range of reasonable alternatives to the project, or to the location of the project, that could feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and to evaluate the comparative merits of the alternatives (CEQA Guidelines, Section 15126.6[a]). Additionally, Section 15126.6(b) of the CEQA Guidelines requires consideration of alternatives that could reduce to a less-than-significant level or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede to some degree the attainment of the proposed project's objectives.

It is important to understand, however, that the inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact "feasible." The ultimate decision regarding the feasibility of alternatives lies with the ultimate decision-maker for a project, which in this case is the County of Tulare Board of Supervisors. Such determinations are to be made in statutorily mandated findings addressing potentially feasible means of reducing the severity of significant environmental effects. One finding that is permissible, if supported by substantial evidence, is that "specific economic, legal, social, technological, or other considerations . . . make infeasible the . . . alternatives identified" in the EIR (Pub. Resources Code, § 21081, subd. [a]; see also CEQA Guidelines, § 15901, subd. [a]). CEQA Guidelines section 15364 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." In deciding whether an alternative is feasible or infeasible, a decision-making body may consider the stated project objectives in an EIR, and may balance any relevant economic, environmental, social, and technological factors. (See City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417; Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 715.)

Specific requirements include the following:

- CEQA Guidelines §15126.6(a): Alternatives to the proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.
- CEQA Guidelines §15126.6(b): Purpose. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially

lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

- CEQA Guidelines §15126.6(c): Selection of a range of reasonable alternatives. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.
- CEQA Guidelines §15126.6(d): Evaluation of alternatives. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.
- CEQA Guidelines §15126.6(e): "No project" alternative. The specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.
- CEQA Guidelines §15126.6(f): Rule of reason. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

"15021. Duty to minimize environmental damage and balance competing public objectives

(a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.
    (1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.
    (2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

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

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

(d) CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment."[1]

<u>EIR Contents: Energy Consumption Analysis</u>

"Potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project… Where items listed below are applicable or relevant to the project, they should be considered in the EIR… Alternatives should be compared

[1] California Natural Resources Agency. CEQA Guidelines. Section 15021. Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy."[2]

Factors Considered In Selection of Alternatives

The CEQA Guidelines recommend that an EIR should briefly describe the rationale for selecting the alternatives to be discussed, identify any alternatives that were considered by the lead agency but were rejected as infeasible, and briefly explain the reasons underlying the lead agency's determination [CEQA Guidelines, Section 15126.6(c)]. This section describes the process used in selection of the alternatives. The alternatives addressed in this Draft Environmental Impact Report (DEIR) were selected in consideration of one or more of the following factors:

- The extent to which the alternative would accomplish most of the basic goals and objectives of the proposed project;
- The extent to which the alternative would avoid or lessen any of the identified significant environmental effects of the project;
- The potential feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, and consistency with various applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a "no project" alternative and, where the "no project" alternative is the environmentally superior alternative, to identify an "environmentally superior" alternative in addition to the no-project alternative [CEQA guidelines, Section 15126.6(e)].

The significant environmental impacts that the County, in identifying alternatives, seeks to eliminate or reduce are:

- Transportation and circulation impacts resulting from substantial increases in vehicular traffic;
- Air quality impacts resulting from increased development and vehicular traffic;
- Loss of agricultural land;
- Biological resources impacts resulting from a loss of habitat;
- Viewshed impacts resulting from increased development;
- Public Services (e.g., fire, police, schools, etc.);
- Public Utilities (i.e., availability of adequate water supply, and wastewater treatment availability/capacity resulting from increased development; and
- Groundwater impacts resulting from increased development.

Alternatives Selection Process

The proposed project and the alternatives addressed in this chapter of the EIR are based on several ideas and concepts developed over the last three years. Staff developed the land use

[2] CEQA Guidelines. CEQA Appendix F. Energy Consumption.

configurations in consultation with the Kingsburg area community members, affected land owners, developers, and agencies (e.g.; City of Kingsburg and Selma-Kingsburg-Fowler Sanitation District (SKF)), and based on in-depth CEQA, and infrastructure related analysis from the staff's public outreach process. As part of this process, several alternative land use scenarios were considered including the following:

- ***Alternative A. No Project Alternative*** **–** This Alternative would preclude the approval and implementation of the Kingsburg Area Community Plan (KACP). Under the *No Project Alternative*, the County of Tulare would be required to make planning (and capital improvement) decisions based upon the existing Kingsburg County Adopted City Urban Development Boundary (Kingsburg CACUDB or CACUDB). Without adoption of the Community Plan the County of Tulare will be required to accommodate future urban development through numerous general plan amendments, zone changes, and conditional use permits. This approach to managing urban development in a community is disjointed, inefficient, and does not comply with the objectives and benefits of the Project in creating a sustainable, integrated, and healthy community planning area given its proximity to the City of Kingsburg and its strategic location adjacent to both State Route 99 and the Union Pacific Railroad.

  Alternatively, the KACP is designed to be a collection of goals, objectives, and policies for the physical development of a community planning area. The primary purpose of the KACP is to outline community goals regarding physical development and to promote the general welfare of the community. The KACP would serve as a general guide for both public and private decisions affecting the community, and provides for the overall direction, density, and type of growth consistent with the needs of the communities.

  In its current state, the CACUBD is outdated and does not provide suitable direction for the public, Planning Commission, or Board of Supervisors in regard to where future growth should be directed, the alignment of new roadways, the location of public buildings and grounds, the design of new development, and the means of financing new growth. Other agencies require adopted plans and/or matching funds to qualify for public funding from agencies. Among potential funding agencies that have programs/grants available are Caltrans, San Joaquin Valley Unified Air Pollution Control District, California Department of Water Resources, California Water Boards, and Community Development Block Grants (federal). In addition, without approval of the KACP, development in the planning area would continue to be regulated through its current planning practice which would likely require, as noted earlier, general plan amendments, zone changes, and conditional use permits on a case-by-case basis.

  The *No Project Alternative* would be inconsistent with the Tulare County General Plan 2030 Update which includes special consideration of neighboring/adjacent cites both north and south of Tulare County. As contained in the General Plan, "Tulare County borders four other counties: Fresno to the north; Kings to the west; Inyo to the east; and Kern to the south. In addition, there are ~~four~~ three [sic] cities that abut Tulare County: Kingsburg (Fresno County) and Reedley (Fresno County) to the north and Delano (Kern

County) to the south."[3] "The cities of Delano and Kingsburg plan on developing general plans which may become two additional County Adopted City General Plans. Delano and Kingsburg have established Urban Development Boundaries and the Plans will become components of the [Tulare County] general plan when adopted."[4] "Just as land use decisions in neighboring counties are out of Tulare County's control, land use decisions made by the cities that abut Tulare County are also beyond Tulare County control. However, coordination with these jurisdictions can assist in ensuring consistent growth patterns and adequate services for both the cities' and county's residents along the common borders."[5]

"The City of Kingsburg is located in Fresno County just north of Tulare County on SR 99. Kingsburg is comprised of 9,199 (U.S. Census Bureau, 2000) residents and is similar to other SR 99 cities having much of its growth centered along the highway, which it also relies on for distribution, transit, and economic growth. Kingsburg makes up a triad of cities, including Reedley (Fresno County) and Dinuba, which rely on each other for residential growth, employment, and retail."[6] It is also noted that preparing, and ultimately implementing, the KACP is consistent with General Plan Policy PF-4.16 Coordination with Cities in Adjacent Counties which states, "The policies set forth in this Section (PF-4) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove and Reedley), except Policy PF-4.4. Policy PF-4.4 Planning in UDBs states, "The County acknowledges that the cities have primary responsibility for planning within their UDBs and are responsible for urban development and the provision of urban services within their UDBs.""[7]

The *No Project Alternative* will not eliminate the environmental impacts in this EIR. Population growth and urban development will still occur in the Kingsburg planning area, even without adoption of a Community Plan. Without the adoption of the Community Plan, the County of Tulare will be required to accommodate future urban development through numerous general plan amendments, zone changes, and conditional use permits. This approach to managing urban development in a community is disjointed, inefficient, does not comply with the objectives and benefits of the project in creating a sustainable, integrated, and healthy community planning area. For these reasons, the *No Project Alternative* has been rejected by the County of Tulare.

- ***Alternative B. Proposed Land Use Plan and Expansion of CACUDB*** **–** Under this scenario, the Community Plan's County Approved City Urban Development Boundary (CACUDB or UDB) would include all of the City of Kingsburg and areas of Selma-Kingsburg-Fowler Sanitation District Spheres-of-Influence (SOIs) within Tulare County as

[3] Tulare County General Plan 2030 Update. Background Report. Page 3-75. Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf.
[4] Ibid. 3-70.
[5] Op. Cit. 3-77.
[6] Op. Cit. 3-78.
[7] Tulare County General Plan 2030 Update. Goals and Policies Report. Page 2-11. Accessed July-August 2023 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2008/Goals%20and%20Policies%20Report%20(Component%20A).pdf

applicable to the KACP planning area beyond those areas identified in the proposed Project. The Community Plan proposes amendments to land use designations, changes in zone classifications (including an update to the zoning map), and an approximately 77.24-acre expansion to the existing approximately 286.4-acre Urban Development Boundary (UDB). The expansion would result in an approximately 363.64-acre (rounded to 364 acres) UDB (see **Figure 2-5**). As part of this Project, the County is adopting a change to the Zoning Code to allow a Mixed-Use Zoning District consistent with the General Plan's new Mixed Use land use designation (see **Figure 2-5**). Also, the Project would result in limited expansion of the KACP's UDB to accommodate projected growth and land use needs. The Community Plan will also include a Complete Streets Program, which has been developed concurrently with this process.

- ***Alternative C. Proposed Land Use Plan and No Expansion of County Adopted City Urban Development Boundary (CACUDB)*** **–** Under this scenario, there would be no expansion of the current CACUDB (or UDB) which has been in existence since 1988. This alternative would be limited to addressing land use and zoning inconsistencies. This approach is too narrow to meet the economic development objectives contained in the Draft Kingsburg Area Community Plan and would not accommodate land uses needed as the area's population grows. Without the proposed expansion of the UDB, the Plan would not achieve the objectives or the benefits of the Community Plan. For the reasons stated above, *Alternative C No Expansion of UDB* has been rejected by the County of Tulare.

The alternative selection process was complimented with background information from identification of community issues of concern presented by the residents of the community, in the development of several project objectives. The community outreach process was conducted to incorporate stakeholder input (in the form of workshops and meetings) at public and agency outreach events. Consistent with CEQA requirements (CEQA Guidelines Section 15126.6(a)), the EIR process reviewed these scenarios and developed a range of alternatives designed to feasibly attain most of the project objectives but also avoid or lessen several significant effects associated with the proposed project.

Alternative Project Location. None of the alternatives includes consideration of an alternative location. The CEQA Guidelines (Section 15126.6(3) (f) (2)) recommend considering an alternative location to reduce potential impacts of a project. However, the goals and policies of the proposed project are specific to the geographic context of the Kingsburg planning area. Build-out consistent with the goals and policies of the proposed Project at another location does not make sense for a community plan that applies only to selected properties under the County's jurisdiction within the Kingsburg planning area. Thus, this EIR does not evaluate an Alternative Location alternative.

Alternatives Selected for Further Consideration

The following section provides a general description of the three alternatives considered in this analysis. Using the community workshop input identified above, these three alternatives were

developed and have been determined to represent a reasonable range of alternatives which (with the exception of "*No Project*") have the potential to feasibly attain a number of the basic project objectives.

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the environmental impacts of the "No-Project" Alternative. Under this alternative current development patterns are assumed to occur in accordance with the existing General Plan, Zoning Ordinance, and the existing County Approved City Urban Development Boundary for Kingsburg.

Factors Considered In Analysis of Alternatives

In this Alternatives analysis the following criteria will be used:

Evaluation Criteria 1: Land Use and Environmental Planning

The primary purpose of this objective is to promote development within planning areas next to the Regional State Route 99 Corridor in order to implement the land use and environmental planning goals of the General Plan 2030 Update.

a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

Evaluation Criteria 2: Improvements for a "disadvantaged community"

Community planning areas will be improved with quicker project processing, increased housing grant awards, and enhanced infrastructure grant awards.

a) With quicker project processing resulting from an adopted community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously and efficiently as possible;

b) Increased housing grant awards are more likely to occur based on an adopted community plans that are consistent with the policies of the General Plan 2030 Update (August 2012) and the Housing Element 2015 Update (November 2015); and

c) With an adopted community plan, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

Evaluation Criteria 3: Strengthening Relationship with TCAG

An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

POTENTIAL IMPACTS OF ALTERNATIVES

The **Table 5-1** is a generalized comparative assessment of potential impacts of the alternatives to the proposed Project.

Table 5-1 Comparison of Alternatives			
Resource Item	***Alternative A No Project***	***Alternative B Proposed Land Use Plan and Expansion of CACUDB***	***Alternative C Proposed Land Use Plan and No Expansion of CACUDB***
Aesthetics	Similar	Similar	Less
Agriculture &Forestry Resources	Less	Similar	Similar-to-Less
Air Quality	Less	Similar	Similar-to-Less
Biological Resources	Less-to-Unknown	Similar-to-More	Similar-to-Less
Cultural Resources	Less-to-Unknown	Similar-to-Unknown	Similar-to-Unknown
Energy	Less	Similar-to-More	Similar-to-Less
Geology & Soils	Less-to-Similar	Similar	Similar
Greenhouse Gas Emissions	Less-to-Similar	Similar-to-More	Similar-to-Less
Hazards & Hazardous Materials	Less-to-Similar	Similar-to-More	Similar-to-Less
Hydrology & Water Quality	Less	Similar-to-More	Similar-to-More
Land Use & Planning	Less	Similar-to-More	Similar-to-More
Mineral Resources	Similar	Similar	Similar
Noise	Similar to- Less	Similar-to-More	Similar to-Less
Population & Housing	Similar to- Less	Similar	Similar- to- Less
Public Services	Less	Similar- to- More	Similar- to- Less
Recreation	Less-to-Unknown	Similar- to- More	Similar- to- Less
Transportation	Less	Similar- to- More	Similar-to-Less
Tribal Cultural Resources	Unknown-to-Less	Similar- to- More	Less-to-Unknown
Utilities & Service Systems	Less	Similar- to- More	Similar- to- Less
Wildfire	Similar	Similar	Similar
Mandatory Findings of Significance	Less	Similar	Similar- to- Less
Cumulative Impacts	Less	Similar	Similar- to- Less
Impact Reduction	Similar-to-Yes	Similar-to-No	Similar-to-No

Alternatives B and *C* generally have similar impacts, which are in the range of similar, similar-to-less, or similar-to-more, when compared to the proposed Project. The two differences are with the Aesthetics and Tribal Cultural Resources. *Alternative A*, as it would result in no changes

whatsoever, are less-to-similar. However, the environmental impacts associated with no expansion of the UDB as proposed in *Alternative C* are more substantial and significant, and are inconsistent with those anticipated or analyzed in this Draft EIR. *Alternative C* would result in more impacts than *Alternative A*, but slightly less impacts than *Alternative B*; however, *Alternative C* would not meet the economic development objectives contained in the Draft Kingsburg Area Community Plan.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As previously described, **Table 5-1** provides a summary of the anticipated impacts resulting from implementation of the alternatives compared to those identified for the proposed Project. As summarized in the table, the Environmentally Superior Alternative for this project would be *Alternative C* (Proposed Land Use Plan and No Expansion of UDB). Other than the *Alternative A* (No Project Alternative), this is the only alternative that would reduce the significance of most environmental impacts associated with the proposed Project. As described above, build-out of *Alternative C* would convert less open space and prime agricultural farmland (approximately 77 acres) than the proposed Project. Although *Alternative C* is the Environmentally Superior Alternative as it has the potential to result in fewer impacts to water and sewer, it does not meet the economic development objectives of the Draft Kingsburg Area Community Plan.

ALTERNATIVES ANALYSIS

The proposed Alternatives were analyzed based on the three evaluation criteria listed earlier. Three of the Alternatives considered would not meet all or some of the objectives of the proposed Project. The evaluation summary of each of the Alternatives is shown in **Table 5-2**.

Table 5-2
Alternatives Evaluation

	Alternative A No Project	***Alternative B Proposed Land Use Plan and Expansion of UDB***	***Alternative C No Expansion of UDB.***
1. Land Use and Environmental Planning	No	Yes and No	Yes and No
2. Improvements for a "disadvantaged community	No	Yes	Yes
3. Strengthening Relationship with TCAG	No	Yes	Yes

A summary of the Alternative's ability to meet each of the project objectives is provided in **Table 5-2**. Under these Alternatives, the County would continue with implementation of its existing County Approved City Urban Development Boundary (CACUDB) for Kingsburg, which would remain as the adopted long-range planning policy document for the KACP planning area. Current development patterns would continue to occur in accordance with the existing General Plan, Zoning Ordinance, and CACUDB for Kingsburg. Consequently, these

alternatives would fundamentally fail to meet the Project Objectives described above because failure to adopt/implement the Kingsburg Area Community Plan, and subsequently relying on the County's existing CACUDB for Kingsburg will result in a comprehensive approach toward the planning area's existing goals and policies to help incorporate current planning, environmental, and regulatory trends and objectives. Failure to incorporate these goals and policies could make it more difficult to provide the necessary planning framework that would set standards for the protection of habitats, agricultural areas, scenic landscapes and promotion of economic development opportunities. The lack of economic development policies or programs may also make it more difficult to promote the desired level of investment or reinvestment within the existing CACUDB for Kingsburg. However, it is assumed that the County would continue to coordinate and cooperate with other local agencies and organizations on a variety of relevant land management issues regardless of adoption of the Kingsburg Area Community Plan.

A summary of *Alternative B's* ability to meet the proposed project objectives is provided in **Table 5-2**. Under *Alternative C*, the County would adopt the Proposed Land Use Plan that would focus growth within the existing (that is, unchanged) CACUDB for Kingsburg. This would be accomplished because this alternative would include adoption of a community plan that includes goals and policies to transition into current planning, environmental, and regulatory trends and objectives, *Alternative C* would meet the proposed project objectives identified in **Table 5-2**. Additionally, higher levels of anticipated growth and development would help to promote the desired level of investment and reinvestment within the Plan area. *Alternative B* meets the Project objectives and provides additional opportunities for a small unincorporated area, especially when considering the proximity of the City of Kingsburg, to grow, address public health and safety concerns, and improve the quality of life when compared to *Alternative A*. As with all the Alternatives, it is assumed that the County would continue to coordinate and cooperate with other local agencies and organizations on a variety of relevant land use and other issues regardless of whether the Kingsburg Area Community Plan is adopted.

A summary of *Alternative C's* (No Expansion of UDB) ability to meet each of the proposed project objectives is provided in **Table 5-2**. Under *Alternative C*, the County would adopt a comprehensive Community Plan that includes goals and policies to help incorporate current planning, environmental, and regulatory trends and objectives. *Alternative C;* however, would not meet all Project objectives identified in **Table 5-2** as no UDB expansion would be included as part of the KACP. Lower levels of anticipated growth and development associated with this Alternative may make it more difficult to achieve the desired level of investment and reinvestment within the existing and future Kingsburg Area Community Plan area. Consequently, *Alternative C* would not fully meet Project objectives that encourage additional opportunities for unincorporated communities like the KACP planning area to grow, address public health and safety concerns, and improve their quality of life as compared to *Alternative B*. With the absence of an expanded UDB, more growth would most likely be directed to other unincorporated communities rather than within the SR 99 Corridor as envisioned by the Tulare County General Plan 2030 Update. As with all the Alternatives, it is assumed that the County would continue to coordinate and cooperate with other local agencies (e.g., City of Kingsburg and SKF) and organizations on a variety of relevant land use or other issues regardless of whether the Kingsburg Area Community Plan is adopted.

After this full, substantial, and deliberate analysis the recommended Project is the proposed 2023 Kingsburg Area Community Plan and accompanying components (i.e., land use amendments, zone changes, expansion of the CACUDB, Complete Streets Program, etc.).

Economic, Social & Growth Inducing Effects Chapter 6

INTRODUCTION

This Chapter discusses economic, social and growth inducing effects of the Project. **Table 6-1** provides the CEQA requirements and a summary of the impact analysis.

Since adoption of the existing County Adopted City Urban Development Boundary (CACUDB) for Kingsburg (or Kingsburg CACUBD) conditions within the Kingsburg CACUDB for Kingsburg have changed and policies and implementation strategies should be updated to address existing and trending conditions. The amended Kingsburg CACUDB planning area will be used to foster economic development by identifying opportunities for development. On October 15, 2019, the Tulare County Board of Supervisors (BOS) by Resolution NO. 2019-0884, approved the Planning Branch proposal to update the Tulare County General Plan Planning Framework Element, Land Use Element, Environmental Resources Management, Open Space Element (SB 2), Water Resources Element (AB 1739), Transportation and Circulation Element (SB 743), Health and Safety Element, Adaptation and Resiliency Element (SB 379), and Environmental Justice Element (SB 1000). The proposed Draft 2023 Kingsburg Area Community Plan (KACP) is consistent with the Tulare County General Plan 2030 Update (2012). The KACP will be developed as part of the update of the Kingsburg CACUDB, Land Use Designation, Zoning Classifications, and Zoning Ordinance. It is also noted that updating the Kingsburg CACUDB is consistent with General Plan Policy PF-4.16 Coordination with Cities in Adjacent Counties which states, "The policies set forth in this Section (PF-4) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove and Reedley), except Policy PF-4.4. Policy PF-4.4 Planning in UDBs states, "The County acknowledges that the cities have primary responsibility for planning within their UDBs and are responsible for urban development and the provision of urban services within their UDBs."

To comply with CEQA, an Environmental Impact Report (EIR) must discuss the ways in which the proposed project could affect economic or population growth in the vicinity of the project and how the characteristics of the project could result in other activities with adverse impacts to the environment [CEQA Guidelines Section 15126.2(d)].

Specifically, CEQA Guidelines Section 15126.2 (d) states that an EIR must:

"Growth-Inducing Impact of the Proposed Project. Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment

plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."[1]

Economic growth refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic and population growth can be induced in a number of ways, including through the elimination of obstacles to growth, or through the stimulation of economic activity. Elimination of obstacles to growth refers to the extent to which a proposed project removes infrastructure limitations or removes regulatory constraints that could result in growth. For example, an increase in the capacity of utility or road infrastructure that is installed as part of the proposed project could allow either new or additional development in the surrounding areas. Increases in the population may tax existing community service facilities, requiring new facilities, the construction of which could cause potentially significant environmental impacts.

"The San Joaquin Valley faces major challenges. One concerns how to handle future growth. Population in the Valley is expected to nearly triple by 2050, from 3.6 million to 9.4 million people, the equivalent of adding 11 new towns the size of Fresno to the area. Tulare County is expected to grow to over 1,000,000 residents by 2050, well over doubling its current population[2]. This population growth will place increasing pressure on our Tulare County's unique and fragile environment along with our transportation system."[3]

Table 6-1
Summary of Economic, Social and Growth Inducing Impacts

Topic	Summary of Impact	CEQA Requirement
Economic Impact	The proposed Project will not result in negative impacts to the region. As there are no development proposals as part of this Plan, there will be no physical changes to the environment as this Project is an exercise of preparing a draft Community Plan that is consistent with the Tulare County General Plan 2030 Update. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area) and an update of the Kingsburg County Adopted City Urban City Development Boundary (CACUDB) area. The	CEQA does not have specific requirements for evaluating the economic impacts of a proposed project. Section 15131 of CEQA Guidelines states that "Economic or social information may be included in an EIR or may be presented in whatever form the agency desires."

CEQA Guidelines Section 15126.2(d). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

[2] Tulare County Association of Governments (TCAG). Regional Transportation Plan 2018. Tulare County Regional Blueprint. Page 7. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/tulare-county-blue-print/ or Microsoft Word - Local Blueprint Document.doc (tularecog.org)

[3] Ibid.

	Kingsburg CACUDB will also be expanded to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. As development occurs through the Year 2030 planning horizon, the Project will result in increases in economic benefits to the region over time. Ultimately, the Project will result in temporary construction-related jobs and permanent jobs in retail, highway commercial, services, and light industrial sectors. Overall, the proposed Project will result in employment of additional persons.	
Social Impact	The proposed Project will not result in a disproportionate effect on minority populations, low-income populations, or Native Americans. The proposed Project does not pose any adverse environmental justice issues that would require mitigation.	The social impacts of a Project include environmental justice considerations. California Government Code Section 65040.12 defines Environmental Justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies."
Growth Inducing Effect	The proposed Project will not result in significant growth inducing impacts. The intent of the Project is to provide opportunities, such as Mixed-Use land use designations, to stimulate economic development to meet the needs of existing and future nearby residents. Proximity to the City of Kingsburg and State Route 99 has the potential to accommodate future development associated with residential, commercial, industrial, etc., land use needs by allowing preplanned land uses and zoning in an orderly manner as the need arises. At this time, there are no development proposals and future proposals will be addressed on a case-by-case basis. As such, growth inducing impacts will be Less Than Significant.	CEQA Guidelines § 15126 (d) makes recommendations for analyzing impacts due to growth inducement, including discussing ways in which the project could foster economic or population growth, the construction of additional housing, or other factors which could remove obstacles to population growth or encourage and facilitate other activities which could impact the environment individually or cumulatively.

Therefore, implementation of the proposed Project will result in a ***Less Than Significant Impact***, either individually or cumulatively, caused by either economic, social, or growth inducing effects.

ENVIRONMENTAL SETTING

"Tulare County has one of the highest rates of unemployment in California and the nation, due in large part to the seasonal nature of agricultural employment. Employment figures for Tulare County are released by the California Employment Development Department (EDD) in the monthly Labor Force Report. The most recent unemployment figures available (December 2014) reveal a national unemployment rate of 7.3%, 9.0% for California, and 13.6% for Tulare

County."[4]

"Approximately 25 percent of the County's population lives under the poverty level. A comparison between poverty levels from 1990 and 2000 (Table 3-12 [of the Housing Element]) shows overall the County' poverty level has remained constant. However, upon closer investigation, poverty levels have dropped in ten communities: Ducor 8.6%; East Porterville 3.8%; Ivanhoe 17.9%; Pixley .8%; Poplar Cotton Center 0.3%; Richgrove 2.6%; Springville 20.50%; Tipton 7%; Traver 8.5%; and Woodville 5.2%. However, Tulare County's rural communities continue to have lower incomes and a higher level of poverty overall as demonstrated in Table 3-12 [of the Housing Element]"[5]

Severely Disadvantaged Community

"Public Resources Code 75005, subsection (g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average."

Detailed data from the Year 2020 Census was not available during preparation of this Draft EIR. Limited information such as population, housing units, and persons per household are available and have been incorporated into this Draft EIR in Chapters 3.14 Population and Housing, and 3.21 Mandatory Findings. Also, Year 2020 Census has a different geography than Year 2010 Census, as such, Year 2020 does not completely align with Year 2010 data. Lastly, census block numbers (and in some instances, geography) used for Year 2010 Census do not match Year 2020 census block numbers/geography. As such, this Draft EIR is predominantly relying on 2010 U.S. Census data and Year 2010-2014 American Community Survey data.

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP's approximately 300-acre planning area. Census Tract 000301 ("CT 000301") includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057,1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP (also, see Chapter 3.14 Population and Housing for limited 2020 U.S. Census population data). It is noted that CT 000301 is now CT 000303 with Census Block Nos. 1014-1024 and 1044 rather than those census blocks attributed to former CT 000301. Further, it is also noted that detailed Year 2020 Census data is not yet available for CT 000303; as such, the following analysis uses American Community Survey 2010-2014 data which is considered reasonable given the nominal population change from 299

[4] Tulare County Housing Element 2015 Update. Page 3-11. Accessed July 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf

[5] Ibid.

to 332 persons (i.e., + 33 persons or about 3.3 persons/yr.) between the 2010 and 2020 Censuses which reflects an average annual of increase of 1.1% during this 10-year period.

2010 Census data from CT 000301 indicates that area median household income was $47,639, whereas the State of California's median household income was $61,489.[6] In 2017, the Kingsburg Area median household income was $51,979, whereas the State of California's median household income was $67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community. [7]

As indicated in the data contained in CT 000301, 20.69%[8] of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher that the State of California's 15.1%.

CT 000301's occupation distribution for the civilian employed population 16 years and over is shown in **Table 6-2**. In the KACP area, management, professional, and related occupations make up approximately 25%; agricultural-related occupations make up approximately 20%; while service occupations make up approximately 21%; sales and office occupations make up approximately 16%; and production, transportation, and /material moving occupations make up almost 12%. 2019 Employment by Industry data as is shown in **Table 6-3**.

Table 6-2
KACP Area Occupation Distribution
Civilian Employed, 16 Years and Over

Occupation	Census Tract 000301	
	Number	Percent
Management, Professional, and Related Occupations	685	24.56
Service Occupations	594	21.30
Sales and Office Occupations	449	16.10
Farming, Fishing and Forestry Occupations	546	19.58
Construction, Extraction, Maintenance, and Repair	97	3.48
Production, Transportation, and Material Moving Occupations	328	11.76
Total Civilian Employed	2,788	100.00 (rounded)

Note: According to information contained in the U.S. 2010 Census for the Kingsburg CACUDB area is part of Census Tract 000301. Block-by-block census data could not be disaggregated.
Source: 2010 U.S. Census. Accessed December 2021 at: Census Tract 000301 in Tulare County, California Income and Careers http://www.usa.com/CA107000301-income-and-careers.html

[6] Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html.
[7] Ibid.
[8] Op. Cit.

Table 6-3
KACP Area Employment by Industry
Civilian Employed, 16 Years and Over

Occupation	Number	Percentage
Agriculture, Forestry, Fishing, Hunting, Mining	753	27.00
Construction	216	7.74
Manufacturing	78	2.79
Wholesale Trade	195	7.00
Retail Trade	232	8.32
Transportation, Warehousing, Utilities	125	4.48
Information	0	0
Finance, Insurance, Real Estate, Rental, Leasing	40	1.43
Professional, Scientific, Management, Administrative, Waste Management Services	162	5.81
Educational Services, Health Care, Social Assistance	553	19.84
Arts, Entertainment, Recreation, Accommodation, Food Services	200	7.17
Public Administration	113	4.06
Other Services, Except Public Administration	121	7.53
TOTAL	2,788	100.00 (rounded)

Note: According to information contained in the U.S. 2010 Census for the Kingsburg CACUDB area is part of Census Tract 000301. Block-by-block census data could not be disaggregated.
Source: 2010 U.S. Census. Accessed December 2021 at: Census Tract 000301 in Tulare County, California Income and Careers http://www.usa.com/CA107000301-income-and-careers.html

The lack of economic opportunities can have significant land use implications. Low incomes are a major source reason for the depressing housing conditions in the area and a primary cause for the number of second and third dwelling units in the single-family residential areas. The lack of economic opportunity is also a reason for the deteriorating conditions of rural commercial areas.

The KACP includes a comprehensive economic development strategy intended to reduce barriers to economic development (that is, infrastructure, use permits, education, and home occupation barriers) and marketing strategy which includes place, price, product, promotion, and a development suitability analysis. To improve incomes and to provide greater stability in its economic base, nonagricultural industries, or less seasonal agricultural support industries that provide higher wages and year-round employment are needed.

As noted in Chapter 3.10 Land Use and Planning, the existing Urban Development Boundary contains approximately 286 acres. The Project would result in minor increase in area (approximately 14 acres), an approximately 3% increase in area. However, the Project would also ultimately allow future, planned development to develop over time without the need to adopt General Plan amendments or re-zoning. As shown in **Figures 2-5** (Proposed Zoning) and **2-6**, (Proposed Land Use Designations) planned land uses and zone classifications would allow a diversity of uses to accommodate residential, commercial, industrial, and public uses.

ECONOMIC IMPACTS

Under CEQA Guidelines 15131, "Economic or social information may be included in an EIR or may be presented in whatever form the agency desires.

(a) Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

(b) Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant. As an additional example, if the construction of a road and the resulting increase in noise in an area disturbed existing religious practices in the area, the disturbance of the religious practices could be used to determine that the construction and use of the road and the resulting noise would be significant effects on the environment. The religious practices would need to be analyzed only to the extent to show that the increase in traffic and noise would conflict with the religious practices. Where an EIR uses economic or social effects to determine that a physical change is significant, the EIR shall explain the reason for determining that the effect is significant.

(c) Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the project."[9]

ECONOMIC BENEFITS OF PROPOSED PROJECT

Employment Projections California

"By the end of the 2008-2018 projection period, total nonfarm employment in California is projected to grow to nearly 16.5 million jobs. This exceeds peak job level of just over 15.2 million jobs reached before the Great Recession by over 1.2 million jobs. From June 2007 to June 2009, 1.1 million jobs were lost (not seasonally adjusted). Over the 2008-to-2018 projections period, nonfarm employment is expected to rebound by 1,511,100 jobs as the economy recovers from these recessionary job losses. More than 50 percent of all projected nonfarm job growth is in education services (private), health care, and social assistance, and

[9] CEQA Guidelines. Section 15131.

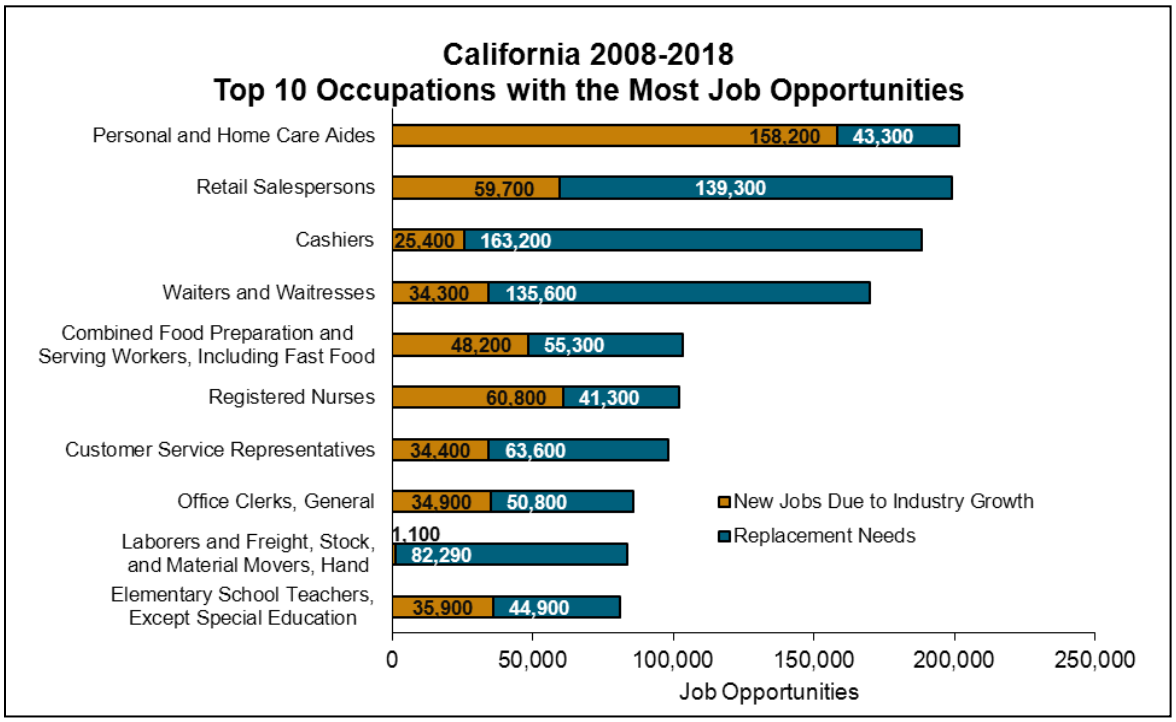
professional and business services. The largest number of new jobs is expected in education services, health care, and social assistance, with a gain of more than 421,000 jobs.

Factors fueling the economic recovery in California include the state's population growth and a rise in foreign imports and exports…The state's population increased by more than 3.3 million from 2000 to 2010 and the California Department of Finance projects the population will increase by another 4.3 million from 2010 to 2020. A steady increase in foreign imports and exports has strengthened the wholesale, retail, and transportation industry sectors."[10]

Tulare County's Local Economy

"Similar to the broader Central Valley area, Tulare County's economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited. Tulare is the second most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced $5 billion in commodities in 2008 with the County considered one of the largest milk producers in the United States.

Tulare County is also a major distribution hub because of its central location in the State, 200 miles north of Los Angeles and 225 miles south of San Francisco. The County's employment base has been significantly impacted by the recent downturn with unemployment increasing to 18.3 percent in January 2010, significantly above the historic range of between 8.5 and 18.2 since 1990. In 2008, the median household income was approximately $44,000.



[10] Draft 2023 Kingsburg Area Community Plan. Pages 64-65.

The county's major employers are Tulare County government, Porterville Development Center, 2 Kaweah Delta Healthcare, and Ruiz Food Products, as shown in Table 3-14. The top 20 employers combine for about 19,300 jobs, or 11 percent of the overall county employment. The major distributors include Jo-Ann Fabrics, VF Distribution, Wal-Mart, and Best Buy Electronics that combine for nearly 3.5 million square feet of distribution space. The county's overall industrial market includes about 23 million square feet of building space."[11]

Unemployment in Tulare County

According to the 2030 Update of the Tulare County General Plan, Tulare County's economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the U.S. Approximately 27% of the employment within CT 0003001 is agriculturally related according to information shown in **Table 6-3**. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

According to the California Department of Finance, the 2010-2014 American Community Survey (see **Table 6-4**) indicated that the unemployment rate in the KACP Planning Area was 7.48% for men and 10.17% for women, 13.42% for men and 13.64% for women in Tulare County, and 11.09% for men and 10.87 for women in the State of California's[12]

Table 6-4
American Community Survey: Unemployment 2010-2014
Population 16 Years and Over

Geography	Population	Total Civilian Labor Force	Unemployment Rate Percent	
			Male	Female
California[13]	29,934,838	19,108,876	11.09%	10.87%
Tulare County[14]	322,441	111,218	13.42%	13.64%
CT 000301[15]	5,019	3,053	7.48%	10.17%

Source: State of California Department of Finance.

[11] Ibid. 42.
[12] Op. Cit. 43.
[13] USA.com California Income and Careers. Accessed July 2023 at: http://www.usa.com/california-state-income-and-careers.htm
[14] USA.com Tulare County Income and Careers. Accessed July 2023 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm
[15] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed July 2023 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

Employment Projections Tulare County

Table 6-5 in this DEIR] presents a summary of the employment projections for Tulare County for 2042 which were provided by TCAG. "[16]

Table 6-5
Population and Employment Projections, Tulare County
2015 to 2042

Year	2020	2025	2030	2035	2040	2042
Population	488,293	514,101	541,140	568,186	594,348	604,969
Employment	181,560	190,344	199,344	207,912	216,696	220,210

Source: Tulare County Association of Governments. Tulare County Demand Forecast Model, 2015.

SOCIAL EFFECTS

Environmental Justice

On February 11, 1994, President Clinton signed Executive Order (E.O.) 12898, titled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The executive order specifies, "To the greatest extent practicable and per□mitted by law, and consistent with the principles set forth in the report on the National Performance Review, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions, the District of Columbia, the Commonwealth of Puerto Rico, and the Commonwealth of the Mariana Islands[17] The basis for environmental justice lies in the Equal Protection Clause of the U.S. Constitution, wherein, the Fourteenth Amendment expressly states the following: "No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."[18]

Low-income and Minority Populations

The Draft Plan contains various demographic information that was considered in order to develop a plan that addresses all segments of the community. Information from the American community Survey (ACS) 2010-2014 indicate that 84.27% of the KACP area's population was white. Approximately 57.21% of the KACP was Hispanic (of any race). The Asian population was 1.28%, Blacks was 0.9%, and Native Americans was 0.21% of other races in the KACP

[16] Tulare County Association of Governments (TCAG). 2018 Regional Transportation Plan. Action Element. Page B-13. Accessed July 2023 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/action-element/

[17] Federal Register VO. 59. No. 32. Wednesday, February 16, 1994. Presidential Documents. Title 3. The President. Executive Order 12898 of February 11, 1994. Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Page 1. Accessed July 2023 at: https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf

[18] U.S. Constitution. Amendment XIV. §1 https://constitution.congress.gov/constitution/ or U.S. Constitution | Constitution Annotated | Congress.gov | Library of Congress

area. The two or more race demographic was 1.99%."[19] The Hispanic community represents the largest of any ethnic/racial group in the KACP planning area.

The Mean and Median income in the KACP planning area is higher when compared to Tulare County, but lower than the State of California. Mean and Median Household Income for the KACP area were $66,032 and $47,639; respectively.[20] Whereas, Mean and Median Household Income for Tulare County were $58,798 and $42,863; respectively; and $86,704 and $61,489 for the State of California.[21]

As noted earlier, the Project site is located within a disadvantaged community (as defined by E.O. 12898). As noted in Chapter 3.11 Land Use and Planning, existing uses surrounding the KACP planning area vicinity includes agriculturally productive lands to the east, south, and southeast; scattered rural-residences and agriculture to the south; and the City of Kingsburg (predominantly single-family residences, light industrial, commercial, and an elementary school) to the northwest (see **Figure 2-2**). There are no known housing for migrant farm workers is located within a mile of the Project vicinity.

The KACP contains many goals, objectives, and policies specific to the planning area. The KACP contains housing-related goals, objectives, and policies that are intended to provide housing opportunities, including for low and moderate income residents. As indicated in the Draft KACP, the overall Goal is to "Provide safer and adequate housing for all citizens within the community.[22] The Objectives of this Goal are intended to reduce deficiencies in the existing housing stock, encourage new housing construction within the community to meet the needs of low and moderate income residents, and provide a role for mobile homes in satisfying community needs.[23] Policies would strive to eliminate blight; expand affordable housing opportunities; inform potential rehabilitators of substandard housing that incentives; ensure that there are adequate sites and will work with the Selma-Kingsburg-Fowler Sanitation District, City of Kingsburg (and other agencies as applicable) to ensure that there are adequate public facilities to support future housing needs; work diligently towards the rehabilitation of the housing stock; enable the housing industry to proceed with construction in a timely and cost-efficient fashion (including adequate amounts of residential zoning). Therefore, the proposed KACP will not adversely impact low-income and/or minority populations.

Income

Median and Mean income for the KACP planning area was higher than Tulare County, but lower than the State of California. Average median household income for the KACP was $47,639 and

[19] USA.com. Census Tract 000301 in Tulare County, California Population and Race. Accessed July 2023 at: http://www.usa.com/CA107000301-population-and-races.html.
[20] Ibid.
[21] USA.com. Tulare County, California Income and Careers. 2010-2014 American Community Survey. Accessed July 2023 at: http://www.usa.com/CA107000301-income-and-careers.html.
[22] KACP Page 156.
[23] Ibid.

$66,032[24]; respectively. compared to $42,863 and $58,798[25]; respectively, for Tulare County; and $61,489 and $86,704[26]; respectively, for the State of California.[27]

Table 6-6
2010-2014 American Community Survey: Income[28]

Geography	Median household income	Mean household income	Median family income	Mean family income
California	$61,489	$86,704	$70,187	$96,357
Tulare County	$42,863	$58,798	$45,296	$61,858
CT 000301	$47,639,	$66,032	$52,222	$70,402

Source: California Department of Finance

Poverty

According to the California Department of Finance, the 2010-2014 American Community Survey and as shown in **Table 6-7,** 20.69% of all families living in the KACP planning area lived below the poverty line[29] compared to Tulare County's 22.51%[30] and the State of California's 12.28%[31]. For the entire population in the KACP planning area 26.06% had a higher level of poverty[32] compared to Tulare County at 27.42%[33] and the State of California at 16.38%.[34]

Table 6-7
2010-2014 American Community Survey - Poverty Level

Geography	All Families	Entire Population
California	12.28%	16.38%
Tulare County	22.51%	27.42%
CT 000301	20.69%	26.06%

Source: California Department of Finance; also see footnotes 30-35 for internet sources.

Affordable Housing

[24] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

[25] USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[26] USA.com California Income and Careers. Accessed December 2021 at: http://www.usa.com/california-state-income-and-careers.htm

[27] USA.com California Income and Careers. Accessed December 2021 at: http://www.usa.com/california-state-income-and-careers.htm

[28] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status; USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm; and USA.com California Income and Careers. Accessed December 2021 at: http://www.usa.com/california-state-income-and-careers.htm.

[29] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

[30] USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[31] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

[32] Ibid.

[33] USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[34] Op. Cit. USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

As County Policies require contiguous development and an orderly extension of services, the recommendation not to amend the location of the existing UDB not only satisfies development suitability requirements, but also provides the requisite area needed to meet forecast land demand in the KACP planning area.

"Affordability problems occur when housing costs become so high in relation to household income. Households that have to pay an excessive proportion of their income for housing, or are unable to afford any housing and are homeless are impacted by housing affordability problems. A household is considered to be overpaying (or cost burdened) if it spends more than 30% of its gross income on housing. Severe overpayment occurs when a household spends more than 50% of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

The 2010 Census indicates that overpayment remains a critical problem for low and moderate-income households, who are disproportionately affected by this burden compared to other households. Data for the unincorporated areas of Tulare County for the Table 3-14 [in the Housing Element] below was calculated using 2010 Census figures for renters from Census Table H73 "Household Income in 1999 by Gross Rent as a %age of Households" and for homeowners from Census Table H97 "Household Income in 1999 by Selected Monthly Owner Costs as a %age of Household Income in 1999". Household information for the incorporated cities was subtracted from information for the total county to obtain results for the unincorporated area. Households in the unincorporated area of Tulare County that overpay for housing are shown by tenure in Table 3-14 [in the Housing Element].[35]"

"In general, overpayment disproportionately affects lower income households, as shown in Table 3-15. While some higher income households may choose to spend greater portions of their income for housing, the cost burden for lower income households reflect choices limited by a lack of sufficient affordable housing opportunities. These households have a higher percentage of housing problems and a greater cost burden than other households. As noted below, the housing cost burden increases as income decreases – 37% of low income households (with income between 50% and 80% median family income), 61% of very low income households (with income between 30% and 50%) and 75% of extremely low income households (with income less than 30% of median family income) spend more than 30% of household income for housing in Tulare County as a whole. Lower income households who are overpaying for housing frequently have insufficient resources for other critical essentials, such as food and medicine. This is a significant hardship for many workers, families and seniors, but also impacts local economies, since money that might otherwise be spent in local stores generating sales tax revenues is being spent on housing."[36]

[35] Tulare County Housing Element 2015 Update. Page 3-21. Accessed December 2021 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206.%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf or CHP 6 Tulare County Housing Element Update 2015.pdf

[36] Ibid. 3-21 and 3-22.

2010-2014 American Community Survey (ACS) data shows that the KCAP planning area had a median household income of $47,639, which is less than 80% of the State median household income of $61,489. The 2017 ACS data indicates the KCAP planning area had a median household income of $51,979, which remains less than 80% of the State median household income of $67,169. Approximately 21.95% of the households in the KCAP planning area spent 29.70%[37] or more of their income on housing, while Tulare County's was 25.65% and 26.90%; respectively,[38] and the State of California's was 16.99% and 28.30%; respectively[39]. As such, based on the income data for the KACP, there is a demonstrated need for affordable housing. Lastly, 2010-2014 American Community Survey (ACS) data shows that average household size of owner-occupied units was 2.95[40] for the KACP, 3.22 for Tulare County, and 2.95 for the State of California.[41]. 2017 data indicate an average of 3.13 persons per household within Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 (versus the 2.73 average household size for the entire KACP planning area and 2.95 from the 2010-2014 ACS).

Renter Affordability

According to the U.S. Census Bureau, the 2010-2014 American Community Survey data indicated that the cost of rent in CT 000301 was lower than in Tulare County and the State of California,. The median rent was $646[42] in KACP, $826 in Tulare County and $1,243 in the State of California, respectively.[43] The percentage of households paying 35% or more of income on housing was 47.2% in Tulare County and 47.0% in the State of California. However, data could not be located that shows the percentage of rent in relation to household income within the KACP planning area.

As shown on in Table 3-49 of the Tulare County Housing Element 2015 Update, there is no indication of exclusively farmworker housing (2009) within the KACP planning area. Further, throughout the County; "The supply of farmworker housing remains inadequate, largely because area growers only offer limited housing facilities and supportive services to employees. Historically, many migrant agricultural workers resided in farm labor camps throughout the County. However, similar to areas throughout the State, many farm operators have shifted away from hiring their own workers, and instead use farm labor contractors to provide needed agricultural labor, particularly for migrant or seasonal labor. The majority of farm operators is therefore not directly involved with employing their workforce, and has also removed themselves from providing housing for the workers. However, it is difficult to quantify this trend because additional housing for up to nine farmworkers is permitted by right

[37] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html

[38] USA.com. Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[39] Ibid.

[40] USA.com. Census Tract 000301 in Tulare County, California Housing. Accessed December 2021 at: http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily.

[41] USA.com. Tulare County Population and Race. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-population-and-races.htm#HouseholdandFamily.

[42] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html

[43] USA.com. Tulare County Housing. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-housing.htm#Gross-Rent

in all Tulare County's AE (Exclusive Agriculture) zones and data on these housing units is limited. Farms that are providing housing for ten or more employees are detailed in the Table 3-49 [of the Housing Element]."[44]

As noted earlier, the Plan Update (see pages 150-151) contains policies that are intended to provide housing opportunities (including affordable housing) as follows:

Housing Guiding Principle 1.1 –- Endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County.

Housing Policy 1.13 – Encourage the utilization of modular units, prefabricated units, and manufactured homes.

Housing Policy 1.14 – Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

Housing Policy 1.15 – Encourage housing counseling programs for low-income homebuyers and homeowners.

Housing Policy 1.16 – Review community plans and zoning to ensure they provide for adequate affordable residential development.

Housing Guiding Principle 1.2 – Promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, disability, or any other arbitrary basis.

Housing Guiding Principle 1.3 – Strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment.

Housing Policy 1.31 – Encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act.

Housing Guiding Principle 1.4 – Enhance and support emergency shelters and transitional and supportive housing programs that assist the homeless and others in need.

Housing Policy 1.51 – Encourage the construction of new housing units for "special needs" groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

[44] Tulare County Housing Element 2015 Update. Pages 3-57 and 3-58.

Housing Policy 1.52 – Support and encourage the development and improvement of senior citizen group housing, convalescent homes, and other continuous care facilities.

Housing Policy 1.55 – Encourage development of rental housing for large families, as well as providing for other housing needs and types.

Housing Guiding Principle 1.6 – Assess and amend County ordinances, standards, practices and procedures considered necessary to carry out the County's essential housing goal of the attainment of a suitable, affordable and satisfactory living environment for every present and future resident in unincorporated areas.

Housing Policy 2.14 – Create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County thorough analysis and investigation of public infrastructure needs and deficits, pursuant to Action Program 9.

Housing Guiding Principle 2.2 – Require proposed new housing developments located within the development boundaries of unincorporated communities to have the necessary infrastructure and capacity to support the development.

Housing Policy 2.21 – Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells.

Housing Guiding Principle 3.1 – Encourage "smart growth" designed development that serves the unincorporated communities, the environment, and the economy of Tulare County.

Housing Policy 3.11 – Support and coordinate with local economic development programs to encourage a "jobs to housing balance" throughout the unincorporated area.

Housing Policy 3.23 – Prepare new and/or updated community plans that provide adequate sites for a variety of types of housing within the development boundaries of community.

Inappropriateness of Affordable Housing

As shown in **Figure 7B** – RHNA 2014-2023 Allocation by Income Category in the Community Plan Update, the 2014 Regional Housing Needs Assessment (RHNA) allocated a total 7,081 units to unincorporated areas of the County to meet the January 1, 2007 – June 30, 2014 existing and projected housing need. The allocation included 1,477 units for very low income; 1,065 units for low income (2,542 combined very low and low income), 1,169 units for moderate income; and 3,370 units for above moderate income.[45] The Tulare County Housing Element was certified by the State Department of Housing and Community Development (HCD) in June 2012. It is noted that the RHNA allocation is County-wide and is not specific to the KACP planning area.

[45] Draft 2023 KACP. Page 72.

Overall, the Project's planning area is suitable for affordable housing as a result of the current and proposed land use patterns which contains adequate residential site locations. Typically, affordable housing projects require high densities to maintain economic and financial viability. Low-income and high-density affordable housing does not result in sufficient income volume to pay for the cost of construction (without subsidies) and farm worker housing would likely require additional subsidies to recapture cost.

The Project's planning area is located adjacent to farmland, industrial uses, major streets/highways (including State Route 99) which, without adequate buffers, could result in land use incompatibility with affordable housing. For example, AG-1.11 Agricultural Buffers states that: The County shall examine the feasibility of employing agricultural buffers between agricultural and non-agricultural uses, and along the edges of UDBs and HDBs. Considering factors include the type of operation and chemicals used for spraying, building orientation, planting of trees for screening, location of existing and future rights-of-way (for example, curbs, gutters, sidewalks, roads, etc.), and unique site conditions. Also, Policy HS-8.8 Adjacent Uses states that: The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County; and Policy HS-8.15 Noise Buffering states that: The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

GROWTH INDUCEMENT

As outlined in the CEQA Guidelines § 15126.2 (d), growth-inducing impacts of the proposed Project should "[d]iscuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."[46]

GROWTH IMPACTS

Tulare County recognizes that land use and other policies must continue to maintain and encourage a diverse and entrepreneurial economy to ensure that the community thrives. The Community Plan Update is intended to implement Tulare County's vision for a long-range economic growth, sets forth the policy framework supportive of that vision, and identifies

[46] CEQA Guidelines. Section 15126.2 (d).

actions that Tulare County leaders will take to achieve these goals. In particular, this Chapter identifies growing economic sectors that the County looks to accommodate and outlines economic development strategies that will match local residents with the job skills required by employers. As noted in the KACP, "The objective in the preparation of a Community Plan for Kingsburg Area is to develop a plan which can accurately reflect the needs and priorities of this unincorporated area adjacent to the unincorporated community of the Kingsburg Area. In addition, the County has prepared an Environmental Impact Report. The Environmental Impact Report (EIR) is to assist in fostering future economic development, grants, and economic development opportunities, which can tier off the General Plan and Community Plan EIR's."[47] The Update includes an Economic Development Strategy the including an effort to reduce barriers to economic development, expansion of infrastructure, reducing permit requirements, encouraging collegiate level education, encouraging home occupation, etc. A significant component of the Update includes establishing a Mixed Use Overlay zone. As contained in the KACP, "To promote Economic Development within the Kingsburg Area Community Plan Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within the KACP planning area. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district. To promote Economic Development within the Kingsburg County Adopted City Urban Development Boundary, a Mixed-Use Overlay zoning district is being established to allow for flexibility in the allowed uses within the KACP planning area. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district."[48] As such, no mitigation measures are necessary nor needed to accommodate unanticipated growth impacts.

Population Growth Forecast

As shown in **Table 6-8**, CT 000301's entire population is projected to increase by 1,152 persons to an estimated Year 2030 population of 6,171 using the Tulare County General Plan average annual growth rate of 1.3%. However, for CT 000301 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075, the projected population is 42 persons as estimated in the KACP. It is possible that market forces could result in lesser or greater growth than forecasted during the Year 2030 planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate Urban Development Boundary area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.[49] Also, it is noted that Chapters 3.9 Hydrology & Water Quality, 3.10 Land Use and Planning, 3.14 Population and Housing, Year 2020 Census data were used in forecasts where applicable.

[47] KACP. Page 229.
[48] Ibid. 19
[49] Op. Cit. 190.

Table 6-8

Population Projections for Certain Census Blocks for CT-000301[a] Kingsburg Area Community Plan										
Year	**Certain Census Blocks Population 2010-2030 1.11% annual growth rate[b]**	**Certain Census Blocks Population 2020-2030 1.3% annual growth rate[c]**	**Including Summerlyn residential project estimated population[e]**							
			Using City 2.82 pph X 180 (508 persons)		**Using 2010 Census CT 000301's 2.96 pph X 180 (523 persons)**		**Tulare County 3.46 pph X 180 (623 persons)**		**Using 2020 Census CT 000303's 3.387 pph X 180 (610 persons)**	
2010	**299**	**n/a**	**n/a**							
2011	302	**n/a**	**n/a**							
2012	306	**n/a**	**n/a**							
2013	309	**n/a**	**n/a**							
2014	312	**n/a**	**n/a**							
2015	316	**n/a**	**n/a**							
2016	320	**n/a**	**n/a**							
2017	324	**n/a**	**n/a**							
2018	326	**n/a**	**n/a**							
2019	329	**n/a**	**508 persons + projected 1.11% | 1.3%**		**523 persons + projected 1.11% | 1.3%**		**623 persons + projected 1.11% | 1.3%**		**610 persons + projected 1.11% | 1.3%**	
2020	**332[d]**	**332[d]**	**840**	**840**	**845**	**845**	**955**	**955**	**942**	**942**
2021	336	342	844	850	859	846	959	965	946	952
2022	339	352	847	860	862	856	962	975	949	962
2023	342	363	850	871	865	867	965	986	953	973
2024	346	374	854	888	869	878	969	997	957	984
2025	350	385	858	899	973	889	973	1,008	961	995
2026	354	396	862	900	977	900	977	1,019	965	1,006
2027	358	408	866	912	981	912	981	1,031	969	1,018
2028	362	420	870	924	985	924	985	1,043	973	1,030
2029	366	433	874	935	989	937	989	1,056	977	1,043
2030	370	446	878	954	893	969	993	1,069	980	1,056

Notes: a: 2010 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075; now CT 000303 with Census Blocks
b: Based on 2010-2020 U.S Census annual growth rate of 1.11%.
c: Based on 2010 U.S. Census baseline population grown at Tulare County General Plan 2030 Update 1.3% annual growth rate.
d: 2020 U.S. Census reported a population of 332.
e. Estimated Summerlyn residential subdivision project population contribution to KACP.

Demand Forecast and Population and Housing Units

Based on the data and analysis described earlier and forecasted population and housing estimates contained in the KACP, Year 2030 residential unit demand forecast for the KACP planning area is provided as follows.

The baseline population was determined by projecting the 2010-2014 American Community Survey (ACS) data population by an annual growth rate of 1.3% annually for CT 000301 in the KACP planning Area through Year 2030. The 2010-2014 ACS indicated that C.T. 2,156 dwelling units (including vacant dwellings) with a population of 5,019. At an annual growth rate of 1.3%, the projected housing units needs based on 3.22[50] persons per household are 1,684 and 1,916 in Years 2020 and 2030; respectively, and projected population is 5,423 and 6,171 in Years 2020 and 2030, respectively.[51]

Generally, growth inducing impacts are a result of very large businesses or very large housing developments. A large influx of jobs or people would require additional services which could potentially induce growth related impacts. In addition, changes to a General Plan could also induce growth. The General Plan 2030 Update Background Report notes that Tulare County's population will grow from 429,000 in 2007 to 742,970 in 2030. This anticipated growth scenario has already been identified and previously addressed in the Tulare County General Plan 2030 Update EIR.

As there are no development proposals as part of this Update, there will be no physical changes to the environment as this Project is an exercise in preparing a Community Plan that is consistent with the Tulare County General Plan 2030 Update but will ultimately result in expanding the existing Urban Development Boundary, amended Land Use designation, and amendments to Zoning classifications (and Zoning Map) for KACP planning Area. The Urban Development Boundary will be expanded by approximately 77 acres to accommodate projected growth and land use needs. Development proposals will be evaluated on a case-by-case basis to determine impacts. As development occurs through the Year 2030 planning horizon, the Project will result in increases in economic benefits to the region over time. Ultimately, the Project will result in temporary construction-related jobs and permanent jobs in retail, highway commercial, services, and light industrial sectors. The proposed Project will not result in a substantial increase in employment, and correspondingly, will not result in a substantial increase in population and associated demand for housing in the area. For these reasons, the Project is not anticipated to result in substantial growth inducement. Without an increase to the number of employees, the proposed Project will have a minimal effect on employment, public services and facilities, and growth in the overall region. Given Tulare County's housing vacancy rates combined with the limited permanent workforce needed to support the Project, it is anticipated that adequate housing would be available without exceeding the demands of Tulare County's existing housing supply. Therefore, the proposed Plan Update will not result in new growth in the area relating to the potential population increase. Lastly, in the event of an increase to the local population

[50] USA.com. Census Tract 000301 in Tulare County, California Population and Races. Household and Family. Accessed December 2021 at: http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily.
[51] Op. Cit.

within the KACP planning area, the proposed CACUAD area contains sufficient residentially and mixed-use zoned lands to accommodate growth through the Year 2030 planning horizon.

All of these issues, to a greater or lesser extent, are subject to analysis in Chapter 3 of this EIR. Some of the impacts of growth can be viewed as beneficial and others as detrimental. Some of the effects could occur without adoption and implementation of the Draft KACP; they could occur; however, to a greater or lesser extent. The CEQA Guidelines at Section 15126.2(d) state:

"It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment"[52]

As indicated in **Table 6-9**, the proposed Project does not have the potential to induce significant growth in Tulare County.

Table 6-9
Discussion of Potential Growth Inducing Impacts

Potential Growth Inducing Impacts	Discussion
Foster Economic or Population Growth	The proposed Project will not require new employees and thus will not result in significant economic growth. Although the proposed Project will, over time, result in an economic benefit for Tulare County, the proposed Project will not induce substantial growth.
Construction of Additional Housing – Either Directly or Indirectly	The proposed Project would not increase the demand for housing beyond the existing housing supply. Over time, through the Year 2030 planning horizon, additional planned housing will likely develop to accommodate projected increases in the local population. The Project (i.e., Kingsburg Area Community Plan) will not result in a need for additional housing.
Other Growth Actions	The proposed Project will would not remove obstacles to population growth and will not induce other growth-related activities.

CONCLUSION

The adoption and implementation of the 2023 Kingsburg Area Community Plan may result in some indirect growth inducing impacts on the local environment. Properly planned growth will have both beneficial (new housing opportunities, improved/increased water and wastewater capabilities, new/improved roadways, etc.) and adverse impacts (e.g., air quality, water supply/usage, wastewater treatment, traffic, etc.) on the physical environment of the communities. The overall benefits derived from having a Plan for the orderly development of the KACP planning area outweighs potential harmful effects that may be indirectly induced from plan adoption and implementation through the Year 2030 planning horizon.

[52] CEQA Guidelines. Section 15126.2(d).

ACRONYMS

AB	Assembly Bill (in California)
ACS	American Community Survey
BOS	Board of Supervisors (of Tulare County)
CACUDB	County Adopted City Urban Development Boundary
CEQA	California Environmental Quality Act
CDP	Census Designated Place
CT	Census Tract
DEIR	Draft Environmental Impact Report
EDD	California Employment Development Department
EIR	Environmental Impact Report
KACP	Kingsburg Area Community Plan
RHNA	Regional Housing Needs Assessment
RMA	Tulare County Resource Management Agency
SB	Senate Bill (in California)
TCAG	Tulare County Association of Governments
UDB	Urban Development Boundary

REFERENCES

California Environmental Quality Act (CEQA) Guidelines, Section 15126.2 (a), 15131. Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)

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Immitigable Impacts
Chapter 7

ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED

This Project is not anticipated to result in any significant and unavoidable cumulative impact to the any Resource. As such, the cumulative impact from this Project will not have the potential to adversely impact nearby humans and will not result in a Mandatory Finding of Significance. All impacts have been found to be less than significant or have been mitigated to a level considered less than significant.

Under CEQA Guidelines Section 15126.2 (b), "[w]here there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the Project is being proposed, notwithstanding their effect, should be described."[1] This analysis should include a description of any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided technical studies (and other information) included in appendices "A" through "E" contained in the Draft 2023 Kingsburg Area Community Plan (KACP) EIR, the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update EIR.

IRREVERSIBLE IMPACTS

Under CEQA Guidelines Section 15126.2 (c), "[u]ses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)"[2]

STATEMENT OF OVERRIDING CONSIDERATIONS

Authority to Approve Project Despite Significant Effects

[1] California Natural Resources Agency. CEQA Guidelines. Sections 15126.2(a). Accessed July 2023 at: https://www.califaep.org/docs/CEQA_Handbook_2023_final.pdf or 2023 CEQA Statutes and Guidelines (califaep.org)
[2] Ibid.

As contained in CEQA Guidelines Section 15043, "[a] public agency may approve a Project even though the Project would cause a significant effect on the environment, if the agency makes a fully informed and publicly disclosed decision that:

(a) There is no feasible way to lessen or avoid the significant effect (see Section 15091); and
(b) Specifically identified expected benefits from the Project outweigh the policy of reducing or avoiding significant environmental impacts of the Project."[3]

An agency may prepare a statement of overriding considerations. As noted in CEQA Guidelines Section 15093, "CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed Project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."[4]

"When the lead agency approves a Project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record."[5]

"If an agency makes a statement of overriding considerations, the statement should be included in the record of the Project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091."[6]

Overriding Considerations for the proposed Project

The findings above show that there are no significant and unavoidable program related or cumulative environmental effects that remain significant and there are effective feasible mitigation measures. Tulare County concludes that there are feasible alternatives that can reduce this potentially significant and unavoidable impact to a less than significant level and that all feasible alternatives have some significant and unavoidable impacts.

Finding of No Feasible Alternatives

CEQA section 21061.1 defines "feasibility" as involving a balancing of various economic, environmental, social, and technological factors.[3]

The primary purpose of the proposed Project is being updated to implement the 2030 Tulare County General Plan (2012). Entitlements including General Plan amendment and changes to

[3] Op. Cit. Section 15091(a)(3).

Zoning District Boundaries, and Zoning Code Ordinance creating a New Mixed Use Zoning District only for the KACP planning area. Consistent with the General Plan and the Study Area Boundary the land uses and alternative land use patterns were considered based on expansion to the Urban Development Boundary and their impacts to the environment. In addition, a Complete Streets Program was approved by the Board of Supervisors in October 2019 for inclusion in the Circulation Element of this Plan Update. The Draft 2023 KACP Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, pedestrian circulation.

As such, there will be no potential of ***Significant and Unavoidable Impact*** as mitigation, where applicable, would be economically reasonable.

In addition, the Project's merits would outweigh any unavoidable and unmitigable impacts to warrant a Statement of Overriding Considerations.

PROJECT BENEFIT STATEMENTS

In October 2019, the Tulare County Board of Supervisors (BOS) approved the Planning Branch proposal to prepare the KACP. The project study area boundary (which is coterminous with the KACP planning area) will be assessed for potential project impacts from the proposed land use changes, for the areas within the triangular-shaped County Adopted City Urban Development Boundary which is generally southeast of the Fresno-Tulare County line; Road 16 to the east; and north of Avenue 392. The project EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Draft 2023 Kingsburg Area Community Plan is consistent with the General Plan 2030 Update (2012) and will include the following primary goals and objectives.

1) Land Use and Environmental Planning - Promote development within planning areas adjacent to the Regional State Route 99 and Union Pacific Railroad Corridor in order to implement the following General Plan goals:

    b) Ensure that the text and mapping of the Community Plan Land Use Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
    c) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
    d) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
    e) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
    f) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction

of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

   a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
   b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the adopted General Plan Update and Housing Element (August 2013); and
   c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

Project Benefit # 1 – Implementation of AB 32

AB 32 has defined plans and programs for Year 2020, with the vision of Year 2050 that sets a goal to have an 80% reduction of greenhouse gas (GHG) emissions compared to the 1990 base year. AB 32 resulted in the adoption of the AB 32 Scoping Plan in 2008 that included a series of measures adopted by the California Air Resources Board (CARB). The key components of AB 32 are a reduction of (GHG) emission to 1997 models by the year 2020 and implements the objectives for the Year 2050 goal.

Project Benefit # 2 - Sustainability

Tulare County Climate Action Plan (CAP). In light of AB 32, the County of Tulare Board of Supervisors adopted its General Plan 2030 Update on August 28, 2012 and included a Climate Action Plan (or CAP). This Climate Action Plan identifies specific General Plan policies that encourage solid waste reduction. The proposed Project was developed to support and implement the efforts made by Tulare County to address climate change through its General Plan and Climate Action Plan.

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. Nine (9) General Plan policies that relate to Sustainability; below is a summary of some of those policies.

PF-3.4	Mixed Use Opportunities
LU-1.1	Smart Growth and Healthy Communities
LU-1.8	Encourage Infill Development
LU-7.15	Energy Conservation
LU-7.16	Water Conservation
LU-7.17	Shared Parking Facilities
AQ-3.3	Street Design
AQ-3.5	Alternative Energy Design
AQ-3.6	Mixed Land Uses

TCAG Sustainable Communities Strategy (2014 Regional Transportation Plan)

AB 32 requires the California Air Resources Board to set greenhouse gas emission targets. Under SB 375 Metropolitan Planning Organizations like TCAG are required to create a Sustainable Communities Strategy consistent with AB 32 to regulate development in relation to vehicle miles traveled. TCAG included this strategy in the 2014 Regional Transportation Plan. A highlight of the implementation strategies include:

- Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, rain and other complete streets development during updates of general plan or other local plans.
- Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportation users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and implement those plans as aggressively as feasible.
- Provide for continued coordination and evaluation of the planned circulation system among cities and the county.
- Fund the development of capital improvement programs for complete streets and active transportation-type plans, as funds are available.
- Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety improvements.
- Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.
- Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
- Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.
- Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
- Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.
- Encourage mixed-use developments in urbanized areas.

- Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.
- Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
- Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including schools, parks, healthcare institutions and transit stops.
- Provide environmental justice communities opportunities for input into transportation plans, programs, and projects in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.

These implementation strategies are compatible with the Tulare County General Plan policies.

Project Benefit # 3 - Lessen Significant Impacts

Each alternative should be analyzed to assess the potential to reduce significant impacts. (On a cumulative basis, alternative sites generally require the construction of duplicate buildings. The creations of additional buildings require the use of additional resources, which on a cumulative basis would increase impacts to environment in general.)

Project Benefit # 4 - Physical Feasibility (Land Size and Configuration Constraints)

Physical feasibility is required because if a site for a particular alternative is too small, or if the components of the proposed Project cannot be configured on the site, then the alternative would not be feasible and should be eliminated from review.

Project Benefit # 5 - Project Specific Elements

Overall, all elements (including Project's, Rezoning of Properties within the Study Area were studied

a) The County is proposing land use and rezoning designations in certain parcels to be consistent with the land uses within the General Plan and to bring existing non-compliant properties into conformity with the Tulare County Zoning Code. This required looking at the existing properties, meetings with the Community, and review of aerial maps and County records to analyze and decide on which properties were updated.

b) Mixed-Use Zone. The Kingsburg Area Community Plan includes a mixed-use zone. This Update requires updating the Tulare County Zoning Code to reflect a mixed-use zoning district specifically within the Kingsburg Area Community Plan planning area in compliance with the mixed use designation in the 2030 General Plan.

Complete Streets. A Complete Streets Program was approved by the Board of Supervisors in October 2019 for inclusion in the Circulation Element of this Community Plan Update. The KACP Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, pedestrian circulation.

Project Benefit # 6: Implementation of Countywide General Plan Policies

Tulare County's General Plan Policies that are in with the Project's purpose and objectives are included in each CEQA Checklist Resource chapter contained in Chapters 3-1 through 3-20. Two hundred seventy (270) General Policies apply to this Project; below is a listing of applicable policies:

I. AESTHETICS – 14 Policies

LU-5.3	Storage Screening
LU-5.6	Industrial Use Buffer
LU-7.6	Screening
LU-7.14	Contextual and Compatible Design
LU-7.19	Minimize Lighting Impacts
SL-1.1	Natural Landscapes
SL-1.2	Working Landscapes
SL-2.1	Designated Scenic Routes and Highways
ERM-1.4	Protect Riparian Areas
ERM-1.5	Riparian Management Plans and Mining Reclamation Plans
ERM-1.6	Management of Wetlands
ERM-1.8	Open Space Buffers
ERM-5.19	Night Sky Protection
ERM-1.15	Minimize Lighting Impacts

II. AGRICULTURAL LANDS & FORESTRY RESOURCES – 12 Policies

AG-1.1	Primary Land Use
AG-1.3	Williamson Act
AG-1.4	Williamson Act in UDBs and HDBs
AG-1.6	Conservation Easements
AG-1.7	Preservation of Agricultural Lands
AG-1.8	Agriculture within Urban Boundaries
AG-1.9	Agricultural Preserves Outside Urban Boundaries
AG-1.10	Extension of Infrastructure into Agricultural Areas
AG-1.11	Agricultural Buffers
AG-1.17	Agricultural Water Resources
LU-2.3	Open Space Character
LU-2.6	Industrial Development

III. AIR QUALITY – 31 Policies

AQ-1.1 Cooperation with Other Agencies
AQ-1.2 Cooperation with Local Jurisdictions
AQ-1.3 Cumulative Air Quality Impacts
AQ-1.4 Air Quality Land Use Compatibility
AQ-1.5 California Environmental Quality Act (CEQA) Compliance
AQ-2.1 Transportation Demand Management Programs
AQ-2.2 Indirect Source Review
AQ-2.3 Transportation and Air Quality
AQ-2.4 Transportation Management Associations
AQ-2.5 Ridesharing
AQ-3.1 Location of Support Services
AQ-3.2 Infill near Employment
AQ-3.3 Street Design
AQ-3.4 Landscape
AQ-3.5 Alternative Energy Design
AQ-3.6 Mixed Land Uses
AQ-4.1 Air Pollution Control Technology
AQ-4.2 Dust Suppression Measures
AQ-4.3 Paving or Treatment of Roadways for Reduced Air Emissions
AQ-4.4 Wood Burning Devices
AQ-4.5 Public Awareness
AQ-4.6 Asbestos Airborne Toxic Control and Dust Protection
LU-1.1 Smart Growth and Healthy Communities
LU-1.2 Innovative Development
LU-1.3 Prevent Incompatible
LU-1.4 Compact Development
LU-1.8 Encourage Infill Development
LU-3.2 Cluster Development
LU-3.3 High-Density Residential Locations
TC-5.1 Bicycle/Pedestrian Trail System
TC-5.2 Consider Non-Motorized Modes in Planning and Development

IV. BIOLOGICAL RESOURCES – 10 Policies

ERM-1.1 Protection of Rare and Endangered Species
ERM-1.2 Development in Environmentally Sensitive Areas
ERM-1.4 Protect Riparian Areas
ERM-1.5 Riparian Management Plans and Mining Reclamation Plans
ERM-1.6 Management of Wetlands
ERM-1.7 Planting of Native Vegetation
ERM-1.14 Mitigation and Conservation Banking Program
ERM-1.16 Cooperate with Wildlife Agencies
ERM-1.17 Conservation Plan Coordination

ERM-2.7 Minimize Adverse Impacts

V. CULTURAL RESOURCES – 8 Policies

ERM-6.1 Evaluation of Cultural and Archaeological Resources
ERM-6.2 Protection of Resources with Potential State or Federal Designations
ERM-6.3 Alteration of Sites with Identified Cultural Resources
ERM-6.4 Mitigation
ERM-6.8 Solicit Input from Local Native Americans
ERM-6.9 Confidentiality of Archaeological Sites
ERM-6.10 Grading Cultural Resources Sites
ERM-7.12 Historical Buildings and Areas

VI. ENERGY - 5 Policies

ERM-4.1 Energy Conservation and Efficiency Measures
ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation
ERM-4.3 Local and State Programs
ERM-4.4 Promote Energy Conservation Awareness
AQ-3.5 Alternative Energy Design

VII. GEOLOGY AND SOILS – 5 Policies

ERM-7.2 Soil Productivity
HS-2.1 Continued Evaluation of Earthquake Risks
HS-2.4 Structure Siting
HS-2.7 Subsidence
HS-2.8 Alquist-Priolo Act Compliance

VIII GREENHOUSE GAS EMISSIONS – 6 Policies

AQ-1.7 Support Statewide Climate Change Solutions
AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan
AQ-1.9 Support Off-Site Measures to Reduce Greenhouse Gas Emissions
AQ-1.10 Alternative Fuel Vehicle Infrastructure
AQ-3.5 Alternative Energy Design
LU-1.1 Smart Growth and Healthy Communities

IX. HAZARDS AND HAZARDOUS MATERIALS – 4 Policies

HS-4.1 Hazardous Materials
HS-4.3 Incompatible Land Uses
HS-4.4 Contamination Prevention
HS-4.6 Pesticide Control

X. HYDROLOGY AND WATER QUALITY - 40 Policies

PF-4.14	Compatible Project Design
PFS-2.1	Water Supply
PFS-2.2	Adequate Systems
PFS-2.3	Well Testing
PFS-2.4	Water Connections
PFS-2.5	New Systems or Individual Wells
PFS-3.1	Private Sewage Disposal Standards
PFS-3.2	Adequate Capacity
PFS-3.3	New Development Requirements
PFS-3.7	Financing
PFS-4.1	Stormwater Management Plans
PFS-4.2	Site Improvements
PFS-4.3	Development Requirements
PFS-4.4	Stormwater Retention Facilities
PFS-4.5	Detention/Retention Basins Design
PFS-4.6	Agency Coordination
PFS-4.7	NPDES Enforcement
AG-1.17	Agricultural Water Resources
HS-4.4	Contamination Prevention
HS-5.1	Development Compliance with Federal, State, and Local Regulations
HS-5.2	Development in Floodplain Zones
HS-5.4	Multi-Purpose Flood Control Measures
HS-5.6	Impacts to Downstream Properties
HS-5.9	Floodplain Development Restrictions
HS-5.10	Flood Control Design
HS-5.11	Natural Design
WR-1.1	Groundwater Withdrawal
WR-1.5	Expand Use of Reclaimed Wastewater
WR-1.6	Expand Use of Reclaimed Water
WR-2.1	Protect Water Quality
WR-2.2	National Pollutant Discharge Elimination System (NPDES) Enforcement
WR-2.3	Best Management Practices (BMPs)
WR-2.4	Construction Site Sediment Control
WR-2.5	Major Drainage Management
WR-2.6	Degraded Water Resources
WR-2.8	Point Source Control
WR-3.3	Adequate Water Availability
WR-3.5	Use of Native and Drought Tolerant Landscaping
WR-3.6	Water Use Efficiency
WR-3.10	Diversion of Surface Water

XI. LAND USE AND PLANNING - 23 Policies

ED-2.2	Land Requirements
ED-2.11	Industrial Parks
ED-3.1	Diverse Economic Base
ERM-2.9	Compatibility
PF-1.1	Maintain Urban Edges
PF-1.2	Location of Urban Development
PF-1.3	Land Uses in UDBs/HDBs
PF-1.4	Available Infrastructure
PF-2.1	Urban Development Boundaries – Communities
PF-2.4	Community Plans
PF-2.7	Improvement Standards in Communities
PF-2.8	Inappropriate Land Use
LU-1.2	Innovative Development
LU-2.3	Open Space Character
LU-3.1	Residential Developments
LU-3.2	Cluster Development
LU-3.3	High-Density Residential Locations
LU-5.1	Industrial Developments
LU-5.4	Compatibility with Surrounding Land Use
LU-5.7	Industrial Uses Allowed on Resource Land
LU-6.2	Buffers
LU-7.2	Integrate Natural Features
ED-2.3	New Industries

XII. MINERAL RESOURCES – 6 Policies

ERM-2.1	Conserve Mineral Deposits
ERM-2.2	Recognize Mineral Deposits
ERM-2.3	Future Resource Development
ERM-2.5	Resources Development
ERM-2.7	Minimize Adverse Impacts
ERM-2.10	Incompatible Development

XIII NOISE – 17 Policies

HS-8.1	Economic Base Protection
HS-8.2	Noise Impacted Areas
HS-8.3	Noise Sensitive Land Uses
HS-8.4	Airport Noise Contours
HS-8.5	State Noise Standards
HS-8.6	Noise Level Criteria
HS-8.8	Adjacent Uses
HS-8.9	County Equipment
HS-8.10	Automobile Noise Enforcement
HS-8.11	Peak Noise Generators

HS-8.13 Noise Analysis
HS-8.14 Sound Attenuation Features
HS-8.15 Noise Buffering
HS-8.16 State Noise Insulation
HS-8.18 Construction Noise
HS-8.19 Construction Noise Control
LU-1.3 Prevent Incompatible Uses

XIV. POPULATION AND HOUSING – 33 Policies

Housing Guiding Principle 1.1
Housing Policy 1.11
Housing Policy 1.13
Housing Policy 1.14
Housing Policy 1.15
Housing Policy 1.16
Housing Guiding Principle 1.2
Housing Guiding Principle 1.3
Housing Policy 1.31
Housing Policy 1.33
Housing Policy 1.51
Housing Policy 1.52
Housing Policy 1.55
Housing Guiding Principle 1.6
Housing Policy 2.14
Housing Guiding Principle 2.2
Housing Policy 2.21
Housing Guiding Principle 3.1
Housing Policy 3.11
Housing Policy 3.12
Housing Policy 3.13
Housing Policy 3.16
Housing Policy 3.23
Guiding Principle 4.1
Housing Policy 4.11
Housing Policy 4.12
Housing Policy 4.13
Housing Policy 4.14
Housing Policy 4.15
Housing Policy 4.21
Housing Policy 4.22
Housing Policy 5.21
Housing Policy 5.26

XV PUBLIC SERVICES – 10 Policies

PFS-7.1	Fire Protection
PFS-7.2	Fire Protection Standards
PFS-7.3	Visible Signage for Roads and Buildings
PFS-7.5	Fire Staffing and Response Time Standards
PFS-7.6	Provision of Station Facilities and Equipment
PFS-7.8	Law Enforcement Staffing Ratios
PFS-7.9	Sheriff Response Time
PFS-7.12	Design Features for Crime Prevention and Reduction
PFS-8.1	Work with Local School Districts
PFS-8.4	Library Facilities and Services

XVI. RECREATION – 6 Policies

ERM-5.2	Park Amenities
ERM-5.3	Park Dedication Requirements
ERM-5.5	Collocated Facilities
ERM-5.11	Cooperation with Federal and State Agencies
ERM-5.12	Meet Changing Recreational Needs
ERM-5.15	Open Space Preservation

XVII TRANSPORTATION/TRAFFIC – 11 Policies

LU-7.3	Friendly Streets
LU-7.4	Streetscape Continuity
LU-7.6	Screening
TC-1.13	Land Dedication for Roadways and Other Travel Modes
TC-1.14	Roadway Facilities
TC-1.15	Traffic Impact Study
TC-1.16	County Level of Service (LOS) Standards
TC-5.3	Provisions for Bicycle Use
TC-5.4	Design Standards for Bicycle Routes
TC-5.8	Multi-Use Trails
HS-1.9	Emergency Access

XVIII TRIBAL CULTURAL RESOURCES – 7 Policies

ERM-6.1	Evaluation of Cultural and Archaeological Resources
ERM-6.2	Protection of Resources with Potential State or Federal Designations
ERM-6.3	Alteration of Sites with Identified Cultural Resources
ERM-6.4	Mitigation
ERM-6.8	Solicit Input from Local Native Americans
ERM-6.9	Confidentiality of Archaeological Sites
ERM-6.10	Grading Cultural Resources Sites

XIX. UTILITIES AND SERVICE SYSTEMS - 22 Policies

PFS-2.1	Water Supply
PFS-2.2	Adequate Systems
PFS-2.3	Well Testing
PFS-2.4	Water Connections
PFS-2.5	New Systems or Individual Wells
PFS-3.1	Private Sewage Disposal Standards
PFS-3.2	Adequate Capacity
PFS-3.3	New Development Requirements
PFS-3.4	Alternative Rural Wastewater Systems
PFS-3.7	Financing
PFS-4.1	Stormwater Management Plans
PFS-4.2	Site Improvements
PFS-4.3	Development Requirements
PFS-4.4	Stormwater Retention Facilities
PFS-4.5	Detention/Retention Basins Design
PFS-4.6	Agency Coordination
PFS-4.7	NPDES Enforcement.
PFS-5.1	Land Use Compatibility with Solid Waste Facilities
PFS-5.3	Solid Waste Reduction
PFS-5.4	County Usage of Recycled Materials and Products
PFS-5.8	Hazardous Waste Disposal Capabilities
PFS-5.9	Agricultural Waste

XX. WILDFIRE - 0

DEFINITIONS AND ACRONYMS

Acronyms

ARB	California Air Resources Board
BOS	Board of Superiors
CAP	Climate Action Plan
CARB	California Air Board
EIR	Environmental Impact Report
GHG	Greenhouse Gas
KACP	Kingsburg Area Community Plan
RMA	Resource Management Agency
SOI	Sphere of Influence
TCAG	Tulare County Association of Governments
UDB	Urban Development Boundary

REFERENCES

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Mitigation Monitoring and Reporting Program
Chapter 8

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and the Environmental Impact Report (EIR) (State Clearinghouse No. 20210402587) prepared for the project by the County of Tulare.

The California Environmental Quality Act (CEQA) Section 21081.6 requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment.[1] The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The Mitigation Monitoring and Reporting Program contains the following elements:

• **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

• **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

• **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

[1] California Public Resource Code §21081.6. Accessed July 2023 at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21081.6

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Chapter 3.2 Agricultural Lands							
3.2.1	***(Preconstruction Surveys).*** Prior to the start of construction of any project within an "FMMP area" of the Project area, as applicable, the Applicant shall demonstrate compliance with the Tulare County *Agricultural Conservation Easement Program* (ACEP). The Applicant shall implement one (1) of the five (5) options below: Option 1 (Mitigation Fees): Applicant(s) may submit in-lieu mitigation fees to Tulare County for the purpose of procuring agricultural lands for farmland conservation easement(s). These fees will be used by Tulare County to purchase farmland easement(s) at a minimum ratio of one to one (1:1) or its functional equivalent to the loss of define agricultural lands, on behalf of the Applicant. These easements must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement shall protect the designated farmland in perpetuity. Option 2 (On-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The on-site land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, within the boundaries of the project site/property. The easement(s) must be of	Prior to a project's initiation	Issuance of building permit	County of Tulare RMA			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement shall protect the designated farmland in perpetuity. Option 3 (Off-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, unless otherwise agreed upon by all parties involved, including the Applicant(s), Tulare County, and/or selling Land Owner(s). The easement(s) must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement(s) shall protect the designated farmland in perpetuity. Option 4 (Combined On- and Off-site Easements): Applicant(s) may enter into a Farmland Conservation Easement Agreement with Tulare County. The land placed under the easement(s) must be at a minimum of a one to one (1:1) ratio, with no less than its functional equivalent of the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or combination thereof, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The easement(s) shall be located in Tulare County, unless						

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	otherwise agreed upon by all parties involved, including the Applicant(s), Tulare County, and/or selling Land Owner(s). The easement(s) must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated. The easement(s) shall protect the designated farmland in perpetuity. Option 5 (Planned Development Overlay): The Applicant(s) can enter into a Planned Development Agreement with Tulare County to establish a Planned Development Overlay for the project area. This agreement will include conditions that require all future developments to undergo a Site Plan Review, which will include mandatory mitigation, including farmland easements, for the conversion of agricultural lands.						
3.2-2	Prior to the start of construction of any project within an "FMMP area" of the Project, as applicable, the Applicant shall demonstrate compliance with the Tulare County Agricultural Conservation Easement Program (ACEP). The Applicant shall enter into a Farmland Conservation Easement Agreement with Tulare County pursuant to the provisions and administrative protocols of the ACEP. If the Farmland Conservation Easement Agreement is approved by the Board of Supervisors, these properties shall be protected in perpetuity.	Prior to a project's initiation	Issuance of building permit	County of Tulare RMA			
Chapter 3.4 Biological Resources							
Swainson's hawks and Other Raptors and Migratory Birds (including Loggerhead Shrike)							
3.4.1.a	***(Preconstruction Surveys).*** Pre-construction surveys shall be conducted to determine the presence of nesting birds if ground clearing or construction activities will be initiated	Prior to a project's initiation	Issuance of building permit	County of Tulare Planning and Public			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	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 5th. 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.			Works (RMA); California Department of Fish and Wildlife (CDFW)			
3.4.1.b	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 initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.1.c	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 (1 January through 15 September). See **Table 3.4-2** in Chapter 3.4 Biological Resources.	Prior to a project's initiation	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.1.d	If Swainson's hawks are detected to be actively nesting in trees within 2,640 feet of the construction area, construction shall not occur within this zone until after young Swainson's hawks have fledged (this usually occurs by early June). The nest shall be monitored by a qualified biologist to determine fledging date.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
3.4.1.e	If Swainson's hawks (foraging) or other raptors are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed, the CDFW shall be consulted and alternative protection measures required by the CDFW shall be followed.						
3.4.1.f.	If other nesting birds (particularly non-raptor species listed on the MBTA) are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed within this zone, the CDFW and/or the USFWS shall be consulted and alternative protection measures required by the CDFW and/or the USFWS shall be followed.						
3.4.1.g	CDFW recommends that in the event an active SWHA nest is detected, and a ½-mile no-disturbance buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.						
3.4.1.h	CDFW recommends compensation for the loss of SWHA foraging habitat as described in CDFW's "Staff Report Regarding Mitigation for Impacts to Swainson's Hawks" (CDFG 1994) to reduce impacts to foraging habitat to less than significant. The Staff Report recommends that mitigation for habitat loss occur within a minimum distance of 10 miles						

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	from known nest sites. CDFW has the following recommendations based on the Staff Report (as shown in its entirety in Chapter 3.4 Biological Resources :						
Project-related Impacts to San Joaquin Kit Fox							
3.4.2.a	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 and during construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.b	Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible.	Prior to and during construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.c	If a natal/pupping den is discovered within the Project area or within 200-feet of the site boundary, USFWS shall be immediately notified and under no circumstances should the den be disturbed or destroyed without prior authorization. If the pre-construction/pre-activity survey reveals an active natal pupping or new information, the Project applicant shall contact USFWS immediately to obtain the necessary take authorization/permit.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
3.4.2.d	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.e	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.f	Project-related vehicles shall observe a daytime speed limit not to exceed 20-mph throughout the site in all proposed Project areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. Night-time construction shall be minimized to the extent possible. However, if it does occur, then the speed limit shall be reduced to 10-mph. Off-road traffic outside of designated project areas shall be prohibited.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.g	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	During construction	Issuance of building permit	County of Tulare RMA and CDFW			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	discovered, the USFWS and the California Department of Fish and Wildlife shall be contacted as noted under Mitigation Measure 4-20 referenced below.						
3.4.2.h	Kit fox are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit fox before the pipe is used or moved, buried, or capped in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the CDFW 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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.i	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.j	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.k	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
3.4.2.l	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.m	An employee education program shall be conducted to alert employees of potential impacts to kit fox or other species of concern. The program shall consist of a brief presentation by persons knowledgeable in kit fox biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program shall include the following: A description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the Project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during Project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to the previously referenced people and anyone else who may enter the Project site.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.2.n	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.	During construction	Issuance of building permit	County of Tulare RMA and CDFW			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	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						
3.4.2.o	New sightings of kit fox shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to Fish and Wildlife at the address below. Endangered Species Division 2800 Cottage Way, Suite W2605 Sacramento, California 95825-1846 (916) 414-6620 or (916) 414-6600	During construction	Issuance of building permit	County of Tulare RMA and CDFW			
Project-Related to Burrowing Owl							
3.4.3.a	In accordance with CDFG's 2012 *Staff Report on Burrowing Owl Mitigation*, a qualified biologist shall conduct three surveys for burrowing owls (BUOW) 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	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	accordance with the 2012 CDFG *Staff Report* and direct consultation with CFW.						
3.4.3.b	Should a BUOW be detected, CDFW recommends that no-disturbance buffers, as outlined in the "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. See **Table 3.4-3**.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4-4.c	If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), excluding birds from burrows is not a take avoidance, minimization, or mitigation method and is instead considered a potentially significant impact under CEQA. However, if it is necessary for Project implementation, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of one (1) burrow collapsed to one (1) artificial burrow constructed (1:1) to mitigate for evicting BUOW and the loss of burrows. BUOW may attempt to colonize or re-colonize an	Prior to initiation of construction	Issuance of building permit	County of Tulare and CDFW			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	area that will be impacted; thus, CDFW recommends ongoing surveillance at a rate that is sufficient to detect BUOW if they return.						
Amphibians and Reptiles							
3.4.4.a	Preconstruction surveys shall be conducted during a period of high hydrological activity for the Slough. This may coincide with irrigation deliveries to downstream agriculture, typically an initial release from dams occurs in February-March and May-July. These surveys will detect tiger salamanders (early survey) and western pond turtles (late survey, if present. For spadefoots, survey shall be conducted after they emerge subsequent to 1-2 inches of precipitation at the start of the rainy season (usually around the beginning of December). If surveys detect these species, they shall be allowed to passively relocate off of the site before construction on the Slough begins.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
California Tiger Salamander							
3.4.4.b	Avoidance of Potential Aestivation Burrows - Where the project site is directly adjacent to grassland habitat, project activities will be confined to the pavement to the extent feasible. Where ground-disturbing activities in these areas must occur outside of pavement, potential CTS aestivation burrows in grassland edges will be avoided by a minimum distance of 50 feet, as practicable.	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.4.c	Construction Timing - If feasible, the project will be constructed entirely during the non-rainy season, when CTS are less likely to be traveling overland. Construction will be	During construction	Issuance of building permit				

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	initiated after the vernal pools of the SCER have dried and concluded before the first significant fall rains.						
3.4.4.d	Exclusion Fencing - An exclusion fence will be installed around any portion of the project site in which work is to occur after the first significant fall rains. The fence will be designed to exclude, to the maximum extent possible, all rodent burrows located in portions of the project site that adjoin annual grassland habitat. Where such burrows cannot be fully excluded, one-way escape ramps will be constructed at regular intervals along the fence interior, allowing CTS to leave, but not reenter, the project site. Fence installation will be continuously monitored by a qualified biologist.	During construction	Issuance of building permit				
3.4.4.e	Biological Monitoring - If construction is to occur during the rainy season, a qualified biologist will monitor any open trenches or other excavations on the project site a minimum of once per day, and will monitor the exclusion fence a minimum of once per week.	During construction	Issuance of building permit				
3.4.4.f	Environmental Awareness Training - Prior to the start of construction, a qualified biologist will provide training on the CTS to all construction personnel. This training will include a description of the CTS and its habitat needs; a report of the occurrence of the species in the project vicinity; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to CTS during project implementation. Attendance will be documented on a sign-in sheet. Attendees will be provided a handout that summarizes all of the training information. The applicant will use this	During construction	Issuance of building permit				

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	handout to train any construction personnel that were not in attendance at the first meeting, prior to those personnel starting work on the site.						
American Badger							
3.4.5.a	If potential habitat is present, CDFW recommends that a qualified biologist conduct focused surveys for applicable species and their requisite habitat features to evaluate potential impacts resulting from ground and vegetation disturbance	Prior to initiation of construction	Issuance of building permit	County of Tulare RMA and CDFW			
3.4.5.b	Avoidance whenever possible is encouraged via delineation and observance a 50-foot no-disturbance buffer around American badger dens.	During construction	Issuance of building permit				
Cultural Resources							
3.5.1	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 contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
3.5.2	The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the project.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			
3.5.3	Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
				Initials	**Date**	**Remarks**
1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.						

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission. b. The descendant fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendent..						
Geology & Soils (Paleontology)							
3.7.1	The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the Project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the Project.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Hydrology & Water Quality							
3.10.1	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 grading permits.	Issuance of building permit.	County of Tulare RMA			
3.10.2	The proposed Project shall conform to the Tulare County Water Efficient Landscaping Ordinance.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.10.3	No ground water shall be transported off-site for any use.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
Tribal Cultural Resources							
3.18.1	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 contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
3.18.2	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: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare RMA			

Table 8-1 - Mitigation Monitoring and Reporting Program							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission. b. The descendant fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendent.						
Utilities and Services							
3.19.1	Install water meters and adopt a use-weighted rate schedule to encourage reduced usage by the rate-payers.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.2	Retrofit homes with water-efficient faucets, showers, and toilets.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.3	Limit permissible landscape area for each residence to 2,500 square feet or less.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.4	Adopt limited outdoor watering days and hours (now in force statewide, as of August 1, 2014, by order of the Department of Water Resources).	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			
3.19.5	Mandate use of native and drought-tolerant species for all landscaping.	Prior to issuance of grading permits.	Issuance of building permit.	County of Tulare RMA			

Report Preparation
Chapter 9

Key persons from the County of Tulare that contributed to preparation of the Draft Environmental Impact Report (Draft EIR) are identified below:

THE COUNTY OF TULARE

This EIR has been prepared for:

Tulare County Resource Management Agency (RMA)
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- Pete Vander Poel - District 2
- Amy Shuklian - District 3
- Eddie Valero - District 4
- Dennis Townsend (Chair) - District 5

COUNTY ADMINISTRATIVE OFFICE

- Jason T. Britt, County Administrative Officer

TULARE COUNTY PLANNING COMMISSIONERS

- Carlos Aleman – District 1
- Gil Aguilar – District 2
- Bill Whitlatch – District 3
- Natalie Rodriguez La Fleur – District 4
- Terren Brown – District 5 (Vice-Chair)
- Ed Dias – At Large - (Chairman)
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- Aaron Bock, MCRP, J.D., LEED AP, Assistant Director – Economic Development & Planning
- Hector Guerra, Chief Planner, Environmental Planning Division (Project Manager)
- Gary Mills, Chief Planner

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- Danielle Folk, Planner III, Environmental Planning Division
- Brenda Alcantar, Planning Technician I, Environmental Planning Division
- Gloria Jimenez Garcia, Engineering Technician I, GIS Graphics, Public Works Branch

TECHNICAL STUDIES, REPORTS, AND MEMORANDA WERE PREPARED BY THE FOLLOWING:

VRPA Technologies, Inc.

Traffic Impact Assessment and Circulation Element (Appendix D)

- Georgiena Vivian, President/Principal
- Erik Ruehr, PE, Director of Traffic Engineering
- Nisha Pathak, Transportation Engineer

Resource Management Agency

Air Quality & Greenhouse Gas Emissions (Appendix A)

- Jessica Willis, Planner IV

Biological Resources (Appendix B)

- Jessica Willis, Planner IV
- Brenda Alcantar, Planning Technician I

Cultural and Tribal Cultural Resources (Appendix C)

- Jessica Willis, Planner IV
- Danielle Folk, Planner III

Appendix "A"

Air Quality and Greenhouse Gas Assessment Technical Memorandum

RESOURCE MANAGEMENT AGENCY

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REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

TECHNICAL MEMORANDUM
AIR QUALITY AND GREENHOUSE GAS ASSESSMENT

DATE: August 21, 2023

TO: Hector Guerra, Chief Environmental Planner

FROM: Jessica Willis, Planner IV

SUBJECT: Air Quality and Greenhouse Gas Assessment for the Draft 2023 Kingsburg Area Community Plan (SCH# 2021120339)

PURPOSE AND NEED FOR ASSESSMENT

This document is intended to assist Tulare County Resource Management Agency (RMA) staff in the preparation of the Air Quality and Greenhouse Gas components of the Environmental Impact Report (EIR) being prepared for the Draft 2023 Kingsburg Area Community Plan (Project, KACP, Plan or Community Plan). The assessments have been conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.) and are intended to provide the County with sufficient detail regarding potential impacts of the Project implementation and to identify mitigation measures, if necessary, to reduce potentially significant impacts.[1]

PROJECT DESCRIPTION

The proposed draft Community Plan, if adopted, will update the land use designations to be consistent with the adopted Tulare County General Plan 2030 Update (General Plan), and will bring any existing non-compliant properties into conformity with the Tulare County Zoning Ordinance. Tulare County is not proposing any new land designations; however, six (6) new zoning districts are proposed within the proposed ±363-acre Urban Development Boundary (UDB) of the KACP planning area. The proposed KACP will also include the Complete Streets and Road Maintenance programs and the community's anticipated growth through planning horizon Year 2030 based on the existing land uses, census population data, and the projected 1.3% annual growth rate in unincorporated areas of Tulare County. There are no specific development projects (such as residential, commercial, or industrial uses) proposed as part of this Project; as such, there will be no physical change in the environment. As an unknown number of development proposals may occur within the planning horizon (Year 2030) of the KACP, the KACP is intended to direct the density, intensity, and types of growth needed to meet the needs of the community. Future developments within the KACP planning area will be required to undertake additional CEQA evaluation on a project-by-project basis at such time development is proposed to determine potential environmental impacts.

[1] The CEQA Statute and Guidelines can be found online at: https://www.califaep.org/statute_and_guidelines.php.

Figure 1. Kingsburg Area Community Plan Vicinity Map

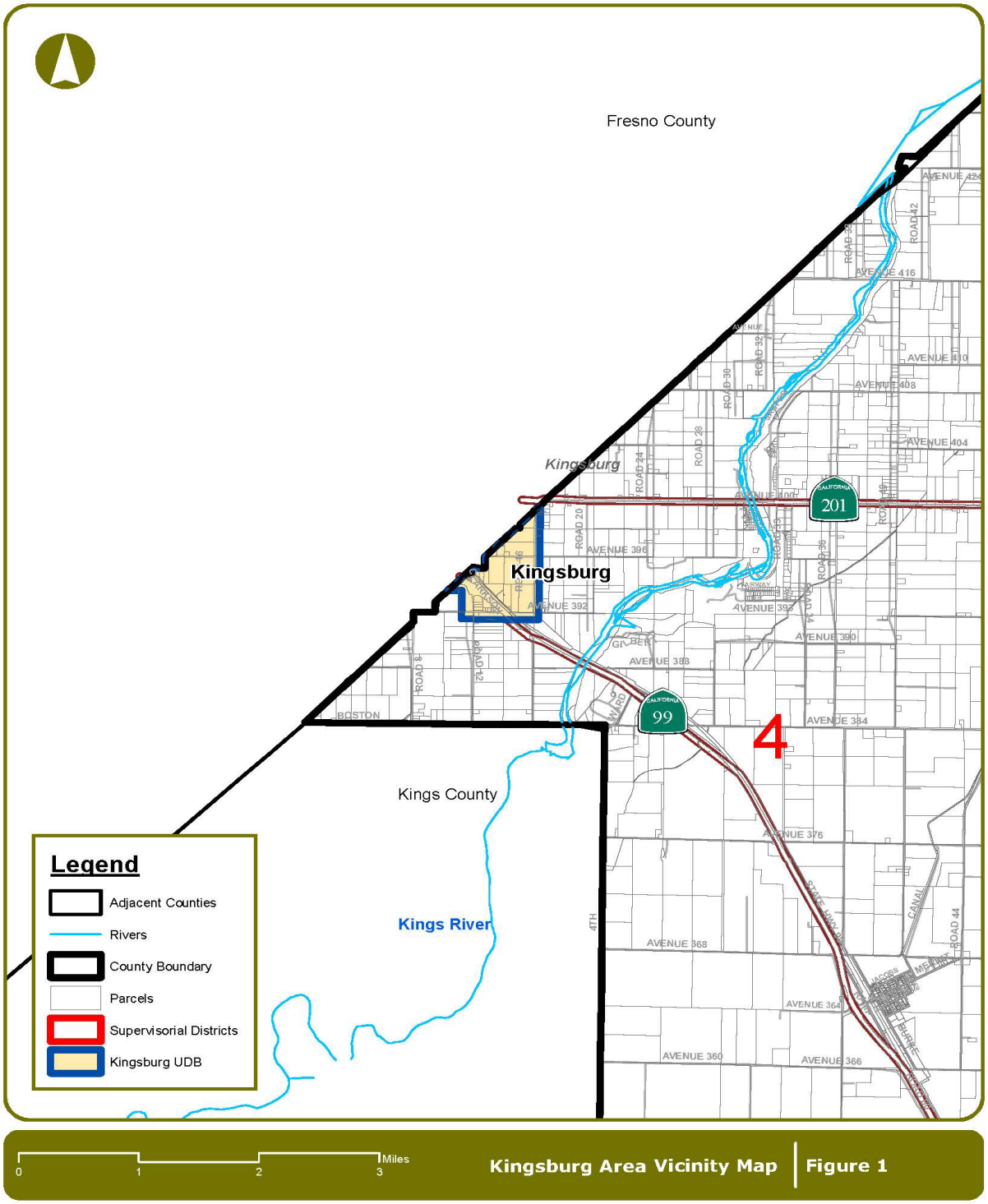
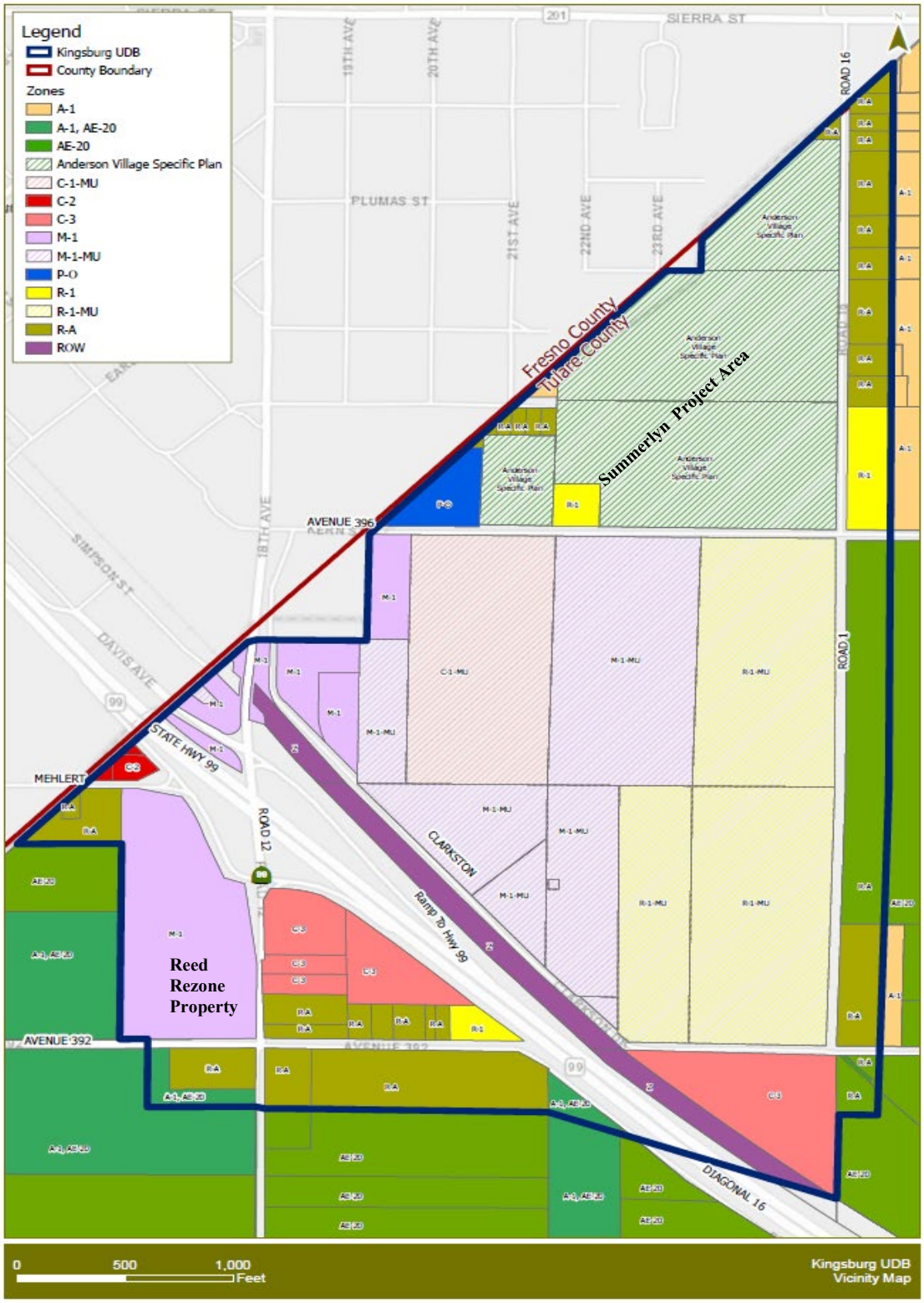


Figure 2. Kingsburg Area Community Plan
Urban Development Boundary and Proposed Zoning



The proposed KACP planning area is generally triangular in shape and is located southeast of and adjacent to the City of Kingsburg in Fresno County. It is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. The proposed UDB (see **Figure 1**) covers a total land area of ±363 acres. Scattered rural residences adjacent to or part of agriculturally productive lands, commercial and agriculture-service uses located on both sides of State Route 99 (SR 99), light manufacturing uses east and south of SR 99, and a solar farm east of SR 99 account for ±286 acres of the area within the proposed UDB..

As previously noted, there are no specific development projects proposed with the Project and there will be no physical changes to the environment as the Project is an exercise of preparing a draft KACP to be consistent with the General Plan. However, the KACP includes updates to the zoning map that could increase the buildout potential of future development projects within the KACP planning area. As such, the assessments provided in this document evaluate the potential impact that emissions from the hypothetical future buildout of the KACP planning area may have on air quality and global climate change.

EMISSIONS MODELING

Air Quality Assessment

The air quality assessment provided in this document was prepared to evaluate whether the air pollutant emissions generated from future development within the KACP planning area would cause significant impacts on air quality, result in generation of significant nuisance odors, or pose significant health risks to nearby receptors. The estimated emissions are compared to federal and state ambient air quality standards (AAQS) and the thresholds of significance established by the San Joaquin Valley Air Pollution Control District (Air District, District, or SJVAPCD). The methodology for the air quality assessment follows Air District recommendations for quantification of emissions and evaluation of potential impacts as provided in their guidance document *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI), adopted March 19, 2015.[2]

Greenhouse Gas Assessment

The greenhouse gas (GHG) assessment provided in this document was prepared to evaluate whether the estimated GHG emissions generated from future development within the KACP planning area would cause significant impacts on global climate change. The methodology follows Air District recommendations for quantification of GHG emissions and evaluation of potential impacts on global climate change as provided in the GAMAQI, as well as their guidance document *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA* (GHG Guidance), adopted December 17, 2009.[3]

Residential Growth Projections

[2] San Joaquin Valley Air Pollution Control District (Air District). Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). March 19, 2015. Accessed July 2023 at: https://www.valleyair.org/transportation/GAMAQI.pdf.

[3] Air District. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA (GHG Guidance). December 17, 2009. Accessed July 2023 at: https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf.

Census Data: According to information contained in the U.S. 2010 Census, the area within the KACP are part of Census Tract 000301 (CT 000301). Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within CT 000301 including the KACP's approximately 300-acre planning area. CT 000301 includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057,1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP. Block numbers. The assessments in this Memorandum (memo) include the population data from CT 000301's 2010 Census Block numbers 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 as the other census blocks contained no population. Census tract numbers changed in the 2020 Census and the 2010 CT 000301 became CT 000303 with Census Block Nos. 1014-1024 and 1044.[4]

County 1.3% Growth Rate Projections: As shown in **Table 1**, projected population growth within the KACP planning area could result in an additional 46 persons by Year 2030 for a total of 378 persons (332 (2010 baseline) + 46 projected) based on the County's 1.3% growth rate. It is possible that market forces in the residential market could result in less or greater growth than forecasted during the planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate UDB area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

Summerlyn Development Projections: The Summerlyn (formerly Hash Farms and Andersen Village) subdivision project, which was approved in June 2018, occupies ±48 acres (with ±2 acres in Fresno County and ±2 acres in the City of Kingsburg) at the northeastern portion of the proposed KACP planning area (see **Figure 2**).[5] Although not currently included in the 2020 Census figures, the full buildout of the Summerlyn subdivision project could result in an additional 180 single-family residences with an average persons per household (pph) of 2.82 (City of Kingsburg); 2.96 (2010 Census); 3.39 (2020 Census); and 3.46 (County of Tulare) resulting in range of 508 persons (using Kingsburg's pph); 533 persons (using 2010 Census' pph); 610 persons (using 2020 Census' pph); or 623 persons (using County of Tulare's pph), respectively.

Hypothetical Growth Projections: There are approximately 35 acres of proposed single-family residential zoning within the KACP planning area. However, approximately 18 acres are currently developed as a solar energy facility, while 17 acres are currently planted to stone-fruit (e.g., peaches and nectarines). Hypothetically, 17 acres could be developed as single-family residential uses which could result in development of approximately 100 single-family units (based on similar sized project's density of 5.82 units/ac.). Under this hypothesis of the 17 acres being developed to residential uses, it is possible that the KACP's planning area could realize a population increase of an additional 282 persons based on the City of Kingsburg's 2.82 pph; 296 persons based on the 2010 Census' 2.96 pph; 339 persons based on the 2020 Census' 3.39 pph; or 346 persons based on the County's countywide average of 3.46 pph.

Overall Growth Projections (County 1.3% + Summerlyn + Hypothetical): As shown in **Table 1**, hypothetically, it is possible that the KACP's population growth through the Year 2030 planning

[4] Census data provided by Mr. Roberto Brady, Tulare County Association of Governments (March 14, 2022) via e-mail correspondence.

[5] The Andersen Village Environmental Impact Report is available on the County website at https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/hash-farms/. Note, the final buildout of the project was reduced from 200 units (160 single-family, 40 multi-family) to 180 units (all single-family).

horizon could result in an additional population growth ranging from 398 persons (116 + 282) based on Kingsburg's annual growth rate, 415 persons (119 + 296) based on 2010 baseline, 469 persons (130 + 339) based on 2020 baseline, or up to 478 persons (132 + 346) based on Tulare County's growth rate. Therefore, total projected population could range from 1,237 persons (955 + 282) based on City of Kingsburg's growth rate, 1,280 persons (984 + 296) based on 2010 baseline, 1,410 persons (1,071 + 339) based on 2020 baseline, to 1,432 persons (1,086 + 346) based on Tulare County's growth rate.

Table 1. Population Projections for Certain Census Blocks for CT-000301[a]
Kingsburg Area Community Plan

Year	Certain Census Blocks Population 2010-2030 1.11% annual growth rate[b]	Certain Census Blocks Population 2020-2030 1.3% annual growth rate[c]	Including Summerlyn residential project estimated population[e]							
			Using City 2.82 pph X 180 (508 persons)		Using 2010 Census CT 000301's 2.96 pph X 180 (533 persons)		Tulare County 3.46 pph X 180 (610 persons)		Using 2020 Census CT 000303's 3.387 pph X 180 (623 persons)	
2010	**299**	n/a	n/a							
2011	302	n/a	n/a							
2012	306	n/a	n/a							
2013	309	n/a	n/a							
2014	312	n/a	n/a							
2015	316	n/a	n/a							
2016	319	n/a	n/a							
2017	323	n/a	n/a							
2018	326	n/a	n/a							
2019	330	**n/a**	**508 persons + projected 1.11% | 1.3%**		**533 persons + projected 1.11% | 1.3%**		**610 persons + projected 1.11% | 1.3%**		**623 persons + projected 1.11% | 1.3%**	
2020	**332[d]**	**332[d]**	840	840	865	865	942	942	955	955
2021	336	336	849	851	874	876	952	954	965	967
2022	339	341	858	862	884	887	963	966	976	980
2023	343	345	868	873	894	899	973	979	987	993
2024	347	350	878	884	904	911	984	992	998	1,005
2025	351	354	887	896	914	922	995	1,004	1,009	1,018
2026	355	359	897	907	924	934	1,006	1,018	1,020	1,032
2027	359	363	907	919	934	947	1,017	1,031	1,032	1,045
2028	363	368	917	931	945	959	1,029	1,044	1,043	1,059
2029	367	373	927	943	955	971	1,040	1,058	1,055	1,073
2030	371	378	938	955	966	984	1,052	1,071	1,066	1,086
2020-2030 Projected Growth	39	46	98	116	101	119	110	130	111	132
2020-2030 Average Annual Growth[f]	4	5	10	12	10	12	11	13	11	13
Hypothetical Growth (100 DU)	---	---	282	282	296	296	339	339	346	346
Total Projected Growth	**---**	**---**	380	**398**	397	**415**	449	**469**	457	**478**

a: 2010 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075; now CT 000303 with Census Blocks
b: Based on 2010-2020 U.S Census annual growth rate of 1.11%.
c: Based on 2020 U.S. Census baseline population grown at Tulare County General Plan 2030 Update 1.3% annual growth rate.
d: 2020 U.S. Census reported a population of 332.
e. Estimated Summerlyn residential subdivision project population contribution to KACP.
f. Does not include hypothetical growth projections.

Non-Residential Growth Projections

Non-residential growth was estimated through planning horizon Year 2030 by applying a 1.3% annual growth rate to the existing uses and assuming the parcels have been improved with structures at a floor to area ratio (FAR) of 0.25 square feet of building 1.0 square foot of land area. As shown in **Table 2**, using the 0.25 FAR assumptions for baseline conditions provides a conservative (larger) overall growth estimate than using the building area that currently exist within the UDB.

Table 2. Projected Non-Residential Growth through Year 2030

Year	Land Area Within the KACP[a]		Building Square Footage	
	Acres	Square Feet	Based on 0.25 FAR	Based on Google Earth Estimates
2020	42.76	1,862,626	465,656	364,900
2021	43.32	1,886,840	471,710	369,644
2022	43.88	1,911,369	477,842	374,449
2023	44.45	1,936,216	484,054	379,317
2024	45.03	1,961,387	490,347	384,248
2025	45.61	1,986,885	496,721	389,243
2026	46.21	2,012,715	503,179	394,303
2027	46.81	2,038,880	509,720	399,429
2028	47.41	2,065,386	516,346	404,622
2029	48.03	2,092,236	523,059	409,882
2030	48.66	2,119,435	529,859	415,210
2020-2030 Projected Growth	5.90	256,809	64,202	50,310
Reed Rezone Hypothetical Growth [b]	15.70	683,892	195,500	n/a

a. 2020 baseline acreage is the area within the UDB currently developed with non-residential uses.
b. These values are based on the analysis provided in the Reed Rezone MND analysis.

The Reed Rezone project, which was approved in January 2023, rezoned ±15.7 acres from agricultural zoning to commercial and light industrial zoning (see **Figure 2**).[6] Although no specific developments were proposed with the project, the conceptual site plan included an industrial park consisting of 17,500 square feet of commercial space and 178,000 square feet of light industrial space. As shown in **Table 2**, the projected growth based on the County's 1.3% annual growth rate is approximately 38% the size of the Reed project based on acreage and 26% the size of the Reed project based on square footage.

It is possible that market forces in the retail, commercial, and industrial markets could result in less or greater growth than forecasted during the planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate UDB area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

[6] The Reed Rezone Mitigated Negative Declaration is available on the County website at https://tularecounty.ca.gov/rma/planning-building/environmental-planning/mitigated-negative-declarations/reed-rezone-kingsburg-project/. Note, no specific developments were proposed and the commercial and industrial uses evaluated were hypothetical based on the land area proposed for rezoning.

Complete Streets and Road Maintenance

The Kingsburg Complete Streets Program will be included in the Circulation Element of the proposed Community Plan. The Complete Streets Program has not yet been finalized; however, when complete it will have thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, and pedestrian circulation. Improvements proposed in the Complete Streets Program may include, but are not limited to, installation of streetlights, bus shelters, street signage and striping, curbs, gutters, sidewalks, drainage system, and utilities. It is possible that roadways within the Project boundaries may also require maintenance activities prior to the end of the planning horizon. Road maintenance activities vary dependent upon the condition of the road and typically include chip seal, overlay resurfacing, and asphalt reconstructions. As the Complete Streets Program has not been finalized and maintenance activities are unknown at this time, an accurate assessment of construction related activities would be speculative. However, the types of improvements are similar within each of the County's community plans; as such, this assessment utilizes the assumption that road improvements and maintenance activities will occur on ±4.0 miles of roadway, with roadways being 60 feet wide.

Emissions Model

Criteria air pollutant and greenhouse GHG emissions can be estimated by using emission factors and a level of activity. Emission factors represent the emission rate of a pollutant given the activity over time; for example, grams of nitrogen oxides per horsepower per hour or over distance in grams per mile traveled. The California Air Resources Board (ARB) has published emission factors for on-road mobile vehicles/trucks in the EMFAC mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The emissions model applied in this assessment was the California Emissions Estimator Model (CalEEMod) version 2020.4.0. CalEEMod "is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user."[7]

"The model is a comprehensive tool for quantifying air quality impacts from land use projects located throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as preparing California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA) documents, conducting pre-project panning, and, verifying compliance with local air quality rules and regulations, etc."[8]

[7] CalEEMod version 2020.4.0. Accessed July 2023 at: http://www.aqmd.gov/caleemod/.
[8] Ibid.

Most importantly, the Air District uses CalEEMod when reviewing or preparing air impact assessments in compliance with provisions of Air District Rule 9510 (Indirect Source Review), California Environmental Quality Act (CEQA), and National Environmental Policy Act (NEPA), for projects within the San Joaquin Valley Air Basin. Therefore, CalEEMod was used to calculate construction- and operation-related emissions.

Modeling Assumptions

There are no specific development projects in the draft KACP. As such, Project-related emissions are based on the projected number of new residential units and square footage of new non-residential development projects anticipated for the communities between baseline Year 2020 and the KACP planning horizon Year 2030, and on preliminary projections for the Complete Streets and Road Maintenance programs established for the KACP planning area.

Construction-related emissions result from onsite and offsite activities. Onsite emissions principally consist of exhaust emissions from heavy-duty construction equipment and motor vehicle operation, fugitive dust from disturbed soil, and application of architectural coatings. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust. CalEEMod includes default modeling assumptions for the type and quantity of equipment used during construction along with estimates of hours of operation and length of construction for each building phase. One CalEEMod modeling run was conducted for the hypothetical potential buildout of the Plan, and one modeling run was conducted for the Complete Streets and Road Maintenance programs. CalEEMod provides default construction fleet and construction timelines for site preparation, grading, building construction, paving, and architectural coatings. The default modeling assumptions for duration of construction-related activity and construction equipment used were used for the analysis since project-specific information is not available. CalEEMod does not include a land use specifically for roadways; as such, road improvement and maintenance activity emissions were modeled as “Other Asphalt Surfaces” and represents a conservative estimate as the model assumes the construction activities for new roads.

Operation-related emissions are those emissions that occur once development projects within the KACP commence operation and are the result of direct and indirect emission related to the KACP. The direct emissions include use of natural gas for cooking, water heating, and space heating, use of consumer products, use of architectural coatings for maintenance of structures, and operating gasoline powered landscape equipment. Indirect emissions are from motor vehicles that would travel to and from development sites within the KACP planning area. Motor vehicle emissions refer to exhaust, tire wear, brake wear, and road dust emissions from the automobiles, trucks, buses, motorcycles, etc. As CalEEMod calculates both construction and operation-related emissions, the modeling run performed to assess construction-related emissions associated with the buildout of the KACP planning area also provides the emissions analysis for operation-related emissions. Default values were used, except where Air District-approved changes are accepted. Changes to defaults used in the analysis are provided in **Table 3**.

Table 3. Changes to CalEEMod Defaults	
Change to Default	**Reason for Change**
Project Characteristics: Land Use Setting	Although the future development will be located within the Urban Development Boundary, the rural land use was selected as the Project is within a relatively sparsely developed area.
Project Characteristics: Utility Company and Intensity Factors	Kingsburg is located in the PG&E-serviced area of Tulare County.
Land Use: Population	The population numbers reflect Tulare County household size of 3.46 persons per household based on Census Bureau data for year 2020.
Operational – Mobile: Residential Vehicle Fleet	Air District accepted values
Operational – Water and Wastewater	All future developments will be served by sewer system
Mitigation – Construction: Water Exposed Area three Times Daily; Reduce Unpaved Road Vehicle Speed	Compliance with Air District Regulation VIII
Mitigation – Traffic: Low Density Suburban Project Setting; Increase Diversity; Improve Rural Pedestrian Network	Although the community is located in a rural area, it is adjacent to the City of Kingsburg. Consistent with City and County requirements, design features of future development projects require sidewalk installation. The Complete Streets Program is designed to make improvements to reduce vehicle miles traveled (VMT).
Mitigation – Area: Only Natural Gas Hearth; Use Low VOC Paint; Electric Landscape Equipment	Air District fireplace rule compliance; Air District coating requirement compliance; Air District accepted values
Mitigation – Water: Low Flow Fixtures (kitchen faucets, bathroom faucets, toilets, and showers); Use Water-Efficient Irrigation Systems and Landscape	Current California Building Code; Tulare County Model Water Efficient Landscape Ordinance

As there are no developments proposed within the proposed draft KACP planning area and future development will occur as market demands, the total projected growth at planning horizon Year 2030 were modeled. The total emissions are averaged over the life of the Project and are then compared to the Air District's annual criteria pollutant emissions significance thresholds for construction activity. The Community Plan is necessary to bring the UDB into compliance with the Tulare County General Plan and guide the community's future development in an appropriate manner. The anticipated growth identified in this assessment may not be fully realized by the General Plan horizon year. Averaging the total construction- and operational-related emissions from the 10-year planning timeframe out over the remaining 6-year planning horizon of the General Plan provides a conservative estimate of annual emissions to compare against the Air District's annual emission thresholds.

SIGNIFICANCE THRESHOLDS

CEQA Guidelines define a significant effect on the environment as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the

project.[9] To determine if a project would have a significant impact on air quality and climate change, the type, level, and impact of criteria pollutant and GHG emissions generated by the project must be evaluated. Appendix G of the CEQA Guidelines provides the criteria (as Checklist Items) for evaluating potential impacts on the environment. The CEQA criteria and the Air District's significance thresholds and guidance for evaluation are provided below.

Criteria Pollutant Significance Thresholds

Air Quality Plans

The Air District has established thresholds of significance for criteria pollutant emissions. These thresholds are based on District New Source Review (NSR) offset requirements for stationary sources. "Stationary sources in the District are subject to some of the toughest regulatory requirements in the nation. Emission reductions achieved through implementation of District offset requirements are a major component of the District's air quality plans. Thus, projects with emissions below the thresholds of significance for criteria pollutants would be determined to "Not conflict or obstruct implementation of the District's air quality plan"."[10]

The Air District has three sets of significance thresholds based on the source of the emissions. According to the GAMAQI, "The District identifies thresholds that separate a project's short- term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project and are recognized to be short in duration. The long-term emissions are mainly related to the activities that will occur indefinitely as a result of project operations."[11]

Long-term (operational) emissions are further separated into permitted and non-permitted equipment and activities. Stationary (permitted) sources that comply or will comply with Air District rules and regulations are generally not considered to have a significant air quality impact. Specifically, the GAMAQI states, "District Regulation II ensures that stationary source emissions will be reduced or mitigated to below the District's significance thresholds… District implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from New and Modified Stationary Sources for all nonattainment pollutants and their precursors. Furthermore, in general, permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must offset all emission increases in excess of the thresholds…."[12]

The Air District's significance thresholds are provided in **Table 4**.

[9] CEQA Guidelines §§ 15002(g) and 15382.The 2023 CEQA Statute & Guidelines can be found on the Association of Environmental Professionals (AEP) website at: https://www.califaep.org/statute_and_guidelines.php.

[10] Air District, GAMAQI, Section 7.12, Page 65.

[11] Air District, GAMAQI, Section 8.1, Page 75.

[12] Air District, GAMAQI, Section 8.2.1, Page 76.

Table 4. Air District Criteria Pollutant Significance Thresholds			
Pollutant/ Precursor	**Construction Emissions**	**Operational Emissions**	
		Permitted Equipment and Activities	**Non- Permitted Equipment and Activities**
	Emissions (tpy)	**Emissions (tpy)**	**Emissions (tpy)**
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
SOx	27	27	27
PM_{10}	15	15	15
$PM_{2.5}$	15	15	15
Source: Air District, http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf, accessed March 2023.			

Air Quality Violations

"Determination of whether project emissions would violate any ambient air quality standard is largely a function of air quality dispersion modeling. If project emissions would not exceed State and Federal ambient air quality standards at the project's property boundaries, the project would be considered to not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The need to perform an air quality dispersion modeling analysis for any project (urban development, commercial, or industrial projects) is determined on a case- by-case basis depending on the level of emissions associated with the proposed project. If such modeling is found necessary, the project consultant should check with the District 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 on-line at the District's website www.valleyair.org."[13]

"The thresholds of significance for Ambient Air Quality are based on the California Ambient Air Quality Standard (CAAQS) and National Ambient Air Quality Standard (NAAQS). A project would be considered to have a significant impact if its emissions are predicted to cause or contribute to a violation of an ambient air quality standard by exceeding any of the following:

1. Any of the CAAQS, or
2. Any of the NAAQS, and if available, the associated Significant Impact Level (SIL)."[14]

Table 5 provides the California and National Ambient Air Quality Standards.

Table 5. Ambient Air Quality Standards				
Pollutant	**Averaging Time**	**California Standards**	**National Standards**	
		Concentration	**Primary**	**Secondary**
Ozone (O3)	1 Hour	0.09 ppm (180 µg/m3)	---	Same as Primary
	8 Hour	0.070 ppm (137 µg/m3)	0.070 ppm* (137 µg/m3)	

[13] Air District, GAMAQI, Section 7.13, Page 65.
[14] Air District, GAMAQI, Section 8.4, Page 90.

Table 5. Ambient Air Quality Standards				
Pollutant	**Averaging Time**	**California Standards**	**National Standards**	
		Concentration	**Primary**	**Secondary**
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m3	150 µg/m3	Same as Primary
	Annual Arithmetic Mean	20 µg/m3	---	
Fine Particulate Matter (PM2.5)	24 Hour	---	35 µg/m3	Same as Primary
	Annual Arithmetic Mean	12 µg/m3	12.0 µg/m3	15.0 µg/m3
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m3)	35 ppm (40 mg/m3)	---
	8 Hour	9.0 ppm (10 mg/m3)	9 ppm (10 mg/m3)	---
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m3)	---	---
Nitrogen Dioxide (NO2)	1 Hour	0.18 ppm (339 µg /m3)	100 ppb (188 µg/m3)	Same as Primary
	Annual Arithmetic Mean	0.030 ppm (57 µg/m3)	0.053 ppm	Same as Primary
Sulfur Dioxide (SO2)	1 Hour	0.25 ppm (655 µg/m3)	75 ppb (196 µg/m3)	---
	3 Hour	---	---	0.5 ppm (1300 µg/m3)
	24 Hour	0.04 ppm (105 µg/m3)	0.14 ppm (for certain areas)	---
	Annual Arithmetic Mean	---	0.030 ppm (for certain areas)	---
Lead	30 Day Average	1.5 µg/m3	---	---
	Calendar Quarter	---	1.5 µg/m3 (for certain areas)	Same as Primary
	Rolling 3-Month Average	---	0.15 µg/m3	
Visibility Reducing Particles	8 Hour	Extinction of 0.23/km; visibility of 10 miles or more	**No National Standards**	
Sulfates	24 Hour	25 µg/m3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m3)		

** The standard at the time of the GAMAQI was 0.075 ppm; the standard presented here was finalized on October 26, 2015. Abbreviations: ppm = parts per million; mg/m3 = milligram per cubic meter; µg/m3 = micrograms per cubic meter. Sources: Air District, GAMAQI, Table 3, page 91; ARB, https://ww2.arb.ca.gov/resources/documents/ambient-air-quality-standards-0, and EPA, https://www.epa.gov/criteria-air-pollutants/naaqs-table, accessed March 2023.*

"Impacts on air quality result from emissions generated during short-term activities (construction) and long-term activities (operations). Construction-related emissions consist mainly of exhaust emissions (NOx and PM) from construction equipment and other mobile sources, and fugitive dust (PM) emissions from earth moving activities. Operational emissions are source specific and consist of permitted equipment and activities and non-permitted equipment and activities.

When assessing the significance of project-related impacts on air quality, it should be noted that the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstance, the District recommends that an ambient air quality analysis be performed. An ambient air quality analysis uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of the ambient air quality standards."[15]

"The District ISR rule exempts small development projects (see Table 4 [of the GAMAQI]) from project-specific mitigation requirements. The District performed extensive analysis to identify small projects for which additional mitigation is not feasible. For instance, the exemptions include small residential housing developments of less than 50 units and commercial developments of less than 2,000 square feet. All projects on the exemption list emit less than 2 tons per year of either PM10 or NOx, which is substantially lower than the District's 10-ton per year significance thresholds. Furthermore, as the tailpipe emissions from motor vehicles continue to decline, these projects will emit even less today than was estimated in 2005 when this rule was adopted. In addition, two tons per year is expected to result in daily emissions of less than the 100 lb/day screening level for either NOx or PM10 that the District has concluded that projects under the ISR exemption thresholds will have a less than significant impact on air quality. Consequently, projects below ISR applicability thresholds are not expected to exceed the thresholds of significance for criteria pollutants emissions (see Section 8.3 [of the GAMAQI]). In addition, projects below the ISR applicability thresholds are not expected to violate any air quality standards or contribute substantially to an existing or projected air quality violation and will not exceed the thresholds of significance for ambient air quality. In this case, the District concludes no emission calculation is needed and no ambient air quality analysis is required."[16]

Table 6 provides the Air District's ambient air quality analysis (AAQA) screening levels for development projects. For projects that exceed the screening thresholds identified in **Table 6**, the Air District provides further guidance on how to evaluate the 100 pound per day screening level in their guidance document *Ambient Air Quality Analysis Project Daily Emissions Assessment*.[17]

Table 6: AAQA Screening Levels for Development Projects

Development Project Type	Space / Size
Residential	50 dwelling units
Commercial	2,000 square feet
Light Industrial	25,000 square feet
Heavy Industrial	100,000 square feet
Medical Office	20,000 square feet
General Office	39,000 square feet
Educational	9,000 square feet
Governmental	10,000 square feet
Recreational	20,000 square feet

[15] Air District, GAMAQI, Section 8.4, Page 93.
[16] Air District, GAMAQI, Section 8.4.4, Page 95
[17] Air District, http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI_AAQA_05-24-2013.pdf; accessed September 2021.

Table 6: AAQA Screening Levels for Development Projects	
Development Project Type	**Space / Size**
Transportation / Transit	Construction exhaust emissions equal or exceeding 2.0 tons NOx or 2.0 tons PM_{10}
Source: Air District, GAMAQI, Table 4, page 96, also	

Cumulative Increase in Emissions

"By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development. Future attainment of State and Federal ambient air quality standards is a function of successful implementation of the District's attainment plans. Consequently, the District's application of thresholds of significance for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

A Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program, including, but not limited to an air quality attainment or maintenance plan that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located [CCR §15064(h)(3)].

Thus, if project specific emissions exceed the thresholds of significance for criteria pollutants the project would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the District is in non-attainment under applicable Federal or State ambient air quality standards. This does not imply that if the project is below all such significance thresholds, it cannot be cumulatively significant. The thresholds of significance are presented in Chapter 8 [of the GAMAQI]"[18].

Table 7 provides the San Joaquin Valley Air Basin attainment status for federal and state ambient air quality standards.

Table 7. San Joaquin Valley Attainment Status		
Pollutant	**Designation / Classification**	
	Federal Standards	**State Standards**
Ozone—1-hour	No Federal Standard	Nonattainment/Severe
Ozone—8-hour	Nonattainment/Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen dioxide	Attainment/Unclassified	Attainment
Sulfur dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment

[18] Air District, GAMAQI, Section 7.14, Pages 65-66.

Table 7. San Joaquin Valley Attainment Status		
Pollutant	**Designation / Classification**	
	Federal Standards	**State Standards**
Hydrogen sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility-reducing particles	No Federal Standard	Unclassified
Vinyl chloride	No Federal Standard	Attainment
Source: Air District, http://www.valleyair.org/aqinfo/attainment.htm, accessed March 2023.		

Health Risk Significance Thresholds

From a health risk perspective, there are two (2) categories of projects that have the potential to cause long-term health risks impacts:

- Type A Projects: Land use projects that will place new toxic sources in the vicinity of existing receptors. This category includes sources of toxic emissions such as gasoline dispensing facilities, asphalt batch plants, warehouse distribution centers, freeways and high traffic roads, and other stationary sources that emit toxic substances.
- Type B Projects: Land use projects that will place new receptors in the vicinity of existing toxic sources. This category includes residential, commercial, and institutional developments proposed in the vicinity of existing sources such as stationary sources, freeways and high traffic roads, rail yards, and warehouse distribution centers.[19]

"Various tools already exist to perform a screening analysis from stationary sources impacting receptors (Type A projects) as developed for the AB2588 Hot Spots and air district permitting programs. Screening tools may include prioritization charts, AERSCREEN and various spreadsheets. For projects being impacted by existing sources (Type B projects), one screening tool is contained in the ARB Handbook: Air Quality and Land Use Handbook: A Community Health Perspective. The document includes a table entitled "Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities" with recommended buffer distances associated with various types of common sources. If a proposed project is located within an established buffer distance to any of the listed sources, a health risk screening and/or assessment should be performed to assess risk to potential sensitive receptors. These guidelines are intended only for projects that are impacted by a single source. Another useful tool is the CAPCOA Guidance Document: Health Risk Assessments for Proposed Land Use Projects. CAPCOA prepared the guidance to assist Lead Agencies in complying with CEQA requirements. The guidance document describes when and how a health risk assessment should be prepared and what to do with the results."[20]

"Determination of whether project emissions would expose sensitive receptors to substantial pollutant concentrations is a function of assessing potential health risks. Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and

[19] Air District, GAMAQI, Section 6.5, Page 44.
[20] Air District, GAMAQI, Section 6.5, Page 45.

residential areas are examples of sensitive receptors. When evaluating whether a development proposal has the potential to result in localized impacts, Lead Agency staff need to consider the nature of the air pollutant emissions, the proximity between the emitting facility and sensitive receptors, the direction of prevailing winds, and local topography. Lead Agencies are encouraged to use the screening tools for Toxic Air Contaminant presented in section 6.5 (Potential Land Use Conflicts and Exposure of Sensitive Receptors [pages 44 – 45 of the GAMAQI]) to identify potential conflicts between land use and sensitive receptors and include the result of their analysis in the referral document."[21]

For projects with a Prioritization Score less than 1.0, the Air District has determined no further risk analysis is required.[22] For projects with a Prioritization Score greater than 1.0, the Air District recommends a more refined risk analysis. The Air District's current thresholds of significance for toxic air contaminant (TAC) emissions from the operations of both permitted and non-permitted sources are combined and presented in **Table 8**.

Table 8. Air District Toxic Air Contaminant Thresholds of Significance

Carcinogens	Maximally Exposed Individual risk equals or exceeds 20 in one million
Non-Carcinogens	Acute: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual
	Chronic: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual

Source: Air District, http://www.valleyair.org/transportation/0714-GAMAQI-TACs-Thresholds-of-Significance.pdf , accessed March 2023.

It is important to note that, according to the Air District, "A designation of significant risk, however, does not necessarily mean that those exposed will develop harmful health effects."[23]

Nuisance Odor Screening Thresholds

"Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative or formulaic methodologies to determine the presence of a significant odor impact. Rather, the District recommends that odor analyses strive to fully disclose all pertinent information. The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The District has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley. These are presented in Chapter 8 [of the GAMAQI] along with a reasonable distance from the source within which, the degree of odors could possibly be significant."[24]

"The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The District has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin. These are presented in Table 6 (Screening Levels For Potential Odor Sources) [of the GAMAQI] along with

[21] Air District, GAMAQI, Section 7.15, Page 66

[22] Air District, APR 1905 Risk Management Policy for Permitting New and Modified Sources and APR 1906 Framework for Performing Health Risk Assessments, https://www.valleyair.org/policies_per/policies_per_idx.htm.

[23] Air District, Understanding Air Toxics and Risk, https://www.valleyair.org/brochures/docs/English/Understanding%20Air%20Toxics%20Brochure.pdf, accessed March 2023.

[24] Air District, GAMAQI, Section 7.16, Pages 66-67

a reasonable distance from the source within which, the degree of odors could possibly be significant. Table 6 (Screening Levels for Potential Odor Sources) [of the GAMAQI, **Table 9** of this document], can be used as a screening tool to qualitatively assess a project's potential to adversely affect area receptors. This list of facilities is not all-inclusive. The Lead Agency should evaluate facilities not included in the table or projects separated by greater distances if warranted by local conditions or special circumstances. If the proposed project would result in sensitive receptors being located closer than the screening level distances, a more detailed analysis should be provided."[25]

Table 9 presents the Air District's screening levels for potential nuisance odor sources.

Table 9. Air District Screening Levels for Potential Odor Sources

Odor Generator / Type of Facility	Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Sources: Air District, https://www.valleyair.org/transportation/GAMAQI-2015/GAMAQI-Criteria-Pollutant-Thresholds-of-Odors.pdf, accessed August 8, 2022.

Greenhouse Gas (GHG) Significance Thresholds

Climate Change Scoping Plans

The California State Legislature adopted Assembly Bill 32 (AB 32) on September 27, 2006. AB 32 focuses on reducing GHG emissions to 1990 levels by the year 2020 and to 80% below 1990 levels by the year 2050. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (2008 Scoping Plan), which outlines actions recommended to obtain that goal.[26]

The First Update to the Scoping Plan (2013), approved on May 22, 2014, highlights California's progress toward meeting the 2020 GHG emission reduction goals defined in the initial Scoping Plan and identified new strategies and recommendations for achieving GHG emission reductions

[25] Air District, GAMAQI, Section 8.6, Pages 102-103

[26] Air Resources Board (ARB), 2008 Scoping Plan Documents accessed July 2023 at: http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm.

through strategic planning and targeted low carbon investments.[27]

The 2017 Scoping Plan for Achieving California's 2030 Greenhouse Gas Target identifies the State's strategy for achieving the 2030 climate goal of reducing GHG emissions by 40 percent from 1990 levels, and substantially advance the State toward its 2050 climate goal of reducing GHG emissions by 80 percent below 1990 levels. The 2017 Scoping Plan builds on and integrates efforts already underway to reduce the State's GHG, criteria pollutant, and toxic air contaminant emissions, with implementation of existing programs putting California on track to achieve the 2020 target.[28]

The 2022 Scoping Plan for Achieving Carbon Neutrality lays out a path to achieve targets for carbon neutrality and reduce anthropogenic (i.e, man-made) GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. Implementation of the 2022 Scoping Plan will achieve: significant reductions in fossil fuel combustion, reductions in short-lived climate pollutants, support for sustainable development, increased action on reducing emissions and sequestering carbon on natural and working, and the capture and storage of carbon.[29]

Air District GHG Thresholds

"It is widely recognized that no single project could generate enough GHG emissions to noticeably change the global climate temperature. However, the combination of GHG emissions from past, present and future projects could contribute substantially to global climate change. Thus, project specific GHG emissions should be evaluated in terms of whether or not they would result in a cumulatively significant impact on global climate change. GHG emissions, and their associated contribution to climate change, are inherently a cumulative impact issue. Therefore, project-level impacts of GHG emissions are treated as one-in-the-same as cumulative impacts." [30]

Figure 3 provides a visual summary of the Air District's process for determining significance of project-related GHG emissions.[31]

The Air District has determined that, "Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the Lead Agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the Lead Agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement Best Performance Standards (BPS)."[32]

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27 ARB, 2013 Scoping Plan Documents, accessed July 2023 at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2013-scoping-plan-documents.

28 ARB, 2017 Scoping Plan Documents, accessed July 2023 at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents.

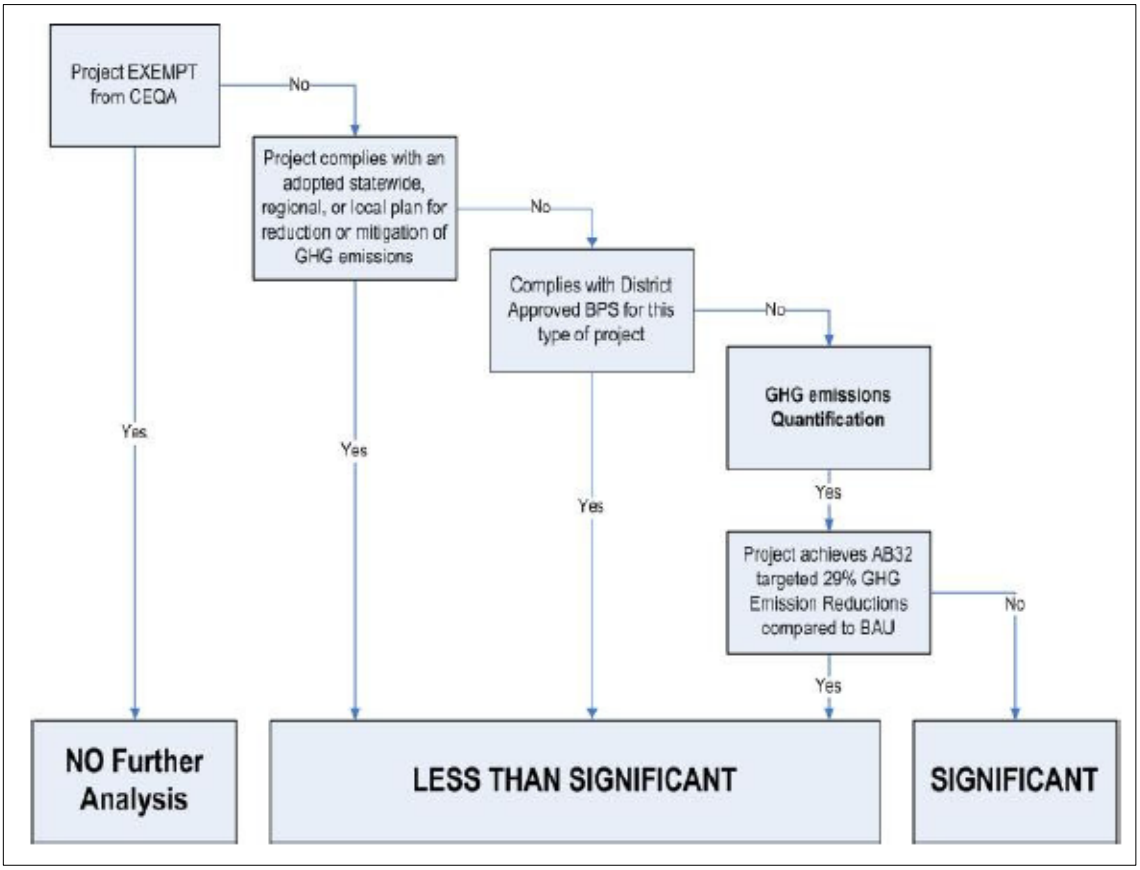
29 ARB, 2017 Scoping Plan Documents, accessed July 2023 at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents .

30 Air District, GAMAQI, Section 8.9.1, Pages 111

31 Air District, GAMAQI, Figure 6, Page 113

32 Air District, GAMAQI, Section 8.9.1, Page 112

Figure 3. Process of Determining Significance of Greenhouse Gas Emissions



IMPACT EVALUATION

AIR QUALITY IMPACTS

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

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

As previously noted, the Air District has determined that projects with emissions below the thresholds of significance for criteria pollutants (see **Table 4**) would "Not conflict or obstruct implementation of the District's air quality plan."[33] There are no development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. However, the Plan does include updates to zoning designations that could increase the buildout potential within the planning area. As discussed further in Item b), an emissions analysis for the potential buildout of the KACP planning area was conducted. As demonstrated in **Tables 10** and **11**, the projected annual emissions resulting from future development within the KACP planning area will not exceed the Air District's CEQA significance

[33] Air District, GAMAQI, Section 7.12, Page 65.

thresholds for any criteria pollutant.

Future by-right development proposals will be required to comply with local, state, and federal policies designed to reduce impacts on air quality. Any future discretionary actions requiring agency approval will undertake additional CEQA review and will also be required to comply with all applicable local, state, and federal policies and regulations. As future developments are proposed, they will be evaluated at the time of application submittal. The County will consult with the Air District on a project-by-project basis as new, future developments are proposed to evaluate potential impacts based on project-specific details and determine whether a localized pollutant analysis (e.g., Ambient Air Quality Analysis (AAQA) or Health Risk Assessment (HRA)) would be required. Future development proposals will also be required to comply with all applicable Air District rules and regulations including, but not limited to, Regulation VIII (Fugitive PM10 Prohibition), Rule 2201 (New and Modified Stationary Source Review), and Rule 9510 (Indirect Source Review). Furthermore, the Air District has used average annual growth rates for Tulare County ranging from approximately 1.02% to 1.94% in the development of the air quality plans.[34] As such, the County's 1.3% annual growth rate applied in the Kingsburg Area Community Plan is consistent with the growth rates applied in the applicable Air Quality Plans (AQPs) and the emissions associated with projected growth through year 2030 would be included in the AQPs emissions inventories. Therefore, adoption, and subsequent implementation of the draft KACP would not conflict with or obstruct implementation of the applicable AQPs. The Project will have a ***Less Than Significant Project-specific Impact*** related to this Checklist Item.

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

The geographic area of this cumulative analysis is the San Joaquin Air Basin. There are no development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. The emissions analysis demonstrates that emissions resulting from projected future buildout within the KACP planning area will not exceed the Air District's thresholds of significance. The growth rates applied in the analysis is consistent with the applicable AQPs. As such, the Project will not conflict with or obstruct implementation of the applicable air quality plans. Furthermore, the County will consult with the Air District on a project-by-project basis, and future developments will be required to implement all applicable General Plan policies and to comply with all applicable Air District rules and regulations. Therefore, the Project will result in a ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

Mitigation Measures: ***None Required***

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

As previously noted, there are no development projects associated with the draft KACP. Future buildout within the KACP planning area will not exceed the Air District's thresholds of significance. The growth rates applied in the analysis is consistent with the applicable AQPs. As such, implementation of the KACP will not conflict with or obstruct implementation of the applicable air quality plans. Therefore, ***Less Than Significant Project-specific and Cumulative***

[34] Air District, Air Quality Attainment Plans, accessed July 2023 at: https://ww2.valleyair.org/rules-and-planning/air-quality-plans/.

Impacts related to this Checklist Item will occur.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

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

There are no development projects (such as residential, commercial, or industrial uses) proposed associated with the preparation of the KACP. The KACP is intended to guide future developments in a manner that will minimize or avoid potential adverse impacts of urban growth, and to be consistent with the Tulare County General Plan 2030 Update. The KACP contains multiple policies that support the County's efforts in providing sustainable communities and reducing vehicle miles traveled (VMT), which has the co-benefit of reducing certain criteria pollutants, which is supported by the KACP Traffic and Vehicle Miles Travelled Study Report (TIS) prepared for the KACP.[35] The KACP also contains policies that encourage interagency coordination during evaluation of project-specific impacts on air quality and implementation of air quality rules and regulations.[36]

Future buildout within the KACP planning area would result in short-term, temporary, and intermittent construction-related and long-term operations-related criteria air pollutant emissions. Consistent with the Air District guidance, Project-related construction and operation emissions have been estimated using CalEEMod, Version 2020.4.0. The CalEEMod modeling results can be found in **Attachments 2** through **4** of this memo. Construction phasing, off-road construction equipment and on-road employee, hauling, and vendor vehicle estimates utilized model default values. Model defaults were also utilized for operational activities, except where Project-specific information could be input (see **Table 3**).

The growth estimates for population, housing, and non-residential land uses (such as commercial, retail, and industrial uses) used in the emissions modeling are based on the 1.3% annual growth rate projected for the County in the Tulare County 2030 General Plan Update. To determine the amount of residential development that could occur by horizon Year 2030, the 1.3% growth rate was applied to the projected 2010 base year population and housing data. To assess a worst-case growth scenario, the housing and projected population increase from buildout of the Summerlyn development project and hypothetical housing developments of agricultural lands within the UDB were added to the 2010 base year population and housing projections (see **Table 1**). To determine the amount of non-residential development that could occur, the County's 1.3% growth rate was applied to the existing non-residential uses within the community assuming that all developed properties have been improved with structures at a floor-to-area ratio of 0.25 (see **Table 2)**. As the projected non-industrial development through the horizon year is less than the potential development previously evaluated in the Reed Rezone project area, this assessment utilizes the Reed Rezone emissions analysis as a conservative estimate for this Project.

[35] The *Kingsburg Area Community Plan Update Traffic and Vehicle Miles Traveled Study Report* prepared by VRPA Technologies, Inc., April 2022, is included as an appendix to the EIR prepared for the KACP project.

[36] Tulare County General Plan Policies included in the KACP begin on page 120 of the KACP. Goals, objectives, and policies that are specific to the KACP begin on page 149 of the KACP.

The proposed KACP would be considered to have a significant cumulative impact on air quality if Project-specific impacts from future development proposals are determined to be significant. As shown in **Tables 10** and **11**, the emissions analysis confirms that future Project-specific emissions for construction and operation, respectively, would be below the Air District's thresholds of significance at a project-specific level, thereby resulting in a less than significant cumulative impact.

Table 10. Projected Construction Emissions

Development Type	Estimated Emissions, tons per year					
	ROG	NOx	CO	SO_2	Total PM_{10}	Total $PM_{2.5}$
Projected Residential Buildout[a]	3.1225	6.7197	8.4610	0.0166	0.8685	0.4638
Reed Non-Residential Potential Buildout[b]	2.6572	10.1538	10.5213	0.0211	0.7680	0.5145
Complete Streets / Road Maintenance[c]	0.1591	1.1720	1.0950	0.0023	0.4814	0.2346
Construction Total	*5.9388*	*18.0455*	*20.0773*	*0.0400*	*2.1179*	*1.2129*
Annual Average	***0.9898***	***3.0076***	***3.3462***	***0.0067***	***0.3530***	***0.2021***
SJVAPCD Threshold	10	10	100	27	15	15
Threshold Exceeded	No	No	No	No	No	No
Average Daily (pounds per day)[d]	***7.6138***	***23.1353***	***25.7401***	***0.0513***	***2.7153***	***1.5550***
SJVAPCD Threshold	100	100	100	100	100	100
Threshold Exceeded	No	No	No	No	No	No

a. Source: CalEEMod Report (see Attachment 1 of this memo)
b. Source: Reed Rezone CalEEMod Reports (see Attachment 2 of this memo)
c. Source: CalEEMod Report (see Attachment 3 of this memo)
d. Assumes 260 construction days per year.

Table 11. Projected Operational Emissions

Development Type	Estimated Emissions, tons per year					
	ROG	NOx	CO	SO_2	Total PM_{10}	Total $PM_{2.5}$
Projected Residential Buildout[a]	2.5752	1.1177	13.8412	0.0409	2.7192	1.7462
Reed Non-Residential Potential Buildout[b]	1.9442	8.5398	8.1813	0.0382	2.5603	0.7106
Operational Total	4.5194	9.6575	22.0225	0.0791	5.2795	2.4568
SJVAPCD Threshold	10	10	100	27	15	15
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**
Average Daily (pounds per day)[c]	29.0661	71.8152	138.7753	0.5179	34.5943	15.0344
SJVAPCD Threshold	100	100	100	100	100	100
Threshold Exceeded	No	No	No	No	No	No

a. Source: CalEEMod Report (see Attachment 1 of this memo)
b. Source: Reed Rezone MND (see Attachment 2 of this memo)
c. Residential assumes 365 operational days per year; Non-Residential assumes 260 operational days per year.

As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. Furthermore, the County will consult with the Air District on a project-by-project basis to ensure that future developments are implemented consistent with Air District rules and regulations, including but not limited to, Regulation VIII (Fugitive PM10 Prohibition), Rule 2201 (New and

Modified Stationary Source Review), and Rule 9510 (Indirect Source Review). Future development proposals within the KACP planning area will be required to implement all applicable General Plan policies and to comply with all applicable Air District rules and regulations. Therefore, because implementation of the proposed draft KACP would have ***Less Than Significant Project-specific Impacts***, the implementation of the draft KACP will also have a ***Less Than Significant Cumulative Impact*** on air quality.

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

There are no specific development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP. The KACP is intended to direct the density, intensity, and types of growth needed to meet the needs of the community consistent with the Tulare County General Plan 2030 Update. As previously noted, implementation of the draft KACP would be considered to have a significant cumulative impact on air quality if project-specific impacts are determined to be significant. Because project-specific impacts are less than significant, implementation of the draft KACP will have a ***Less Than Significant Cumulative Impact*** on air quality.

Mitigation Measures: ***None Required***

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

As previously noted, there are no development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. Project-related criteria pollutant emissions fall below the Air District's significance thresholds and the future development proposals within the KACP planning area will be required to implement all applicable General Plan policies and to comply with all applicable Air District rules and regulations. Therefore, the Project will have a ***Less Than Significant Cumulative Impact*** related to this Checklist Item.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

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

There are no specific development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP. The KACP is intended to direct the density, intensity, and types of growth needed to meet the needs of the community consistent with the Tulare County General Plan 2030 Update. Sensitive receptors are those individuals who are sensitive to air pollution and include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The Air District considers a sensitive receptor site to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units.[37] Potential risks of exposure on sensitive receptors from future development proposals within the KACP planning area will be reviewed on a project-by-project basis.

[37] Air District, GAMAQI. Glossary, Page 10

Construction-Related Emissions

***Construction Equipment Criteria Pollutant Emissions and TACs/HAPs*:** There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP. However, future development proposals have the potential to temporarily expose receptors to increased pollutant emission concentrations from construction activities. The Air District has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day (ppd) of any criteria pollutant. If a project exceeds 100 ppd of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 ppd of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard and potential health risks would be considered less than significant. As shown in **Table 10**, the average daily construction emissions would not exceed the Air District's 100 ppd screening threshold.

Particulate emissions from diesel powered construction equipment are considered a TAC by the California Air Resources Board. Future development proposals have the potential to temporarily expose receptors to increased pollutant emission concentrations from diesel powered construction equipment during the short-term construction phase. Construction emissions are temporary and would cease upon completion of construction activities. The short-term nature of construction-related emissions from future development proposals would not expose nearby receptors to substantial TAC concentrations.

Future development proposals will be required to comply with all applicable federal, state, and Air District requirements regulating air emissions. The County will consult with the Air District on a project-by-project basis as new, future developments are proposed to evaluate potential impacts based on project-specific details to determine whether an AAQA or HRA would be required. Therefore, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

***Dust-borne TACs/HAPs*:** There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP. However, future development proposals have the potential to temporarily expose nearby receptors to fugitive particulate (dust) emissions during the short-term construction phase or from landscaping activities once the development project is operational. As previously noted, the average daily construction emissions from implementation of the KACP would not exceed the Air District's 100 ppd screening threshold and health risks would be considered less than significant. As of the preparation of this memo, there are no active cleanup listings within the KACP planning area in the California Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site (Cortese) List.[38] A query performed on the DTSC *Envirostor* indicated that there are two (2) inactive sites: one (1) voluntary cleanup site approximately 0.5 mile east and one (1) historical site

[38] DTSC. Envirostor. Hazardous Waste and Substance Site List – Site Cleanup (CorteseList), accessed August 2023 at: https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=9&CMD=search&ocieerp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&school_district=&pub=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&ORDERBY=county&next=Next+50.

approximately 2.0 miles southeast the KACP planning area. No other state response, superfund, voluntary cleanup, school cleanup or corrective actions are identified within the KACP planning area.[39] A query of the State Water Resources Control Board (WRCB) *GeoTracker* Site and Facilities mapping program revealed one (1) cleanup site, a completed and closed case, along the Fresno/Tulare County border of the KACP planning area.[40] A query performed on the U.S. Environmental Protection Agency (EPA) *Superfund Enterprise Management System* (SEMS) website listed no polluted sites within the KACP planning area.[41] As noted, there are no active cleanup sites within the KACP planning area. Furthermore, if future cleanup sites are identified within the KACP planning area, remediation activities must comply with all applicable federal, state, and Air District requirements for control of fugitive dust emissions. As such, fugitive dust emissions from earthmoving activities on these sites would not expose future residents or nearby receptors to substantial dust-borne pollutant concentrations. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Naturally Occurring Asbestos*:** In areas containing naturally occurring asbestos, earthmoving construction-related activities, such as grading and trenching, could expose receptors to windblown asbestos. As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP. Furthermore, according to a United States Geological Soil Survey map of areas where naturally occurring asbestos in California are likely to occur, the KACP planning area is not located in an area known to contain naturally occurring asbestos.[42,43] The KACP planning area and the immediate vicinity have been previously disturbed by agricultural operations and by rural residential and commercial/retail development. Future development proposals will be required to implement General Plan Policy AQ-4.2 (Dust Suppression Measures) to comply with Air District Regulation VIII (Fugitive PM10 Prohibitions) requirements, thereby reducing the chance of exposure to naturally occurring asbestos during construction-related activities. Therefore, ***Less Than Significant Project-specific Impacts related to this Checklist Item will occur.

Valley Fever: As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) associated with the Community Plan. However, future development proposals have the potential to temporarily expose nearby residences to other airborne hazards from generation of fugitive dust emissions during construction-related earthmoving activities. Although not specifically required by CEQA, the following discussion related to valley fever is included to satisfy requirements for full disclosure of potential Project-related impacts and are for information purposes only.

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39 DTSC. Envirostor. Sites / Facility Search (Project Search Results), accessed August 2023 at: https://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=KINGSBURG&zip=&county=TULARE&status=&branch=&site_type=&npl=&funding=&reporttitle=PROJECT+SEARCH+RESULTS&reporttype=&federal_superfund=True&state_response=True&voluntary_cleanup=True&school_cleanup=True&operating=True&post_closure=True&non_operating=True&corrective_action=True&tiered_permit=True&evaluation=True&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=True&inspectionsother=True&complaints=&censustract=&cesdecile=&school_district=&orderby=cesscore.

40 WRCB, GeoTracker, Sites and Facilities mapping website, accessed August 2023 at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=kingsburg%2C+ca.

41 EPA, SEMS Search, accessed August 2023 at: https://www.epa.gov/enviro/sems-search.

42 USGS, *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*, http://pubs.usgs.gov/of/2011/1188/, accessed July 2023.

43 California Department of Conservation, A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos, August 2000, accessed July 2023 at: https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5126473.pdf.

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. Each year in California, there are around 80 deaths from Valley fever and more than 1,000 people are hospitalized with it. Valley fever is most commonly reported among residents of the counties of the southern Central Valley and Central Coast of California. During 2020-2021, a total of 15,282 new coccidioidomycosis cases were reported in California; statewide annual incidence was 18.2 cases per 100,000 population in 2021 and 20.1 cases per 100,000 population in 2021; the largest increase of new cases occurred in Kern County with the next highest rates reported in Kings, Tulare, San Luis Obispo, Fresno, Merced, and Monterey counties. A total of 309 Valley fever cases were reported in Tulare County in 2020 (an incidence rate of 64.3 per 100,000 in 2020) and 317 cases were reported in 2021 (an incidence rate of 65.8 per 100,000).[44]

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
2) Old (prehistoric) Indian campsites near fire pits
3) Areas with sparse vegetation and alkaline soils
4) Areas with high salinity soils
5) Areas adjacent to arroyos (where residual moisture may be available)
6) Packrat middens
7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

1) Cultivated fields
2) Heavily vegetated areas (e.g., grassy lawns)
3) Higher elevations (above 7,000 feet)
4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5) Areas that are continually wet
6) Paved (asphalt or concrete) or oiled areas
7) Soils containing abundant microorganisms

[44] California Department of Public Health, Epidemiologic Summary of Valley Fever (Coccidioidomycosis) in California, 2020-2021. Accessed July 2023 at: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciEpiSummary2020-2021.pdf.

8) Heavily urbanized areas where there is little undisturbed virgin soil.[45]

The KACP planning area includes a mixture of uses including agricultural, industrial, commercial, retail, and residential uses. Agricultural lands typically have fertilizers applied to the crop. Residential and non-residential uses are located on soils that have been previously disturbed and are paved. The proposed KACP planning area will develop along the SR 99 corridor which is unlikely to provide suitable habitat for spores. Specifically, the KACP planning area has been previously and currently remains in primarily agricultural-related uses. Therefore, future development proposals within the KACP planning area would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil. Furthermore, future development proposals will be required to implement General Plan Policy AQ-4.2 (Dust Suppression Measures), which was specifically designed to address impacts from the generation of dust emitted into the air, and will minimize the generation of fugitive dust during construction-related activities by complying with Air District Regulation VIII (Fugitive PM10 Prohibitions) requirements, including submittal of construction notification and/or dust control plans. Therefore, implementation of General Plan policies and compliance with Air District rules and regulations combined with the relatively low probability of the presence of *C. immitis* spores would reduce the chance of exposure to Valley fever during construction-related activities. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Operations-Related Emissions

Operational Criteria Pollutant Emissions and TACs/HAPs; There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP. However, future development proposals have the potential to expose receptors to increased pollutant emission during operational activities. The Air District has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 ppd of any criteria pollutant. If a project exceeds the 100 ppd screening threshold, then ambient air quality modeling would be necessary. If the project does not exceed the 100 ppd threshold, then it can be assumed that it would not cause a violation of an ambient air quality standard and potential health risks would be considered less than significant. As shown in **Table 11**, with exception to carbon monoxide (CO), the average daily operational emissions would not exceed the Air District's 100 ppd screening threshold and implementation of the KACP would not expose receptors to substantial criteria pollutant concentration. Future developments will be evaluated on a project-by-project basis to determine if the 100 ppd screening level could be exceeded, and if so, the County would coordinate with the Air District to determine whether additional assessment would be required.

There are no specific development projects (such as residential, commercial, or industrial uses) associated with preparation of the KACP that would be a source of TAC or HAP emissions. Although speculative, it is possible that operation-related activities associated with future development proposals may require the transport and use of hazardous materials. Consumer products, such as gasoline, aerosols, and architectural coating are regulated by the State. Gasoline dispensing facilities (GDFs) are regulated by the State and Air District permitting requirements would ensure that development of new GDFs would not pose a significant risk to residents or

[45] United States Geological Survey, Operational Guidelines (version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Pages 11-12. Accessed July 2023 at: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf.

nearby receptors. Medium- and heavy-duty diesel trucks used for transport of raw materials and finished products would be a source of diesel particulate matter, which is considered to be a TAC. As new, future developments are proposed, the County will work with the Air District on a project-by-project basis to determine whether HRAs would be required for projects generating diesel truck trips travelling through the KACP planning area, and for other equipment that may require Air District permits.

Future development proposals will be required to comply with all local, state, and federal policies related to emissions of TACs/HAPs in the event such pollutants require control efforts to minimize their potential impacts. Furthermore, Tulare County Environmental Health Division will require a Hazardous Waste Business Plan for facilities handling or storing materials exceeding 55 gallons of liquids, 500 pounds of solids, or 200 cubic feet of compressed gases.[46] Therefore, future developments within the KACP planning area will not expose sensitive receptors to substantial pollutant concentrations. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Existing Sources of TACx/HAPs: There are no specific development projects (such as residential, commercial, or industrial uses) associated with preparation of the KACP that would be a source of TAC or HAP emissions, and the location of future developments in close proximity to sensitive receptors cannot be determined until future development proposals are identified. The County will review future development proposals on a project-by-project basis using the ARB's Air Quality Land Use Handbook screening criteria to determine whether they would potentially expose sensitive receptors to substantial TAC/HAP emissions from existing sources.[47] Future development proposals exceeding these preliminary screening criteria will be subject to refined analysis using additional screening tools or models and may require dispersion modeling and/or health risk assessment. Tulare County will consult with the Air District during the CEQA process for guidance on the appropriate screening tools and modeling protocols for future development proposals within the KACP planning area. Therefore, existing sources of TAC/HAP emissions would not expose receptors to substantial pollutant concentrations. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

Existing Agricultural Operations: There are no development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP. The KACP planning area is located in a rural area with scattered urban built-up land as well as active agricultural operations. Agricultural operations typically include the use of chemicals on crops for activities such as pest control, damage control, weed abatement, etc. Future development proposals within the KACP planning area would result in short-term, temporary, and intermittent construction-related dust emissions that could expose receptors to ground-borne agriculture-related compounds. However, these chemicals are regulated by the State and as previously noted, there are no Cortese cleanup sites that would pose a significant risk to the existing and future residents within the KACP planning area. Furthermore, the Tulare County General Plan includes Policy AG-1.14 Right-to-Farm Noticing which requires new property owners to acknowledge and accept the inconveniences

[46] Tulare County Health and Human Services Agency, Environmental Health Division. Hazardous Materials/Certified Unified Program Agency, accessed August 2023 at: https://tularecountyeh.org/eh/our-services/hazardous-materials-cupa/hazardous-materials-business-plan-hmbp/.

[47] Air Resources Board. Air Quality and Land Use Handbook: a Community Health Perspective, April 2005, accessed August 2023 at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf.

associated with normal farming activities. Future development proposals adjacent to agricultural lands will be required to sign a "Right to Farm" notice. Therefore, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. there are no development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. The KACP includes Tulare County General Plan policies as well as KACP-spedific policies, specifically designed to engage responsible and trustee agencies in the CEQA process, to reduce air pollutant emissions through project design, require compliance with emission-reducing regulations, and to address potential impacts from siting incompatible uses in close proximity to each other. Applicable General Plan and KACP policies will be implemented for future development proposals within the KACP planning area. The County will consult with the Air District on a project-by-project basis as new developments are proposed to evaluate project-specific impacts based on project-specific details and to determine whether an HRA would be needed. Compliance with applicable Air District rules and regulations would further reduce potential impacts from exposure to TAC/HAP emissions, as well as Valley fever and asbestos. As such, implementation of the KACP would not expose the public to substantial pollutant concentrations. Therefore, a ***Less Than Significant Cumulative Impact*** related to this Checklist Item will occur.

Mitigation Measures: ***None Required***

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

There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. Future development proposals within the KACP planning area have the potential to expose receptors to HAPs/TACs, Valley fever, and naturally occurring asbestos. There no active cleanup sites within the KACP planning area and future developments will be required to comply with all applicable federal, state, and local dust-limiting rules and regulations. Future development proposals will be evaluated for potential to expose receptors to substantial pollutant concentrations from project siting and the County will coordinate with the Air District to determine whether additional screening or risk assessment would be required. Therefore, implementation of the KACP would not expose the public to substantial pollutant concentrations. ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

d) Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

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

There are no specific development projects (such as residential, commercial, or industrial uses) associated with the draft KACP that would be a source of nuisance odors. However, as the KACP

planning area is built out, dependent upon the location and nature of operations, potential exists for odor impacts to occur resulting from existing and/or new agricultural, commercial, and industrial land uses.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. Potential odor sources associated with construction-related activities could originate from diesel exhaust from construction equipment and fumes from architectural coating and paving operations. However, construction-related odors, if perceptible, would dissipate as they mix with the surrounding air and would be of very limited duration (that is, short-term, temporary, and intermittent). As such, objectionable odors during construction-related activities would not affect a substantial number of people.

As presented in **Table 9**, the Air District has determined the common land use types that are known to produce odors in the San Joaquin Valley Air Basin. As previously noted, there are no specific development projects associated with the preparation of the draft KACP. However, the existing agricultural uses in the vicinity of the community could be a source of nuisance odors. All projects, with the exception of agricultural operations, are subject to Air District Rule 4102 (Nuisance). Therefore, odors from agriculture-related operations would not be subject to complaint reporting. There is potential for these agricultural operations to generate objectionable odors; however, these odors would be temporary or seasonal. Furthermore, the Tulare County General Plan includes Policy AG-1.14 Right-to-Farm Noticing which requires new property owners to acknowledge and accept the inconveniences associated with normal farming activities. If future developments are proposed adjacent to active agricultural uses, future residents and/or occupants will be required to sign a "Right to Farm" notice.

To ensure potential nuisance odor impacts are addressed, if proposed developments were to result in sensitive receptors being located closer than the recommended distances to any odor generator identified in **Table 9**, a more detailed analysis, is recommended. The detailed analysis would involve contacting the Air District's Compliance Division for information regarding odor complaints Implementation of the applicable General Plan policies and compliance with applicable Air District rules and regulations specifically designed to address air quality and odor impacts, would reduce potential odor impacts. Therefore, the Project would not create or expose existing residents to objectionable odors. ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. As there are no development projects associated with the preparation of the draft KACP, the Project does not include any new sources of odors. Future development proposals will be subject to Air District Rule 4102 (Nuisance) and General Plan Policy AG-1.14 Right-to-Farm Noticing will be implemented. As such, the Project will not expose a substantial number of people to objectionable odors. Therefore, ***Less Than Significant Cumulate Impacts*** related to this Checklist Item will occur.

Mitigation Measures: ***None Required***

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

There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP that would result in generation of nuisance odors. Future development proposals would be evaluated for siting in proximity to existing sources within the KACP planning area that could affect existing and future residents or occupants. As such, the Project will not expose a substantial number of people to objectionable odors. Therefore, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

GREENHOUSE GAS IMPACTS

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the KACP that would generate greenhouse gas (GHG) emissions as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. Implementation of the KACP will not result in generation of GHG emissions until future development occurs.

The Air District has determined that projects consistent with an adopted Climate Action Plan (CAP) would be considered to have a less than significant impact on the environment.[48] The Tulare County CAP was initially adopted in August 2012 and serves as a guiding document for County actions to reduce GHG emissions and adapt to the potential effects of climate change.[49] The CAP is an implementation measure of the Tulare County General Plan which provides the supporting framework for development in the County. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets required by State of California legislation. The General Plan fulfills many sustainability and GHG reduction objectives at the program level. The CAP identifies the policies from the various General Plan elements that promote more efficient development and reduce travel and energy consumption. The CAP requires projects achieve reductions in excess of the reduction identified in the Scoping Plan. The CAP identifies General Plan policies in place to assist the County in reducing GHG emissions.

The CAP was updated in 2018 to reflect the County's strategies in achieving the State's post-2020 goals. "The 2018 CAP Update incorporates new baseline and future year inventories to reflect the latest information and updates the County's strategy to address the SB 32 2030 target. The CAP identifies the County's fair share of reductions required to maintain consistency with the State's

[48] Air District, GAMAQI, Section 8.9.1, Page 112

[49] Tulare County. Climate Action Plan. August 2012. Accessed August 2023 at: http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/004Attachment%20C.%20CAP/001Exhibit%201.%20Climate%20Action%20Plan/23190016%20Tulare%20CAP%2008-13-2012.pdf

target."[50] The CAP thresholds for determining project consistency with the CAP are 500 dwelling units, 100,000 square feet of retail, or equivalent intensity for other uses. These thresholds are the amounts currently required from development related sources within the County to demonstrate consistency with SB 32 2030 targets. Projects exceeding the consistency thresholds must comply with the requirements of the CAP, which requires a GHG analysis report demonstrating emission reductions of at least 31% below 2015 levels by 2030 or a 9% reduction from 2030 BAU emissions.[51] As the CAP implements the County's strategy to achieve the State's 2030 reduction targets, projects below the consistency thresholds have been determined to be consistent with the State's targets and do not require GHG emissions quantification. Projects below the consistency thresholds would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the KACP and implementation of the KACP will not result in GHG emissions until development occurs. Future development proposals would be required to comply with the CAP. The CAP states, "The 2018 CAP Update includes an additional method of determining project consistency with the CAP and 2030 targets. Projects subject to CEQA review could use a checklist containing design features and measures that are needed to determine consistency. Large projects (500-unit subdivisions and 100,000 square feet of retail or equivalent intensity for other uses) and new specific plans should provide a greenhouse gas analysis report quantifying GHG emissions to demonstrate that the project emissions are at least 31 percent below 2015 levels by 2030 or 9 percent below BAU emissions in 2030. These are the amounts currently required from development related sources to demonstrate consistency with SB 32 2030 targets. Smaller projects may also prepare a GHG analysis report if the checklist is not appropriate for a particular project or is deemed necessary by the project proponent or County staff. The GHG analysis should incorporate as many measures as possible from the CalEEMod mitigation component as described in Table 15 [of the 2018 CAP] and can take credit for 2017 Scoping Plan measures that have not been incorporated into CalEEMod but that will be adopted prior to 2030 such as 50 percent RPS."[52]

"The County has already approved a substantial number of lots for development. Development of some of these lots will be limited by various factors such as water supply, sewer/septic capability, road capacity, etc. that cannot be addressed during the planning horizon due to lack of resources. This means that the County expects that new development proposals will be received that are more likely to develop before existing lots are developed because the rural community, landowner, or developer has the resources to provide all improvements and services required for the site. As a rough estimate, this analysis assumes that 40 percent of the development will occur on existing lots and 60 percent will occur in new developments. Development occurring on existing lots will be subject to existing conditions of the approved subdivision and zoning standards. Development occurring in new subdivisions and projects [after 2012] would be subject to additional measures required to mitigate significant impacts. The County will encourage developers of existing lots [established prior to 2012] to implement measures that reduce greenhouse gas emissions, but it has no authority to require additional reductions beyond those required by State regulation, the

[50] Tulare County. 2018 Climate Action Plan Update. December 2018. Page1. Accessed August 2023 at http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/220Climate%20Action%20Plan/CLIMATE%20ACTION%20PLAN%202018%20UPDATE.pdf

[51] Ibid. Page 73

[52] Op. Cit. 73

building code, and local ordinance."[53]

"Commercial and industrial development in Tulare County during the 2020 and 2030 planning timeframes will comply with increasingly stringent State energy efficiency regulations in most projects. For industrial projects where the SJVAPCD is a Responsible Agency, the project will be expected to implement Best Performance Standards included in the SJVAPCD Guidelines for Addressing Greenhouse Gas Emissions on the processes and stationary equipment that emit greenhouse gases to levels that meet or exceed State targets and may be subject to Cap-and-Trade Program requirements."[54]

As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) proposed with the preparation of the draft KACP; however, as the KACP is implemented and the community is built out, future development proposals would generate GHG emissions that could directly or indirectly have a significant impact of the environment. Future developments within the draft KACP planning area will be evaluated on a project-by-project basis and must comply with all applicable General Plan, KACP, and CAP policies. Therefore, implementation of the KACP would be consistent with the CAP and considered to have a ***Less Than Significant Impact*** on the environment.

However, consistent with Air District guidance, Project-related emissions have been quantified using CalEEMod, Version 2020.4.0 and are summarized and provided below for informational purposes only. As indicated in **Tables 1** and **2**, anticipated future residential growth through the development horizon Year 2030 based on the County's 1.3% annual growth rate ranges from 398 to 478 persons and 133 to 138 dwelling units, and non-residential growth ranges from 5.9 to 15.7 acres and 64,000 to 195,500 square feet, respectively.

The Air District does not have a recommendation for lead agencies in assessing the significance of construction related GHG emissions. Emissions from construction activities would be temporary and cease upon completion of each future development proposal; however, to account for the long-lasting life of GHG emissions, the emissions were amortized based on an average life span of 30 years and added to the operational emissions. **Table 12** provides the GHG emissions that could occur if implementation of the KACP is fully realized as projected under the most conservative buildout scenario (residential development of 478 persons in 138 dwelling units; non-residential development of 195,500 square feet on 15.7 acres; and complete streets and road maintenance activities on 29.82 acres).

Table 12. GHG Emissions (metric tons per year)

Emissions Source[a]	CO_{2e} Emissions (unmitigated)	CO_{2e} Emissions (mitigated)	% Reduction
CONSTRUCTION			
Residential Buildout	1,466	1,466	0.00
Non-Residential Buildout	1,818	1,818	0.00
Streets/Roads	201	201	0.00
Total Construction	*3,485*	*3,485*	0.00
Amortized Construction Emissions[b]	*116*	*116*	*0.00*
OPERATIONS			

[53] Op. Cit. 76
[54] Op. Cit. 76

Residential Buildout	2,170	1,839	15.24
Non-Residential Buildout	4,469	4,227	5.42
Total Operations	*6,639*	*6,066*	*8.63*
TOTAL PROJECT EMISSIONS	**6,755**	**6,182**	**8.48**

a. Sources: Residential – CalEEMod Report (see Attachment 1 of this memo); Non-Residential – Reed Rezone CalEEMod Reports (see Attachment 2 of this memo); Streets/Roads – CalEEMod Report (see Attachment 3 of this memo)
b. Emissions amortized over 30 years.

As demonstrated in **Table 12**, implementation of the draft KACP achieves an approximately 8.48% reduction in GHG emissions through compliance with current regulation. As future development within the KACP planning area is unknown, the analysis was performed assuming a hypothetical worst-case emissions scenario, that is, that all future development would be developed in one phase beginning in 2023 and operational emissions assumed 2024 emission factors. Also, as future development is unknown, incorporation of project-specific design features that would reduce GHG emissions in compliance with the CAP cannot be incorporated into the emissions analysis. Therefore, the emissions reductions presented above underestimate the actual reductions that would be achieved on a project-by-project basis. As such, the draft KACP demonstrates continued progress towards the County achieving the State's 2030 GHG reduction goals. Furthermore, the State anticipates increases in the number of zero emission vehicles operated in the State under the Advanced Clean Car Program. Compliance with SB 375 reduction targets for light duty vehicles will provide continued reductions in emissions from that source through SB 375's 2035 milestone year. Implementation of the draft KACP will provide the County with a GHG emission reduction benefit as future buildout of the community will supply residents within the Kingsburg UDB and immediate vicinity with greater shopping and employment opportunities, thereby reducing vehicle miles traveled from travelling longer distances for such opportunities. Since future development activities requiring discretionary approvals would undertake additional CEQA review, future developments will continue to comply with existing and future regulations, and the General Plan, KACP, and CAP will continue to be implemented through development horizon Year 2030, the growth projected in the draft KACP would not result in significant greenhouse gas impacts. Therefore, ***Less Than Significant Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin and the State of California. There are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP that would generate greenhouse gas (GHG) emissions as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. Implementation of the draft KACP would be considered to have a significant cumulative impact if project-specific impacts are determined to be significant. Future developments within the KACP planning area would be required to comply with applicable General Plan, KACP, and CAP policies designed to reduce GHG emissions Therefore, implementation of the draft KACP will be consistent with the reduction targets established in the State's Scoping Plan. As Less Than Significant Project-specific Impacts will occur, ***Less Than Significant Cumulative Impacts*** would also occur.

Mitigation Measures: ***None Required***

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

As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) proposed with the preparation of the draft KACP. Implementation of the draft KACP will be consistent with the Tulare County CAP and the reduction targets established in the State's Scoping Plan. As such, the future developments within the draft KACP planning area would not generate GHG emissions that would have a significant impact on the environment. ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

b) Would the project conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis: ***No Impact***

Since the proposed draft KACP planning area is located in an unincorporated area of Tulare County, the most applicable GHG plans are the Tulare County CAP and ARB's Scoping Plan As previously noted, there are no specific development projects (such as residential, commercial, or industrial uses) associated with the preparation of the draft KACP. The KACP is intended to direct the density, intensity, and types of growth needed to meet the needs of the community consistent with the Tulare County General Plan 2030 Update. The draft KACP includes a variety of policies aimed at reducing GHG emissions from future development within the planning area. As future development proposals within the KACP planning area will be required to comply with all applicable General Plan and KACP policies and with the requirements of the Tulare County CAP, implementation of the draft KACP would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions

As previously noted, the CAP, initially adopted in August 2012 and updated in 2018, serves as a guiding document for County actions to reduce GHG emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the Tulare County General Plan which provides the supporting framework for development in the County. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets required by State of California legislation. The General Plan fulfills many sustainability and GHG reduction objectives at the program level. The CAP identifies the policies from the various General Plan elements that promote more efficient development and reduce travel and energy consumption. The CAP requires development projects to achieve reductions in excess of the reduction identified in the Scoping Plan. The CAP identifies General Plan policies in place to assist the County in reducing GHG emissions. The 2018 CAP Update establishes the County's strategy to address the SB 32's 2030 GHG reduction target. The CAP identifies the County's fair share of reductions required to maintain consistency with the State's target.

"The 2018 CAP Update includes an additional method of determining project consistency with the CAP and 2030 targets. Projects subject to CEQA review could use a checklist containing design features and measures that are needed to determine consistency. Large projects (500-unit subdivisions and 100,000 square feet of retail or equivalent intensity for other uses) and new specific plans should provide a greenhouse gas analysis report quantifying GHG emissions to demonstrate that the project emissions are at least 31 percent below 2015 levels by 2030 or 9

percent below BAU emissions in 2030. These are the amounts currently required from development related sources to demonstrate consistency with SB 32 2030 targets. Smaller projects may also prepare a GHG analysis report if the checklist is not appropriate for a particular project or is deemed necessary by the project proponent or County staff. The GHG analysis should incorporate as many measures as possible from the CalEEMod mitigation component as described in Table 15 [of the 2018 CAP] and can take credit for 2017 Scoping Plan measures that have not been incorporated into CalEEMod but that will be adopted prior to 2030 such as 50 percent RPS.

Table 17 [of the 2018 CAP, **Table 13** of this memo] lists the overarching consistency requirements for all projects based on consistency with County land use plans that apply to the project location. Reviews for consistency with land use plans require planning staff to review projects to determine if they comply with applicable plan policies and implementation measures."[55]

Table 13. CEQA Project Requirements for Consistency with CAP

Item	Required
Project helps to meet the density goals from the Tulare Blueprint	Yes
Consistency with General Plan policies	Yes
Consistency with Rural Valley Lands Plan or Foothill Growth Management Plan development criteria	Yes
Consistency with Urban Growth Boundary expansion criteria	Yes
Consistency for development within Rural Community Urban Development Boundaries (UDB) and Hamlet Development Boundaries (HDB), and Legacy Development Boundaries (LDB)	Yes
Note: Criteria as identified in the General Plan Planning Framework Source: 2018 CAP Update, Table 17, page 73	

"A more detailed review for compliance with CAP measures is required to ensure that a project is doing its part in reducing emissions. Table 18 [of the 2018 CAP, **Table 14** of this memo] provides a checklist containing measures that will provide reductions necessary to achieve CAP consistency. A project checklist that can be used by staff is provided as Appendix C [of the 2018 CAP]."[56]

TABLE 14. CAP CONSISTENCY CHECKLIST

CAP Measure	Compliance
Land Use: Project is consistent with the Tulare County General Plan policies listed in the CAP applicable to GHG emissions and sustainability.	Review for compliance during project review process.
Land Use—Residential: Subdivisions and multifamily projects propose densities consistent with County commitments for the Tulare Blueprint. Densities in subdivisions within the boundaries of Valley rural communities must be at least 5.0 units per acre. (County R-1 zoning has a 6,000 square foot minimum lot size or 7.26 units per gross acre). Overall residential density is 5.3 units per acre for the entire County including the cities. Mountain subdivisions over 50 lots require review to determine if they are consistent with the Blueprint.	Review development plans during project review to determine if densities are consistent with Blueprint.
Land Use—Non-Residential: Retail and office projects should be constructed within the boundaries of Rural Communities, HDB, UDB,	Review development plans to ensure locations are appropriate for type of

[55] Op. Cit. 73.
[56] Op. Cit. 73

TABLE 14. CAP CONSISTENCY CHECKLIST	
CAP Measure	**Compliance**
LDB, and in designated transportation corridors to provide needed local goods services to residents and the traveling public. Agricultural industrial projects may be constructed in rural locations as long as consistent with the General Plan.	project that is proposed and consistent with County plans.
Land Use Design: Projects that require construction of new roads or major intersection improvements provide a fair share of improvements such as sidewalks and pedestrian friendly crossings, and bike lanes/paths connecting to schools, shopping, and other uses consistent with County development standards.	Include roadway improvements as conditions of approval of subdivision or commercial site plan
Energy Efficiency: Project complies with current version of Title 24. (Current version is 2016 Title 24)	Provide copy of the Title 24 Report demonstrating compliance with the applicable standards with Building Permit application.
Renewable Energy: Project includes solar panels or other alternative energy source meeting County Solar Ordinance or new Title 24 standards whichever is more stringent.	Include solar on building plans and provide Title 24 compliance reports with Building Permit applications.
EV Charging: Project meets charging installation/charging ready requirements of the CalGreen Code.	Include charging in building plans
CalGreen Building Code Water: Project complies with indoor and outdoor water conservation measures.	Provide copy of report showing code compliance.
Water Conservation Landscaping:	Project complies with County water conservation ordinance requirements for landscaping.
Solid Waste: Project has access to recycling service for homes and businesses meeting CalRecycle requirements.	County verify that providers are in compliance with CalRecycle regulations regarding recycling and diversion of solid waste.
Large Employment Projects: Projects that will have large numbers of employees (over 100) are required to comply with Rule 9410 Employee Trip Reduction Plans (ETRIP). Provide a copy of the ETRIP plan to the County after approval of the plan by the SJVAPCD.	Employer is responsible for compliance with Rule 9410
Industrial Projects: Industrial projects that are large employers will comply with Rule 9410. Industrial process related GHG emissions are not under the County's regulatory authority but will require permits from the SJVAPCD and may be subject to Cap-and-Trade.	Employer is responsible for compliance with Rule 9410
Note: Criteria as identified in the General Plan Planning Framework Source: 2018 CAP Update, Table 18, pages 73-74	

As the County CAP requires development projects exceeding the CAP thresholds to achieve reductions in excess of the reductions required in the Scoping Plan and by State legislation, future development proposals within the draft KACP planning area would not conflict with any applicable plan, policy or regulation adopted for reducing GHG emissions. Therefore, ***No Project-specific Impacts*** related to this Checklist Item will occur.

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

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin and the State of California. There are no development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP as it is merely an exercise in preparing a community plan that is consistent with the Tulare County General Plan 2030 Update. Implementation of the draft KACP would be considered to have a significant cumulative impact

if project-specific impacts are determined to be significant. The draft KACP includes policies aimed at reducing GHG emissions and will implement applicable Tulare County General Plan and Tulare County CAP policies. As such, implementation of the draft KACP would be consistent with the applicable Scoping Plan reductions measures and will not conflict with applicable state, regional, and local plans, policies or regulation adopted for the purpose of reducing GHG emissions. ***No Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measures: ***None Required***

Conclusion: ***No Impact***

There are no development projects (such as residential, commercial, or industrial uses) associated with preparation of the draft KACP. which includes policies aimed at reducing GHG emissions and will implement applicable General Plan and Tulare County CAP policies. Therefore, implementation of the draft KACP will not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. ***No Project-specific and Cumulative Impacts*** related to this Checklist Item would occur.

ATTACHMENT "1"

Summary Tables

Census Tract 000301 Blocks as follows:		
1029	1056	1065
1033	1057	1066
1034	1058	1067
1035	1060	1068
1053	1062	1074
1054	1063	1075
1055	1064	1076

Census Tract 06107-000303, Block Group 1, Blocks as follows:			
1009*	1018	1023	1044
1014	1019	1024	1045
1015	1020	1025	
1016	1021	1042	
1017	1022	1043	

* Not included in data table - primarily outside of project borders

TABLE 1. KINGSBURG AREA COMMUNITY PLAN CENSUS DATA – 2010 BASELINE

Census Block	Population	Median Age	Housing Units	Owner Occupied	Renter Occupied	Average Household Size (calculated by occupied units)	Average Household Size (calculated by total units)
1029	80	27.8	21	15	6	3.81	3.81
1033	60	30.5	20	11	9	3.00	3.00
1034	N/A	N/A	N/A	N/A	N/A	---	---
1035	N/A	N/A	N/A	N/A	N/A	---	---
1053	22	37.5	6	5	1	3.67	3.67
1054	2		1	1	0	2.00	2.00
1055	N/A	N/A	N/A	N/A	N/A	---	---
1056	20	21.5	4	0	3	6.67	5.00
1057	N/A	N/A	N/A	N/A	N/A	---	---
1058	N/A	N/A	N/A	N/A	N/A	---	---
1060	5	60.5	3	1	1	2.50	1.67
1062	N/A	N/A	N/A	N/A	N/A	---	---
1063	N/A	N/A	N/A	N/A	N/A	---	---
1064	N/A	N/A	N/A	N/A	N/A	---	---
1065	N/A	N/A	N/A	N/A	N/A	---	---
1066	N/A	N/A	N/A	N/A	N/A	---	---
1067	N/A	N/A	N/A	N/A	N/A	---	---
1068	19	38.5	6	5	1	3.17	3.17
1074	62	39	26	3	20	2.70	2.38
1075	23	54.5	10	7	3	2.30	2.30
1076	6	42.5	4	1	3	1.50	1.50
Totals	**299**	**38.5**	**101**	**49**	**47**	**3.11**	**2.96**

TABLE 2. KINGSBURG AREA COMMUNITY PLAN CENSUS DATA – 2020 BASELINE

Census Block	Population	Housing Units	Occupied	Vacant	Average	Average
1014	0	0	N/A	N/A	---	---
1015	0	0	N/A	N/A	---	---
1016	0	0	N/A	N/A	---	---
1017	16	4	4	0	4.00	4.00
1018	9	1	1	0	9.00	9.00
1019	0	0	N/A	N/A	---	---
1020	60	20	20	0	3.00	3.00
1021	92	30	30	0	3.07	3.07
1022	25	8	3	5	8.33	3.13
1023	15	1	1	0	15.00	15.00
1024	0	0	N/A	N/A	---	---
1025	16	2	0	2	---	---
1042	10	4	4	0	2.50	2.50
1043	35	10	10	0	3.50	3.50
1044	54	29	25	4	2.16	1.86
1045	0	0	N/A	N/A	---	---
Totals	**332**	**109**	**98**	**11**	**3.39**	**3.05**

*2010 Census geography doesn't align with 2020 Census geography

Shaded data represents Blocks that straddle the project boundary.

Dwelling Unit Projections for Kingsburg Area Community Plan

Census Year	2010	2020
Population	299	332
Dwelling Units	101	98
Persons Per Household	2.96	3.39

2010-2020 Annual Growth Rate

Population Growth	Growth Period	Annual Growth	Growth Rate
33	10	3.3	1.1%

Hypothetical Growth - 17 acres, 100 units

Kingsburg pph	2010 Census pph	2020 Census pph	County pph
282	296	339	346

TABLE 3. SUMMERLYN DEVELOPMENT (FORMERLY HASH AND ANDERSEN VILLAGE) BUILDOUT PROJECTIONS

Summerlyn Data	Kingsburg	2010 Census	2020 Census	Tulare County
Dwelling Units	180	180	180	180
Persons per Household (PPH)	2.82	2.96	3.39	3.46
Population	508	533	610	623

TABLE 4. 2020-2030 POPULATION PROJECTIONS FOR KINGSBURG AREA COMMUNITY PLAN

Year	Certain Census Blocks Population 2010-2030 1.11% Annual Growth Rate	Certain Census Blocks Population 2020-2030 1.3% Annual Growth Rate	Kingsburg Summerlyn Population + Kingsburg Projected Population	Kingsburg Summerlyn Population + County Projected Population	2010 Census Summerlyn Population + Kingsburg Projected Population	2010 Census Summerlyn Population + County Projected Population	2020 Census Summerlyn Population + Kingsburg Projected Population	2020 Census Summerlyn Population + County Projected Population	County Summerlyn Population + Kingsburg Projected Population	County Summerlyn Population + County Projected Population
2010	299	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2011	302	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2012	306	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2013	309	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2014	312	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2015	316	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2016	319	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2017	323	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2018	326	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2019	330	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2020*	332	332	840	840	865	865	942	942	955	955
2021	336	336	849	851	874	876	952	954	965	967
2022	339	341	858	862	884	887	963	966	976	980
2023	343	345	868	873	894	899	973	979	987	993
2024	347	350	878	884	904	911	984	992	998	1,005
2025	351	354	887	896	914	922	995	1,004	1,009	1,018
2026	355	359	897	907	924	934	1,006	1,018	1,020	1,032
2027	359	363	907	919	934	947	1,017	1,031	1,032	1,045
2028	363	368	917	931	945	959	1,029	1,044	1,043	1,059
2029	367	373	927	943	955	971	1,040	1,058	1,055	1,073
2030	371	378	938	955	966	984	1,052	1,071	1,066	1,086
2020-2030 Growth	**39**	**46**	**98**	**116**	**101**	**119**	**110**	**130**	**111**	**132**
Avg. Growth Per Year	**3.87**	**4.58**	**9.80**	**11.58**	**10.09**	**11.92**	**10.99**	**12.98**	**11.14**	**13.16**

* Actual 2020 Census Data

Total Growth	**398**	**415**	**469**	**478**
Total Population	**1,237**	**1,280**	**1,410**	**1,432**

TABLE 5. 2020-2030 HOUSING PROJECTIONS FOR KINGSBURG AREA COMMUNITY PLAN

Year	Certain Census Blocks Dwelling Units - 2.96 PPH	Certain Census Blocks Dwelling Units - 3.46 PPH	Kingsburg Dwelling Units - 2.96 PPH	Kingsburg Dwelling Units - 3.46 PPH	2010 Census Dwelling Units - 2.96 PPH	2010 Census Dwelling Units - 3.46 PPH	2020 Census Dwelling Units - 2.96 PPH	2020 Census Dwelling Units - 3.46 PPH	County Dwelling Units - 2.96 PPH	County Dwelling Units - 3.46 PPH
2010	101	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2011	102	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2012	103	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2013	104	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2014	106	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2015	107	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2016	108	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2017	109	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2018	110	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2019	112	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2020*	109	109	284	243	292	250	318	272	323	276
2021	110	110	287	246	295	253	322	276	326	280
2022	111	112	290	249	299	256	325	279	330	283
2023	113	113	293	252	302	260	329	283	333	287
2024	114	115	296	256	305	263	332	287	337	291
2025	115	116	300	259	309	267	336	290	341	294
2026	116	118	303	262	312	270	340	294	345	298
2027	118	119	306	266	316	274	344	298	348	302
2028	119	121	310	269	319	277	348	302	352	306
2029	120	122	313	273	323	281	351	306	356	310
2030	122	124	317	276	326	284	355	310	360	314
2020-2030 Growth	**13**	**15**	**33**	**33**	**34**	**34**	**37**	**38**	**38**	**38**
Avg. Growth Per Year	**1.27**	**1.50**	**3.31**	**3.35**	**3.41**	**3.45**	**3.71**	**3.75**	**3.76**	**3.80**

* Actual 2020 Census Data

Total Growth	**133**	**134**	**138**	**138**
Total Dwelling Units	**376**	**384**	**410**	**414**

Reed Rezone Project Area is located at Avenue 392 and Road 12

Total Acres	15.7
Commercial SF	17,500
Light Industrial SF	178,000
Total SF	**195,500**

TABLE 6. NON-RESIDENTIAL GROWTH PROJECTIONS

Year	Existing Developed Acres	Existing Developed Square Feet	FAR 0.20 Building Square Feet	FAR 0.25 Building Square Feet	Approximate Existing Square Feet **
2020*	42.76	1,862,626	372,525	465,656	364,900
2021	43.32	1,886,840	377,368	471,710	369,644
2022	43.88	1,911,369	382,274	477,842	374,449
2023	44.45	1,936,216	387,243	484,054	379,317
2024	45.03	1,961,387	392,277	490,347	384,248
2025	45.61	1,986,885	397,377	496,721	389,243
2026	46.21	2,012,715	402,543	503,179	394,303
2027	46.81	2,038,880	407,776	509,720	399,429
2028	47.41	2,065,386	413,077	516,346	404,622
2029	48.03	2,092,236	418,447	523,059	409,882
2030	48.66	2,119,435	423,887	529,859	415,210
2020-2030 Growth	**5.90**	**256,809**	**51,362**	**64,202**	**50,310**

* 2020 acreage is the area within the existing UDB; growth assumes 1.3% annual growth rate.

** Building coverages estimated using Google Earth.

TABLE 7. ROAD SEGMENTS WITHIN THE KACP PLANNING AREA

Roadway	Length (miles)	Length (feet)	Width (feet)	Area (Sq. Ft.)	Area (acres)
Road 12	0.45	2,376	60	142,560	3.27
Road 16	1.00	5,280	60	316,800	7.27
Clarkson Drive	0.50	2,640	60	158,400	3.64
Avenue 392	0.70	3,696	60	221,760	5.09
Avenue 394	0.20	1,056	60	63,360	1.45
Avenue 396	0.45	2,376	60	142,560	3.27
SR 99 Southbound Frontage	0.40	2,112	60	126,720	2.91
SR 99 Northbound Frontage	0.40	2,112	60	126,720	2.91
Total	**4.10**	**21,648**	**60**	**1,298,880**	**29.82**

Table 8. POTENTIAL BUILDOUT CRITERIA POLLUTANTS EMISSIONS

Emission Source[a]	ROG	NOx	CO	SO2	PM10	PM2.5
CONSTRUCTION (tons per year)						
Projected Residential	3.1225	6.7197	8.4610	0.0166	0.8685	0.4638
Non-Residential	2.6572	10.1538	10.5213	0.0211	0.7680	0.5145
Streets/Roads	0.1591	1.1720	1.0950	0.0023	0.4814	0.2346
Total Construction	*5.9388*	*18.0455*	*20.0773*	*0.0400*	*2.1179*	*1.2129*
Average Annual Construction (6-year period)	**0.9898**	**3.0076**	**3.3462**	**0.0067**	**0.3530**	**0.2021**
Average Daily Construction (pounds per day) [b]	*7.6138*	*23.1353*	*25.7401*	*0.0513*	*2.7153*	*1.5550*
OPERATIONS (tons per year)						
Projected Residential[c]	2.5752	1.1177	13.8412	0.0409	2.7192	1.7462
Non-Residential[d]	1.9442	8.5398	8.1813	0.0382	2.5603	0.7106
Total Annual at Buildout	***4.5194***	***9.6575***	***22.0225***	***0.0791***	***5.2795***	***2.4568***
Total Daily Operations (pounds per day)	*29.0661*	*71.8152*	*138.7753*	*0.5179*	*34.5943*	*15.0344*

a. Sources: Residential & Streets/Roads from CalEEMod Reports; Non-Residential from Reed Rezone MND

b.. Annual construction work days = 260

c. Residential annual operational days = 365

d. Non-Residential annual operational days = 260

Table 9. POTENTIAL BUILDOUT GREENHOUSE GAS EMISSIONS

Emission Source[a]	CO2 Emissions (metric tons per year)		
	Unmitigated	Mitigated	% Reduction
CONSTRUCTION			
Projected Residential	1,466	1,466	0.00%
Non-Residential	1,818	1,818	0.00%
Streets/Roads	201	201	0.00%
Total Construction	*3,485*	*3,485*	0.00%
Amortized Annual Emissions (30-year period)	*116*	*116*	*0.00%*
OPERATIONS			
Projected Residential	2,170	1,839	15.24%
Non-Residential	4,469	4,227	5.42%
Total Operations	*6,639*	*6,066*	*8.63%*
PROJECT TOTAL EMISSIONS	**6,755**	**6,182**	8.48%

a. Sources: Residential & Streets/Roads from CalEEMod Reports; Non-Residential from Reed Rezone MND

ATTACHMENT "2"

CalEEMod Report – Kingsburg Residential

Kingsburg Residential - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Kingsburg Residential

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	138.00	Dwelling Unit	44.81	248,400.00	478

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - population based on County 3.46 persons/household

Construction Phase -

Vehicle Trips -

Fleet Mix - APCD approved 2024 fleet mix

Woodstoves - Per APCD Woodburning Rule

Construction Off-road Equipment Mitigation - Per Regulation VIII requirements

Mobile Land Use Mitigation - LUT-4 = center of UDB to downtown; SDT-1 = per City of Kingsburg & Tulare County; SDT-2 = per Complete Streets

Area Mitigation - APCD accepted values

Water Mitigation - per CA Building Code

Water And Wastewater - All new development will be supported with sewer services

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFireplaces	NumberGas	75.90	138.00
tblFireplaces	NumberNoFireplace	62.10	138.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.52	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	7.7360e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.17	0.06
tblFleetMix	MH	3.4400e-003	2.0000e-003
tblFleetMix	MHD	0.01	8.0000e-003
tblFleetMix	OBUS	6.3400e-004	0.00
tblFleetMix	SBUS	1.4300e-003	2.0000e-004
tblFleetMix	UBUS	4.7000e-004	4.3000e-003
tblLandUse	Population	395.00	478.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblWater	AerobicPercent	87.46	92.63
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	7.37
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	44.81	45.00
tblWoodstoves	NumberNoncatalytic	44.81	45.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0633	0.6386	0.4717	1.0200e-003	0.4583	0.0283	0.4865	0.1873	0.0260	0.2133	0.0000	89.5209	89.5209	0.0278	1.1000e-004	90.2499
2024	0.2721	2.4281	2.6974	5.4700e-003	0.3846	0.1035	0.4880	0.1366	0.0965	0.2331	0.0000	479.9170	479.9170	0.1109	5.4000e-003	484.3006
2025	0.2057	1.7266	2.3390	4.5200e-003	0.0925	0.0697	0.1622	0.0249	0.0656	0.0905	0.0000	395.5246	395.5246	0.0727	6.6100e-003	399.3107
2026	0.2038	1.7240	2.3234	4.4900e-003	0.0925	0.0697	0.1622	0.0249	0.0656	0.0904	0.0000	392.9280	392.9280	0.0725	6.3900e-003	396.6467
2027	2.3776	0.3877	0.6295	1.0800e-003	0.0149	0.0178	0.0327	3.9800e-003	0.0166	0.0205	0.0000	94.8708	94.8708	0.0233	5.7000e-004	95.6235
Maximum	**2.3776**	**2.4281**	**2.6974**	**5.4700e-003**	**0.4583**	**0.1035**	**0.4880**	**0.1873**	**0.0965**	**0.2331**	**0.0000**	**479.9170**	**479.9170**	**0.1109**	**6.6100e-003**	**484.3006**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0633	0.6386	0.4717	1.0200e-003	0.1817	0.0283	0.2100	0.0738	0.0260	0.0998	0.0000	89.5208	89.5208	0.0278	1.1000e-004	90.2498
2024	0.2721	2.4281	2.6974	5.4700e-003	0.1979	0.1035	0.3014	0.0661	0.0965	0.1626	0.0000	479.9165	479.9165	0.1109	5.4000e-003	484.3001
2025	0.2057	1.7266	2.3390	4.5200e-003	0.0925	0.0697	0.1622	0.0249	0.0656	0.0905	0.0000	395.5242	395.5242	0.0727	6.6100e-003	399.3103
2026	0.2038	1.7240	2.3234	4.4900e-003	0.0925	0.0697	0.1622	0.0249	0.0656	0.0904	0.0000	392.9276	392.9276	0.0725	6.3900e-003	396.6463
2027	2.3776	0.3877	0.6295	1.0800e-003	0.0149	0.0178	0.0327	3.9800e-003	0.0166	0.0205	0.0000	94.8707	94.8707	0.0233	5.7000e-004	95.6234
Maximum	**2.3776**	**2.4281**	**2.6974**	**5.4700e-003**	**0.1979**	**0.1035**	**0.3014**	**0.0738**	**0.0965**	**0.1626**	**0.0000**	**479.9165**	**479.9165**	**0.1109**	**6.6100e-003**	**484.3001**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**44.42**	**0.00**	**34.78**	**48.70**	**0.00**	**28.39**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2023**	**1-31-2024**	1.1088	1.1088
2	**2-1-2024**	**4-30-2024**	0.9012	0.9012
3	**5-1-2024**	**7-31-2024**	0.5228	0.5228
4	**8-1-2024**	**10-31-2024**	0.5234	0.5234
5	**11-1-2024**	**1-31-2025**	0.5121	0.5121
6	**2-1-2025**	**4-30-2025**	0.4713	0.4713
7	**5-1-2025**	**7-31-2025**	0.4861	0.4861

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8	**8-1-2025**	**10-31-2025**	0.4867	0.4867
9	**11-1-2025**	**1-31-2026**	0.4873	0.4873
10	**2-1-2026**	**4-30-2026**	0.4702	0.4702
11	**5-1-2026**	**7-31-2026**	0.4850	0.4850
12	**8-1-2026**	**10-31-2026**	0.4855	0.4855
13	**11-1-2026**	**1-31-2027**	0.4770	0.4770
14	**2-1-2027**	**4-30-2027**	0.7695	0.7695
15	**5-1-2027**	**7-31-2027**	1.8462	1.8462
		Highest	1.8462	1.8462

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1621	0.2415	9.3921	0.0278		1.3719	1.3719		1.3719	1.3719	181.9225	110.3695	292.2920	0.8541	1.9900e-003	314.2392
Energy	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	276.3625	276.3625	0.0198	5.2000e-003	278.4048
Mobile	0.4165	0.8786	5.3408	0.0156	1.7196	0.0115	1.7312	0.4585	0.0108	0.4693	0.0000	1,449.9913	1,449.9913	0.0759	0.0695	1,472.6086
Waste						0.0000	0.0000		0.0000	0.0000	34.9307	0.0000	34.9307	2.0643	0.0000	86.5393
Water						0.0000	0.0000		0.0000	0.0000	3.1811	6.3371	9.5182	0.2528	7.0400e-003	17.9363
Total	**2.5963**	**1.2712**	**14.7972**	**0.0444**	**1.7196**	**1.3957**	**3.1153**	**0.4585**	**1.3949**	**1.8534**	**220.0343**	**1,843.0603**	**2,063.0947**	**3.2669**	**0.0838**	**2,169.7282**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1616	0.2414	9.3847	0.0278		1.3719	1.3719		1.3719	1.3719	181.9225	110.3544	292.2769	0.8541	1.9900e-003	314.2236
Energy	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	276.3625	276.3625	0.0198	5.2000e-003	278.4048
Mobile	0.3959	0.7252	4.3922	0.0121	1.3260	9.1100e-003	1.3351	0.3536	8.5000e-003	0.3621	0.0000	1,126.7303	1,126.7303	0.0643	0.0568	1,145.2529
Waste						0.0000	0.0000		0.0000	0.0000	34.9307	0.0000	34.9307	2.0643	0.0000	86.5393
Water						0.0000	0.0000		0.0000	0.0000	2.5449	5.4368	7.9817	0.2023	5.6400e-003	14.7198
Total	**2.5752**	**1.1177**	**13.8412**	**0.0409**	**1.3260**	**1.3932**	**2.7192**	**0.3536**	**1.3926**	**1.7462**	**219.3981**	**1,518.8839**	**1,738.2820**	**3.2047**	**0.0696**	**1,839.1404**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.81**	**12.08**	**6.46**	**7.82**	**22.89**	**0.18**	**12.72**	**22.89**	**0.16**	**5.79**	**0.29**	**17.59**	**15.74**	**1.90**	**16.91**	**15.24**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	12/13/2023	3/26/2024	5	75	
2	Site Preparation	Site Preparation	11/1/2023	12/12/2023	5	30	
3	Building Construction	Building Construction	3/27/2024	1/26/2027	5	740	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	1/27/2027	4/13/2027	5	55	
5	Architectural Coating	Architectural Coating	4/14/2027	6/29/2027	5	55	

Acres of Grading (Site Preparation Phase): 45

Acres of Grading (Grading Phase): 225

Acres of Paving: 0

Residential Indoor: 503,010; Residential Outdoor: 167,670; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Kingsburg Residential - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	15.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1585	0.0000	0.1585	0.0344	0.0000	0.0344	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0216	0.2244	0.1823	4.0000e-004		9.2600e-003	9.2600e-003		8.5200e-003	8.5200e-003	0.0000	35.4479	35.4479	0.0115	0.0000	35.7345
Total	**0.0216**	**0.2244**	**0.1823**	**4.0000e-004**	**0.1585**	**9.2600e-003**	**0.1677**	**0.0344**	**8.5200e-003**	**0.0429**	**0.0000**	**35.4479**	**35.4479**	**0.0115**	**0.0000**	**35.7345**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.6000e-004	5.1100e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2665	1.2665	3.0000e-005	4.0000e-005	1.2784
Total	**5.9000e-004**	**4.6000e-004**	**5.1100e-003**	**1.0000e-005**	**1.6100e-003**	**1.0000e-005**	**1.6200e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2665**	**1.2665**	**3.0000e-005**	**4.0000e-005**	**1.2784**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0618	0.0000	0.0618	0.0134	0.0000	0.0134	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0216	0.2244	0.1823	4.0000e-004		9.2600e-003	9.2600e-003		8.5200e-003	8.5200e-003	0.0000	35.4478	35.4478	0.0115	0.0000	35.7345
Total	**0.0216**	**0.2244**	**0.1823**	**4.0000e-004**	**0.0618**	**9.2600e-003**	**0.0711**	**0.0134**	**8.5200e-003**	**0.0219**	**0.0000**	**35.4478**	**35.4478**	**0.0115**	**0.0000**	**35.7345**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.6000e-004	5.1100e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2665	1.2665	3.0000e-005	4.0000e-005	1.2784
Total	**5.9000e-004**	**4.6000e-004**	**5.1100e-003**	**1.0000e-005**	**1.6100e-003**	**1.0000e-005**	**1.6200e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.2665**	**1.2665**	**3.0000e-005**	**4.0000e-005**	**1.2784**

3.2 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3060	0.0000	0.3060	0.1155	0.0000	0.1155	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0998	1.0037	0.8594	1.9200e-003		0.0414	0.0414		0.0381	0.0381	0.0000	169.0105	169.0105	0.0547	0.0000	170.3771
Total	**0.0998**	**1.0037**	**0.8594**	**1.9200e-003**	**0.3060**	**0.0414**	**0.3474**	**0.1155**	**0.0381**	**0.1536**	**0.0000**	**169.0105**	**169.0105**	**0.0547**	**0.0000**	**170.3771**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-003	1.9000e-003	0.0223	6.0000e-005	7.6800e-003	4.0000e-005	7.7100e-003	2.0400e-003	3.0000e-005	2.0700e-003	0.0000	5.8337	5.8337	1.5000e-004	1.6000e-004	5.8857
Total	**2.6000e-003**	**1.9000e-003**	**0.0223**	**6.0000e-005**	**7.6800e-003**	**4.0000e-005**	**7.7100e-003**	**2.0400e-003**	**3.0000e-005**	**2.0700e-003**	**0.0000**	**5.8337**	**5.8337**	**1.5000e-004**	**1.6000e-004**	**5.8857**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1193	0.0000	0.1193	0.0450	0.0000	0.0450	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0998	1.0037	0.8594	1.9200e-003		0.0414	0.0414		0.0381	0.0381	0.0000	169.0103	169.0103	0.0547	0.0000	170.3769
Total	**0.0998**	**1.0037**	**0.8594**	**1.9200e-003**	**0.1193**	**0.0414**	**0.1607**	**0.0450**	**0.0381**	**0.0831**	**0.0000**	**169.0103**	**169.0103**	**0.0547**	**0.0000**	**170.3769**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-003	1.9000e-003	0.0223	6.0000e-005	7.6800e-003	4.0000e-005	7.7100e-003	2.0400e-003	3.0000e-005	2.0700e-003	0.0000	5.8337	5.8337	1.5000e-004	1.6000e-004	5.8857
Total	**2.6000e-003**	**1.9000e-003**	**0.0223**	**6.0000e-005**	**7.6800e-003**	**4.0000e-005**	**7.7100e-003**	**2.0400e-003**	**3.0000e-005**	**2.0700e-003**	**0.0000**	**5.8337**	**5.8337**	**1.5000e-004**	**1.6000e-004**	**5.8857**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2949	0.0000	0.2949	0.1515	0.0000	0.1515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0399	0.4129	0.2737	5.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	50.1760	50.1760	0.0162	0.0000	50.5817
Total	**0.0399**	**0.4129**	**0.2737**	**5.7000e-004**	**0.2949**	**0.0190**	**0.3139**	**0.1515**	**0.0175**	**0.1690**	**0.0000**	**50.1760**	**50.1760**	**0.0162**	**0.0000**	**50.5817**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2300e-003	9.5000e-004	0.0106	3.0000e-005	3.3400e-003	2.0000e-005	3.3600e-003	8.9000e-004	2.0000e-005	9.0000e-004	0.0000	2.6304	2.6304	7.0000e-005	8.0000e-005	2.6552
Total	**1.2300e-003**	**9.5000e-004**	**0.0106**	**3.0000e-005**	**3.3400e-003**	**2.0000e-005**	**3.3600e-003**	**8.9000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.6304**	**2.6304**	**7.0000e-005**	**8.0000e-005**	**2.6552**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1150	0.0000	0.1150	0.0591	0.0000	0.0591	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0399	0.4129	0.2737	5.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	50.1760	50.1760	0.0162	0.0000	50.5817
Total	**0.0399**	**0.4129**	**0.2737**	**5.7000e-004**	**0.1150**	**0.0190**	**0.1340**	**0.0591**	**0.0175**	**0.0766**	**0.0000**	**50.1760**	**50.1760**	**0.0162**	**0.0000**	**50.5817**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2300e-003	9.5000e-004	0.0106	3.0000e-005	3.3400e-003	2.0000e-005	3.3600e-003	8.9000e-004	2.0000e-005	9.0000e-004	0.0000	2.6304	2.6304	7.0000e-005	8.0000e-005	2.6552
Total	**1.2300e-003**	**9.5000e-004**	**0.0106**	**3.0000e-005**	**3.3400e-003**	**2.0000e-005**	**3.3600e-003**	**8.9000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.6304**	**2.6304**	**7.0000e-005**	**8.0000e-005**	**2.6552**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1472	1.3444	1.6167	2.7000e-003		0.0613	0.0613		0.0577	0.0577	0.0000	231.8491	231.8491	0.0548	0.0000	233.2198
Total	**0.1472**	**1.3444**	**1.6167**	**2.7000e-003**		**0.0613**	**0.0613**		**0.0577**	**0.0577**	**0.0000**	**231.8491**	**231.8491**	**0.0548**	**0.0000**	**233.2198**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5800e-003	0.0629	0.0194	2.7000e-004	8.9700e-003	3.9000e-004	9.3600e-003	2.5900e-003	3.8000e-004	2.9700e-003	0.0000	26.1777	26.1777	1.2000e-004	3.9300e-003	27.3532
Worker	0.0210	0.0153	0.1796	5.1000e-004	0.0619	2.9000e-004	0.0622	0.0165	2.7000e-004	0.0167	0.0000	47.0460	47.0460	1.1800e-003	1.3100e-003	47.4650
Total	**0.0225**	**0.0782**	**0.1990**	**7.8000e-004**	**0.0709**	**6.8000e-004**	**0.0716**	**0.0191**	**6.5000e-004**	**0.0197**	**0.0000**	**73.2237**	**73.2237**	**1.3000e-003**	**5.2400e-003**	**74.8182**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1472	1.3444	1.6167	2.7000e-003		0.0613	0.0613		0.0577	0.0577	0.0000	231.8488	231.8488	0.0548	0.0000	233.2195
Total	**0.1472**	**1.3444**	**1.6167**	**2.7000e-003**		**0.0613**	**0.0613**		**0.0577**	**0.0577**	**0.0000**	**231.8488**	**231.8488**	**0.0548**	**0.0000**	**233.2195**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5800e-003	0.0629	0.0194	2.7000e-004	8.9700e-003	3.9000e-004	9.3600e-003	2.5900e-003	3.8000e-004	2.9700e-003	0.0000	26.1777	26.1777	1.2000e-004	3.9300e-003	27.3532
Worker	0.0210	0.0153	0.1796	5.1000e-004	0.0619	2.9000e-004	0.0622	0.0165	2.7000e-004	0.0167	0.0000	47.0460	47.0460	1.1800e-003	1.3100e-003	47.4650
Total	**0.0225**	**0.0782**	**0.1990**	**7.8000e-004**	**0.0709**	**6.8000e-004**	**0.0716**	**0.0191**	**6.5000e-004**	**0.0197**	**0.0000**	**73.2237**	**73.2237**	**1.3000e-003**	**5.2400e-003**	**74.8182**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0200e-003	0.0817	0.0249	3.5000e-004	0.0117	5.1000e-004	0.0122	3.3800e-003	4.9000e-004	3.8800e-003	0.0000	33.5575	33.5575	1.5000e-004	5.0400e-003	35.0622
Worker	0.0252	0.0176	0.2151	6.5000e-004	0.0808	3.6000e-004	0.0812	0.0215	3.3000e-004	0.0218	0.0000	59.3122	59.3122	1.3800e-003	1.5700e-003	59.8150
Total	**0.0273**	**0.0993**	**0.2399**	**1.0000e-003**	**0.0925**	**8.7000e-004**	**0.0934**	**0.0249**	**8.2000e-004**	**0.0257**	**0.0000**	**92.8697**	**92.8697**	**1.5300e-003**	**6.6100e-003**	**94.8772**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0200e-003	0.0817	0.0249	3.5000e-004	0.0117	5.1000e-004	0.0122	3.3800e-003	4.9000e-004	3.8800e-003	0.0000	33.5575	33.5575	1.5000e-004	5.0400e-003	35.0622
Worker	0.0252	0.0176	0.2151	6.5000e-004	0.0808	3.6000e-004	0.0812	0.0215	3.3000e-004	0.0218	0.0000	59.3122	59.3122	1.3800e-003	1.5700e-003	59.8150
Total	**0.0273**	**0.0993**	**0.2399**	**1.0000e-003**	**0.0925**	**8.7000e-004**	**0.0934**	**0.0249**	**8.2000e-004**	**0.0257**	**0.0000**	**92.8697**	**92.8697**	**1.5300e-003**	**6.6100e-003**	**94.8772**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9700e-003	0.0812	0.0245	3.4000e-004	0.0117	5.1000e-004	0.0122	3.3800e-003	4.9000e-004	3.8700e-003	0.0000	32.9381	32.9381	1.5000e-004	4.9400e-003	34.4127
Worker	0.0234	0.0156	0.1999	6.3000e-004	0.0808	3.4000e-004	0.0812	0.0215	3.1000e-004	0.0218	0.0000	57.3350	57.3350	1.2300e-003	1.4600e-003	57.8005
Total	**0.0254**	**0.0967**	**0.2243**	**9.7000e-004**	**0.0925**	**8.5000e-004**	**0.0934**	**0.0249**	**8.0000e-004**	**0.0257**	**0.0000**	**90.2731**	**90.2731**	**1.3800e-003**	**6.4000e-003**	**92.2132**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9700e-003	0.0812	0.0245	3.4000e-004	0.0117	5.1000e-004	0.0122	3.3800e-003	4.9000e-004	3.8700e-003	0.0000	32.9381	32.9381	1.5000e-004	4.9400e-003	34.4127
Worker	0.0234	0.0156	0.1999	6.3000e-004	0.0808	3.4000e-004	0.0812	0.0215	3.1000e-004	0.0218	0.0000	57.3350	57.3350	1.2300e-003	1.4600e-003	57.8005
Total	**0.0254**	**0.0967**	**0.2243**	**9.7000e-004**	**0.0925**	**8.5000e-004**	**0.0934**	**0.0249**	**8.0000e-004**	**0.0257**	**0.0000**	**90.2731**	**90.2731**	**1.3800e-003**	**6.4000e-003**	**92.2132**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0123	0.1122	0.1448	2.4000e-004		4.7500e-003	4.7500e-003		4.4700e-003	4.4700e-003	0.0000	20.8728	20.8728	4.9100e-003	0.0000	20.9954
Total	**0.0123**	**0.1122**	**0.1448**	**2.4000e-004**		**4.7500e-003**	**4.7500e-003**		**4.4700e-003**	**4.4700e-003**	**0.0000**	**20.8728**	**20.8728**	**4.9100e-003**	**0.0000**	**20.9954**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3000e-004	5.5500e-003	1.6600e-003	2.0000e-005	8.1000e-004	3.0000e-005	8.4000e-004	2.3000e-004	3.0000e-005	2.7000e-004	0.0000	2.2258	2.2258	1.0000e-005	3.3000e-004	2.3253
Worker	1.5000e-003	9.6000e-004	0.0128	4.0000e-005	5.5700e-003	2.0000e-005	5.6000e-003	1.4800e-003	2.0000e-005	1.5000e-003	0.0000	3.8365	3.8365	8.0000e-005	9.0000e-005	3.8665
Total	**1.6300e-003**	**6.5100e-003**	**0.0145**	**6.0000e-005**	**6.3800e-003**	**5.0000e-005**	**6.4400e-003**	**1.7100e-003**	**5.0000e-005**	**1.7700e-003**	**0.0000**	**6.0623**	**6.0623**	**9.0000e-005**	**4.2000e-004**	**6.1918**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0123	0.1122	0.1448	2.4000e-004		4.7500e-003	4.7500e-003		4.4700e-003	4.4700e-003	0.0000	20.8727	20.8727	4.9100e-003	0.0000	20.9954
Total	**0.0123**	**0.1122**	**0.1448**	**2.4000e-004**		**4.7500e-003**	**4.7500e-003**		**4.4700e-003**	**4.4700e-003**	**0.0000**	**20.8727**	**20.8727**	**4.9100e-003**	**0.0000**	**20.9954**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3000e-004	5.5500e-003	1.6600e-003	2.0000e-005	8.1000e-004	3.0000e-005	8.4000e-004	2.3000e-004	3.0000e-005	2.7000e-004	0.0000	2.2258	2.2258	1.0000e-005	3.3000e-004	2.3253
Worker	1.5000e-003	9.6000e-004	0.0128	4.0000e-005	5.5700e-003	2.0000e-005	5.6000e-003	1.4800e-003	2.0000e-005	1.5000e-003	0.0000	3.8365	3.8365	8.0000e-005	9.0000e-005	3.8665
Total	**1.6300e-003**	**6.5100e-003**	**0.0145**	**6.0000e-005**	**6.3800e-003**	**5.0000e-005**	**6.4400e-003**	**1.7100e-003**	**5.0000e-005**	**1.7700e-003**	**0.0000**	**6.0623**	**6.0623**	**9.0000e-005**	**4.2000e-004**	**6.1918**

3.5 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0252	0.2360	0.4009	6.3000e-004		0.0115	0.0115		0.0106	0.0106	0.0000	55.0530	55.0530	0.0178	0.0000	55.4981
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0252**	**0.2360**	**0.4009**	**6.3000e-004**		**0.0115**	**0.0115**		**0.0106**	**0.0106**	**0.0000**	**55.0530**	**55.0530**	**0.0178**	**0.0000**	**55.4981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	8.8000e-004	0.0118	4.0000e-005	5.1100e-003	2.0000e-005	5.1300e-003	1.3600e-003	2.0000e-005	1.3800e-003	0.0000	3.5168	3.5168	7.0000e-005	9.0000e-005	3.5443
Total	**1.3800e-003**	**8.8000e-004**	**0.0118**	**4.0000e-005**	**5.1100e-003**	**2.0000e-005**	**5.1300e-003**	**1.3600e-003**	**2.0000e-005**	**1.3800e-003**	**0.0000**	**3.5168**	**3.5168**	**7.0000e-005**	**9.0000e-005**	**3.5443**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0252	0.2360	0.4009	6.3000e-004		0.0115	0.0115		0.0106	0.0106	0.0000	55.0529	55.0529	0.0178	0.0000	55.4980
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0252**	**0.2360**	**0.4009**	**6.3000e-004**		**0.0115**	**0.0115**		**0.0106**	**0.0106**	**0.0000**	**55.0529**	**55.0529**	**0.0178**	**0.0000**	**55.4980**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	8.8000e-004	0.0118	4.0000e-005	5.1100e-003	2.0000e-005	5.1300e-003	1.3600e-003	2.0000e-005	1.3800e-003	0.0000	3.5168	3.5168	7.0000e-005	9.0000e-005	3.5443
Total	**1.3800e-003**	**8.8000e-004**	**0.0118**	**4.0000e-005**	**5.1100e-003**	**2.0000e-005**	**5.1300e-003**	**1.3600e-003**	**2.0000e-005**	**1.3800e-003**	**0.0000**	**3.5168**	**3.5168**	**7.0000e-005**	**9.0000e-005**	**3.5443**

3.6 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3315					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7000e-003	0.0315	0.0498	8.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	7.0215	7.0215	3.8000e-004	0.0000	7.0310
Total	**2.3362**	**0.0315**	**0.0498**	**8.0000e-005**		**1.4200e-003**	**1.4200e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**7.0215**	**7.0215**	**3.8000e-004**	**0.0000**	**7.0310**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	5.9000e-004	7.8500e-003	3.0000e-005	3.4100e-003	1.0000e-005	3.4200e-003	9.1000e-004	1.0000e-005	9.2000e-004	0.0000	2.3445	2.3445	5.0000e-005	6.0000e-005	2.3629
Total	**9.2000e-004**	**5.9000e-004**	**7.8500e-003**	**3.0000e-005**	**3.4100e-003**	**1.0000e-005**	**3.4200e-003**	**9.1000e-004**	**1.0000e-005**	**9.2000e-004**	**0.0000**	**2.3445**	**2.3445**	**5.0000e-005**	**6.0000e-005**	**2.3629**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3315					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7000e-003	0.0315	0.0498	8.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	7.0214	7.0214	3.8000e-004	0.0000	7.0310
Total	**2.3362**	**0.0315**	**0.0498**	**8.0000e-005**		**1.4200e-003**	**1.4200e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**7.0214**	**7.0214**	**3.8000e-004**	**0.0000**	**7.0310**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	5.9000e-004	7.8500e-003	3.0000e-005	3.4100e-003	1.0000e-005	3.4200e-003	9.1000e-004	1.0000e-005	9.2000e-004	0.0000	2.3445	2.3445	5.0000e-005	6.0000e-005	2.3629
Total	**9.2000e-004**	**5.9000e-004**	**7.8500e-003**	**3.0000e-005**	**3.4100e-003**	**1.0000e-005**	**3.4200e-003**	**9.1000e-004**	**1.0000e-005**	**9.2000e-004**	**0.0000**	**2.3445**	**2.3445**	**5.0000e-005**	**6.0000e-005**	**2.3629**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3959	0.7252	4.3922	0.0121	1.3260	9.1100e-003	1.3351	0.3536	8.5000e-003	0.3621	0.0000	1,126.7303	1,126.7303	0.0643	0.0568	1,145.2529
Unmitigated	0.4165	0.8786	5.3408	0.0156	1.7196	0.0115	1.7312	0.4585	0.0108	0.4693	0.0000	1,449.9913	1,449.9913	0.0759	0.0695	1,472.6086

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	1,302.72	1,316.52	1179.90	4,632,225	3,571,832
Total	1,302.72	1,316.52	1,179.90	4,632,225	3,571,832

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	16.80	7.10	7.90	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	101.3667	101.3667	0.0164	1.9900e-003	102.3691
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	101.3667	101.3667	0.0164	1.9900e-003	102.3691
NaturalGas Mitigated	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.9958	174.9958	3.3500e-003	3.2100e-003	176.0357
NaturalGas Unmitigated	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.9958	174.9958	3.3500e-003	3.2100e-003	176.0357

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.2793e+006	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.9958	174.9958	3.3500e-003	3.2100e-003	176.0357
Total		**0.0177**	**0.1511**	**0.0643**	**9.6000e-004**		**0.0122**	**0.0122**		**0.0122**	**0.0122**	**0.0000**	**174.9958**	**174.9958**	**3.3500e-003**	**3.2100e-003**	**176.0357**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.2793e+006	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.9958	174.9958	3.3500e-003	3.2100e-003	176.0357
Total		**0.0177**	**0.1511**	**0.0643**	**9.6000e-004**		**0.0122**	**0.0122**		**0.0122**	**0.0122**	**0.0000**	**174.9958**	**174.9958**	**3.3500e-003**	**3.2100e-003**	**176.0357**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.09558e+006	101.3667	0.0164	1.9900e-003	102.3691
Total		**101.3667**	**0.0164**	**1.9900e-003**	**102.3691**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.09558e+006	101.3667	0.0164	1.9900e-003	102.3691
Total		**101.3667**	**0.0164**	**1.9900e-003**	**102.3691**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1616	0.2414	9.3847	0.0278		1.3719	1.3719		1.3719	1.3719	181.9225	110.3544	292.2769	0.8541	1.9900e-003	314.2236
Unmitigated	2.1621	0.2415	9.3921	0.0278		1.3719	1.3719		1.3719	1.3719	181.9225	110.3695	292.2920	0.8541	1.9900e-003	314.2392

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9701					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.9281	0.2297	8.3684	0.0278		1.3662	1.3662		1.3662	1.3662	181.9225	108.6957	290.6182	0.8525	1.9900e-003	312.5254
Landscaping	0.0307	0.0118	1.0237	5.0000e-005		5.6800e-003	5.6800e-003		5.6800e-003	5.6800e-003	0.0000	1.6738	1.6738	1.6000e-003	0.0000	1.7138
Total	**2.1621**	**0.2415**	**9.3921**	**0.0278**		**1.3719**	**1.3719**		**1.3719**	**1.3719**	**181.9225**	**110.3694**	**292.2920**	**0.8541**	**1.9900e-003**	**314.2392**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9701					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.9281	0.2297	8.3684	0.0278		1.3662	1.3662		1.3662	1.3662	181.9225	108.6957	290.6182	0.8525	1.9900e-003	312.5254
Landscaping	0.0303	0.0117	1.0163	5.0000e-005		5.6400e-003	5.6400e-003		5.6400e-003	5.6400e-003	0.0000	1.6587	1.6587	1.5800e-003	0.0000	1.6982
Total	**2.1617**	**0.2414**	**9.3847**	**0.0278**		**1.3719**	**1.3719**		**1.3719**	**1.3719**	**181.9225**	**110.3544**	**292.2769**	**0.8541**	**1.9900e-003**	**314.2236**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.9817	0.2023	5.6400e-003	14.7198
Unmitigated	9.5182	0.2528	7.0400e-003	17.9363

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	8.99126 / 5.6684	9.5182	0.2528	7.0400e-003	17.9363
Total		**9.5182**	**0.2528**	**7.0400e-003**	**17.9363**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	7.193 / 5.6684	7.9817	0.2023	5.6400e-003	14.7198
Total		**7.9817**	**0.2023**	**5.6400e-003**	**14.7198**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	34.9307	2.0643	0.0000	86.5393
Unmitigated	34.9307	2.0643	0.0000	86.5393

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	172.08	34.9307	2.0643	0.0000	86.5393
Total		**34.9307**	**2.0643**	**0.0000**	**86.5393**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	172.08	34.9307	2.0643	0.0000	86.5393
Total		**34.9307**	**2.0643**	**0.0000**	**86.5393**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT "3"

CalEEMod Report – Kingsburg Roads & Streets

Kingsburg Streets & Roads - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Kingsburg Streets & Roads

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1,298.00	1000sqft	29.80	1,298,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Construction Off-road Equipment Mitigation - Per Regulation VIII

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	PhaseEndDate	1/6/2026	4/30/2024
tblConstructionPhase	PhaseStartDate	11/19/2025	3/13/2024
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

Kingsburg Streets & Roads - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0178	0.1793	0.1232	2.6000e-004	0.1348	8.2400e-003	0.1430	0.0667	7.5800e-003	0.0742	0.0000	22.8828	22.8828	7.0600e-003	3.0000e-005	23.0693
2024	0.1413	0.9927	0.9718	2.0100e-003	0.2958	0.0426	0.3384	0.1212	0.0392	0.1604	0.0000	176.7222	176.7222	0.0550	2.0000e-004	178.1570
Maximum	**0.1413**	**0.9927**	**0.9718**	**2.0100e-003**	**0.2958**	**0.0426**	**0.3384**	**0.1212**	**0.0392**	**0.1604**	**0.0000**	**176.7222**	**176.7222**	**0.0550**	**2.0000e-004**	**178.1570**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0178	0.1793	0.1232	2.6000e-004	0.0535	8.2400e-003	0.0617	0.0262	7.5800e-003	0.0338	0.0000	22.8828	22.8828	7.0600e-003	3.0000e-005	23.0693
2024	0.1413	0.9927	0.9718	2.0100e-003	0.1212	0.0426	0.1638	0.0488	0.0392	0.0880	0.0000	176.7220	176.7220	0.0550	2.0000e-004	178.1568
Maximum	**0.1413**	**0.9927**	**0.9718**	**2.0100e-003**	**0.1212**	**0.0426**	**0.1638**	**0.0488**	**0.0392**	**0.0880**	**0.0000**	**176.7220**	**176.7220**	**0.0550**	**2.0000e-004**	**178.1568**

Kingsburg Streets & Roads - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**59.43**	**0.00**	**53.16**	**60.05**	**0.00**	**48.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2023**	**1-31-2024**	0.5831	0.5831
2	**2-1-2024**	**4-30-2024**	0.7485	0.7485
		Highest	0.7485	0.7485

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1121	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0232	0.0232	6.0000e-005	0.0000	0.0247
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1121**	**1.1000e-004**	**0.0119**	**0.0000**	**0.0000**	**4.0000e-005**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0232**	**0.0232**	**6.0000e-005**	**0.0000**	**0.0247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1121	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0232	0.0232	6.0000e-005	0.0000	0.0247
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1121**	**1.1000e-004**	**0.0119**	**0.0000**	**0.0000**	**4.0000e-005**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0232**	**0.0232**	**6.0000e-005**	**0.0000**	**0.0247**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	12/13/2023	1/9/2024	5	20	
2	Grading	Grading	1/10/2024	3/12/2024	5	45	
3	Paving	Paving	3/13/2024	4/30/2024	5	35	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 29.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Kingsburg Streets & Roads - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1333	0.0000	0.1333	0.0663	0.0000	0.0663	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0173	0.1789	0.1186	2.5000e-004		8.2300e-003	8.2300e-003		7.5700e-003	7.5700e-003	0.0000	21.7430	21.7430	7.0300e-003	0.0000	21.9188
Total	**0.0173**	**0.1789**	**0.1186**	**2.5000e-004**	**0.1333**	**8.2300e-003**	**0.1416**	**0.0663**	**7.5700e-003**	**0.0738**	**0.0000**	**21.7430**	**21.7430**	**7.0300e-003**	**0.0000**	**21.9188**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	4.1000e-004	4.6000e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.9000e-004	1.0000e-005	3.9000e-004	0.0000	1.1399	1.1399	3.0000e-005	3.0000e-005	1.1506
Total	**5.3000e-004**	**4.1000e-004**	**4.6000e-003**	**1.0000e-005**	**1.4500e-003**	**1.0000e-005**	**1.4600e-003**	**3.9000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1399**	**1.1399**	**3.0000e-005**	**3.0000e-005**	**1.1506**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0520	0.0000	0.0520	0.0258	0.0000	0.0258	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0173	0.1789	0.1186	2.5000e-004		8.2300e-003	8.2300e-003		7.5700e-003	7.5700e-003	0.0000	21.7429	21.7429	7.0300e-003	0.0000	21.9187
Total	**0.0173**	**0.1789**	**0.1186**	**2.5000e-004**	**0.0520**	**8.2300e-003**	**0.0602**	**0.0258**	**7.5700e-003**	**0.0334**	**0.0000**	**21.7429**	**21.7429**	**7.0300e-003**	**0.0000**	**21.9187**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	4.1000e-004	4.6000e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.9000e-004	1.0000e-005	3.9000e-004	0.0000	1.1399	1.1399	3.0000e-005	3.0000e-005	1.1506
Total	**5.3000e-004**	**4.1000e-004**	**4.6000e-003**	**1.0000e-005**	**1.4500e-003**	**1.0000e-005**	**1.4600e-003**	**3.9000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1399**	**1.1399**	**3.0000e-005**	**3.0000e-005**	**1.1506**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0791	0.0000	0.0791	0.0365	0.0000	0.0365	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3100e-003	0.0951	0.0642	1.3000e-004		4.3000e-003	4.3000e-003		3.9600e-003	3.9600e-003	0.0000	11.7100	11.7100	3.7900e-003	0.0000	11.8047
Total	**9.3100e-003**	**0.0951**	**0.0642**	**1.3000e-004**	**0.0791**	**4.3000e-003**	**0.0834**	**0.0365**	**3.9600e-003**	**0.0404**	**0.0000**	**11.7100**	**11.7100**	**3.7900e-003**	**0.0000**	**11.8047**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.9000e-004	2.2600e-003	1.0000e-005	7.8000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5928	0.5928	1.0000e-005	2.0000e-005	0.5981
Total	**2.6000e-004**	**1.9000e-004**	**2.2600e-003**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**7.8000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5928**	**0.5928**	**1.0000e-005**	**2.0000e-005**	**0.5981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0309	0.0000	0.0309	0.0142	0.0000	0.0142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3100e-003	0.0951	0.0642	1.3000e-004		4.3000e-003	4.3000e-003		3.9600e-003	3.9600e-003	0.0000	11.7100	11.7100	3.7900e-003	0.0000	11.8046
Total	**9.3100e-003**	**0.0951**	**0.0642**	**1.3000e-004**	**0.0309**	**4.3000e-003**	**0.0352**	**0.0142**	**3.9600e-003**	**0.0182**	**0.0000**	**11.7100**	**11.7100**	**3.7900e-003**	**0.0000**	**11.8046**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.9000e-004	2.2600e-003	1.0000e-005	7.8000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5928	0.5928	1.0000e-005	2.0000e-005	0.5981
Total	**2.6000e-004**	**1.9000e-004**	**2.2600e-003**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**7.8000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5928**	**0.5928**	**1.0000e-005**	**2.0000e-005**	**0.5981**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2071	0.0000	0.2071	0.0822	0.0000	0.0822	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0724	0.7285	0.6238	1.4000e-003		0.0301	0.0301		0.0276	0.0276	0.0000	122.6689	122.6689	0.0397	0.0000	123.6608
Total	**0.0724**	**0.7285**	**0.6238**	**1.4000e-003**	**0.2071**	**0.0301**	**0.2371**	**0.0822**	**0.0276**	**0.1099**	**0.0000**	**122.6689**	**122.6689**	**0.0397**	**0.0000**	**123.6608**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8900e-003	1.3800e-003	0.0162	5.0000e-005	5.5700e-003	3.0000e-005	5.6000e-003	1.4800e-003	2.0000e-005	1.5100e-003	0.0000	4.2341	4.2341	1.1000e-004	1.2000e-004	4.2719
Total	**1.8900e-003**	**1.3800e-003**	**0.0162**	**5.0000e-005**	**5.5700e-003**	**3.0000e-005**	**5.6000e-003**	**1.4800e-003**	**2.0000e-005**	**1.5100e-003**	**0.0000**	**4.2341**	**4.2341**	**1.1000e-004**	**1.2000e-004**	**4.2719**

Kingsburg Streets & Roads - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0808	0.0000	0.0808	0.0321	0.0000	0.0321	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0724	0.7285	0.6238	1.4000e-003		0.0301	0.0301		0.0276	0.0276	0.0000	122.6688	122.6688	0.0397	0.0000	123.6606
Total	**0.0724**	**0.7285**	**0.6238**	**1.4000e-003**	**0.0808**	**0.0301**	**0.1108**	**0.0321**	**0.0276**	**0.0597**	**0.0000**	**122.6688**	**122.6688**	**0.0397**	**0.0000**	**123.6606**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8900e-003	1.3800e-003	0.0162	5.0000e-005	5.5700e-003	3.0000e-005	5.6000e-003	1.4800e-003	2.0000e-005	1.5100e-003	0.0000	4.2341	4.2341	1.1000e-004	1.2000e-004	4.2719
Total	**1.8900e-003**	**1.3800e-003**	**0.0162**	**5.0000e-005**	**5.5700e-003**	**3.0000e-005**	**5.6000e-003**	**1.4800e-003**	**2.0000e-005**	**1.5100e-003**	**0.0000**	**4.2341**	**4.2341**	**1.1000e-004**	**1.2000e-004**	**4.2719**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0173	0.1667	0.2560	4.0000e-004		8.2000e-003	8.2000e-003		7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298
Paving	0.0390					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0563**	**0.1667**	**0.2560**	**4.0000e-004**		**8.2000e-003**	**8.2000e-003**		**7.5400e-003**	**7.5400e-003**	**0.0000**	**35.0464**	**35.0464**	**0.0113**	**0.0000**	**35.3298**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-003	8.0000e-004	9.4300e-003	3.0000e-005	3.2500e-003	2.0000e-005	3.2700e-003	8.6000e-004	1.0000e-005	8.8000e-004	0.0000	2.4699	2.4699	6.0000e-005	7.0000e-005	2.4919
Total	**1.1000e-003**	**8.0000e-004**	**9.4300e-003**	**3.0000e-005**	**3.2500e-003**	**2.0000e-005**	**3.2700e-003**	**8.6000e-004**	**1.0000e-005**	**8.8000e-004**	**0.0000**	**2.4699**	**2.4699**	**6.0000e-005**	**7.0000e-005**	**2.4919**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0173	0.1667	0.2560	4.0000e-004		8.2000e-003	8.2000e-003		7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298
Paving	0.0390					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0563**	**0.1667**	**0.2560**	**4.0000e-004**		**8.2000e-003**	**8.2000e-003**		**7.5400e-003**	**7.5400e-003**	**0.0000**	**35.0464**	**35.0464**	**0.0113**	**0.0000**	**35.3298**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-003	8.0000e-004	9.4300e-003	3.0000e-005	3.2500e-003	2.0000e-005	3.2700e-003	8.6000e-004	1.0000e-005	8.8000e-004	0.0000	2.4699	2.4699	6.0000e-005	7.0000e-005	2.4919
Total	**1.1000e-003**	**8.0000e-004**	**9.4300e-003**	**3.0000e-005**	**3.2500e-003**	**2.0000e-005**	**3.2700e-003**	**8.6000e-004**	**1.0000e-005**	**8.8000e-004**	**0.0000**	**2.4699**	**2.4699**	**6.0000e-005**	**7.0000e-005**	**2.4919**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.517894	0.051230	0.167424	0.168335	0.030187	0.007736	0.012128	0.015870	0.000634	0.000470	0.023223	0.001430	0.003440

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Kingsburg Streets & Roads - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1121	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0232	0.0232	6.0000e-005	0.0000	0.0247
Unmitigated	0.1121	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0232	0.0232	6.0000e-005	0.0000	0.0247

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0271					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0839					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-003	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0232	0.0232	6.0000e-005	0.0000	0.0247
Total	**0.1121**	**1.1000e-004**	**0.0119**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0232**	**0.0232**	**6.0000e-005**	**0.0000**	**0.0247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0271					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0839					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-003	1.1000e-004	0.0119	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0232	0.0232	6.0000e-005	0.0000	0.0247
Total	**0.1121**	**1.1000e-004**	**0.0119**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0232**	**0.0232**	**6.0000e-005**	**0.0000**	**0.0247**

7.0 Water Detail

7.1 Mitigation Measures Water

Kingsburg Streets & Roads - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT "4"

CalEEMod Report – Kingsburg Non-Residential (Reed Rezone)

CalEEMod Report

Site Grading, Preparation, Basin

Reed Rezone - Site Prep, Grading, Basin

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	0.00	1000sqft	15.71	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	541.19	**CH4 Intensity (lb/MWhr)**	0.024	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - intensity factors account for the 33% RPS requirements in 2020

Land Use - lot acreage changed to account for site prep and grading of entire site; no buildings with this phase

Construction Phase -

Trips and VMT - basin assumed to be 4,000 cubic yards of soil; dump trucks can carry 10-14 cubic yards of soil so 12 cy is assumed

Grading - basin is 30,000 sf and assumed to be between 3-4 feet deep; worst case is that soil is exported off site

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - .

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	MaterialExported	0.00	4,000.00
tblLandUse	LotAcreage	0.00	15.71
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.024
tblProjectCharacteristics	CO2IntensityFactor	641.35	541.19
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblTripsAndVMT	HaulingTripNumber	500.00	333.00
tblWaterMitigation	PercentReductionInFlowBathroomFaucet	32	18

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0853	0.9424	0.5875	1.2800e-003	0.2266	0.0402	0.2668	0.1052	0.0370	0.1422	0.0000	113.5388	113.5388	0.0323	0.0000	114.3470
Maximum	**0.0853**	**0.9424**	**0.5875**	**1.2800e-003**	**0.2266**	**0.0402**	**0.2668**	**0.1052**	**0.0370**	**0.1422**	**0.0000**	**113.5388**	**113.5388**	**0.0323**	**0.0000**	**114.3470**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0853	0.9424	0.5875	1.2800e-003	0.1052	0.0402	0.1454	0.0482	0.0370	0.0852	0.0000	113.5387	113.5387	0.0323	0.0000	114.3469
Maximum	**0.0853**	**0.9424**	**0.5875**	**1.2800e-003**	**0.1052**	**0.0402**	**0.1454**	**0.0482**	**0.0370**	**0.0852**	**0.0000**	**113.5387**	**113.5387**	**0.0323**	**0.0000**	**114.3469**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**53.56**	**0.00**	**45.49**	**54.16**	**0.00**	**40.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

CalEEMod Report

Parcel 1

Reed Rezone - Parcel 1

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Convenience Market With Gas Pumps	8.00	Pump	0.07	3,000.00	0
Fast Food Restaurant w/o Drive Thru	3.50	1000sqft	0.08	3,500.00	0
Strip Mall	11.00	1000sqft	0.25	11,000.00	0
Parking Lot	2.00	Acre	2.00	87,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	484.64	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Reed Rezone - Parcel 1 - Tulare County, Annual

Project Characteristics - intensity factors account for the projected RPS requirements in 2024

Land Use - site prep & grading done in phase 1; mini-mart acreage & square footage per proposal; this is 3.0 acre site, but parking area assumed to be 80% of parcel size

Construction Phase - site prep and grading completed in phase 1 so not included in this phase

Trips and VMT -

Grading -

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation - electric equipment per Air District approved defaults

Energy Mitigation - 2016 Building Standards use 4.6% less electricity than 2013 standards; 2019 Building Standards results in 30% less lighting energy than 2016 standards

Water Mitigation - Title 24 & Building Code requirements; County Model Water Efficient Landscaping Ordinance

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblLandUse	LandUseSquareFeet	1,129.40	3,000.00
tblLandUse	LotAcreage	0.03	0.07
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	484.64
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	DV_TP	21.00	65.00
tblVehicleTrips	DV_TP	37.00	65.00
tblVehicleTrips	DV_TP	40.00	65.00
tblVehicleTrips	PB_TP	65.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00

tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	14.00	35.00
tblVehicleTrips	PR_TP	51.00	35.00
tblVehicleTrips	PR_TP	45.00	35.00
tblVehicleTrips	WD_TR	542.60	195.09
tblVehicleTrips	WD_TR	716.00	328.92
tblVehicleTrips	WD_TR	44.32	115.73
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3304	1.5251	1.7317	3.6600e-003	0.0510	0.0541	0.1051	0.0138	0.0517	0.0656	0.0000	312.5676	312.5676	0.0466	0.0000	313.7331
Maximum	**0.3304**	**1.5251**	**1.7317**	**3.6600e-003**	**0.0510**	**0.0541**	**0.1051**	**0.0138**	**0.0517**	**0.0656**	**0.0000**	**312.5676**	**312.5676**	**0.0466**	**0.0000**	**313.7331**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3304	1.5251	1.7317	3.6600e-003	0.0510	0.0541	0.1051	0.0138	0.0517	0.0656	0.0000	312.5673	312.5673	0.0466	0.0000	313.7328
Maximum	**0.3304**	**1.5251**	**1.7317**	**3.6600e-003**	**0.0510**	**0.0541**	**0.1051**	**0.0138**	**0.0517**	**0.0656**	**0.0000**	**312.5673**	**312.5673**	**0.0466**	**0.0000**	**313.7328**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Reed Rezone - Parcel 1 - Tulare County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2025	3-31-2025	0.4868	0.4868
2	4-1-2025	6-30-2025	0.4919	0.4919
3	7-1-2025	9-30-2025	0.4973	0.4973
		Highest	0.4973	0.4973

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0880	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.4000e-004	4.4000e-004	0.0000	0.0000	4.7000e-004
Energy	4.7800e-003	0.0434	0.0365	2.6000e-004		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	101.3698	101.3698	3.3600e-003	1.4200e-003	101.8785
Mobile	0.7818	6.6546	6.3333	0.0299	2.0701	0.0180	2.0881	0.5557	0.0168	0.5725	0.0000	2,781.8175	2,781.8175	0.1358	0.0000	2,785.2135
Waste						0.0000	0.0000		0.0000	0.0000	10.5291	0.0000	10.5291	0.6223	0.0000	26.0855
Water						0.0000	0.0000		0.0000	0.0000	0.6937	2.8083	3.5020	0.0275	1.5400e-003	4.6484
Total	**0.8746**	**6.6980**	**6.3700**	**0.0302**	**2.0701**	**0.0213**	**2.0914**	**0.5557**	**0.0201**	**0.5758**	**11.2229**	**2,885.9960**	**2,897.2189**	**0.7890**	**2.9600e-003**	**2,917.8263**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0880	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.3000e-004	4.3000e-004	0.0000	0.0000	4.6000e-004
Energy	4.7200e-003	0.0429	0.0360	2.6000e-004		3.2600e-003	3.2600e-003		3.2600e-003	3.2600e-003	0.0000	93.3715	93.3715	3.0100e-003	1.3400e-003	93.8454
Mobile	0.7719	6.5642	6.0976	0.0286	1.9470	0.0171	1.9641	0.5226	0.0160	0.5386	0.0000	2,656.6857	2,656.6857	0.1333	0.0000	2,660.0188
Waste						0.0000	0.0000		0.0000	0.0000	10.5291	0.0000	10.5291	0.6223	0.0000	26.0855
Water						0.0000	0.0000		0.0000	0.0000	0.5550	2.3127	2.8677	0.0220	1.2300e-003	3.7851
Total	**0.8646**	**6.6071**	**6.1339**	**0.0289**	**1.9470**	**0.0204**	**1.9674**	**0.5226**	**0.0193**	**0.5419**	**11.0841**	**2,752.3703**	**2,763.4544**	**0.7806**	**2.5700e-003**	**2,783.7353**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.14**	**1.36**	**3.71**	**4.47**	**5.95**	**4.14**	**5.93**	**5.95**	**4.13**	**5.89**	**1.24**	**4.63**	**4.62**	**1.06**	**13.18**	**4.60**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/1/2025	11/4/2025	5	220	
2	Paving	Paving	11/5/2025	11/18/2025	5	10	
3	Architectural Coating	Architectural Coating	11/19/2025	12/2/2025	5	10	

CalEEMod Report

Parcel 2

Reed Rezone - Parcel 2

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	30.00	1000sqft	0.69	30,000.00	0
Parking Lot	0.91	Acre	0.91	39,639.60	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	484.64	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - intensity factors account for the projected RPS requirements in 2024

Land Use - site prep & grading done in phase 1; this is 2.0 acre site, but parking area assumed to be 80% of parcel size

Construction Phase - site prep and grading completed in phase 1 so not included in this phase

Trips and VMT -

Grading -

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation - electric equipment per Air District approved defaults

Energy Mitigation - 2016 Building Standards use 4.6% less electricity than 2013 standards; 2019 Building Standards results in 30% less lighting energy than 2016 standards

Water Mitigation - Title 24 & Building Code requirements; County Model Water Efficient Landscaping Ordinance

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	484.64
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	DV_TP	19.00	65.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	35.00
tblVehicleTrips	WD_TR	6.83	7.34
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3879	1.3057	1.4026	2.7900e-003	0.0311	0.0536	0.0847	8.4400e-003	0.0517	0.0601	0.0000	235.5011	235.5011	0.0341	0.0000	236.3546
Maximum	**0.3879**	**1.3057**	**1.4026**	**2.7900e-003**	**0.0311**	**0.0536**	**0.0847**	**8.4400e-003**	**0.0517**	**0.0601**	**0.0000**	**235.5011**	**235.5011**	**0.0341**	**0.0000**	**236.3546**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3879	1.3057	1.4026	2.7900e-003	0.0311	0.0536	0.0847	8.4400e-003	0.0517	0.0601	0.0000	235.5009	235.5009	0.0341	0.0000	236.3544
Maximum	**0.3879**	**1.3057**	**1.4026**	**2.7900e-003**	**0.0311**	**0.0536**	**0.0847**	**8.4400e-003**	**0.0517**	**0.0601**	**0.0000**	**235.5009**	**235.5009**	**0.0341**	**0.0000**	**236.3544**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Reed Rezone - Parcel 2 - Tulare County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	0.4610	0.4610
2	4-1-2023	6-30-2023	0.4658	0.4658
3	7-1-2023	9-30-2023	0.4710	0.4710
		Highest	0.4710	0.4710

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1414	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Energy	2.1100e-003	0.0192	0.0161	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	84.0870	84.0870	3.2700e-003	1.0300e-003	84.4772
Mobile	0.0395	0.3140	0.3469	1.5400e-003	0.1037	9.5000e-004	0.1046	0.0278	8.8000e-004	0.0287	0.0000	142.7837	142.7837	6.3400e-003	0.0000	142.9422
Waste						0.0000	0.0000		0.0000	0.0000	7.5513	0.0000	7.5513	0.4463	0.0000	18.7079
Water						0.0000	0.0000		0.0000	0.0000	2.4545	8.2521	10.7066	0.0973	5.4200e-003	14.7555
Total	**0.1831**	**0.3331**	**0.3633**	**1.6600e-003**	**0.1037**	**2.4100e-003**	**0.1061**	**0.0278**	**2.3400e-003**	**0.0302**	**10.0058**	**235.1234**	**245.1291**	**0.5532**	**6.4500e-003**	**260.8833**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1414	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.8000e-004
Energy	2.0200e-003	0.0183	0.0154	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	75.6597	75.6597	2.9100e-003	9.4000e-004	76.0128
Mobile	0.0390	0.3088	0.3334	1.4700e-003	0.0975	9.0000e-004	0.0984	0.0262	8.4000e-004	0.0270	0.0000	136.0960	136.0960	6.1900e-003	0.0000	136.2508
Waste						0.0000	0.0000		0.0000	0.0000	7.5513	0.0000	7.5513	0.4463	0.0000	18.7079
Water						0.0000	0.0000		0.0000	0.0000	1.9636	6.6017	8.5653	0.0779	4.3400e-003	11.8044
Total	**0.1824**	**0.3271**	**0.3491**	**1.5800e-003**	**0.0975**	**2.2900e-003**	**0.0998**	**0.0262**	**2.2300e-003**	**0.0284**	**9.5149**	**218.3579**	**227.8728**	**0.5332**	**5.2800e-003**	**242.7764**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.81**	**3.90**	**4.82**	**5.95**	**4.98**	**5.92**	**5.96**	**4.70**	**5.86**	**4.91**	**7.13**	**7.04**	**3.61**	**18.14**	**6.94**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/1/2023	10/6/2023	5	200	
2	Paving	Paving	10/7/2023	10/20/2023	5	10	
3	Architectural Coating	Architectural Coating	10/21/2023	11/3/2023	5	10	

CalEEMod Report

Parcel 3

Reed Rezone - Parcel 3

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	21.50	1000sqft	0.49	21,500.00	0
Parking Lot	0.87	Acre	0.87	37,897.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	484.64	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - intensity factors account for the projected RPS requirements in 2024

Land Use - site prep & grading done in phase 1; this is 1.7 acre site, but parking area assumed to be 80% of parcel size

Construction Phase - site prep and grading completed in phase 1 so not included in this phase

Trips and VMT -

Grading -

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation - electric equipment per Air District approved defaults

Energy Mitigation - 2016 Building Standards use 4.6% less electricity than 2013 standards; 2019 Building Standards results in 30% less lighting energy than 2016 standards

Water Mitigation - Title 24 & Building Code requirements; County Model Water Efficient Landscaping Ordinance

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	484.64
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	DV_TP	19.00	65.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	35.00
tblVehicleTrips	WD_TR	6.83	7.34
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3267	1.2966	1.3915	2.7400e-003	0.0272	0.0536	0.0808	7.4000e-003	0.0517	0.0591	0.0000	230.4349	230.4349	0.0340	0.0000	231.2848
Maximum	**0.3267**	**1.2966**	**1.3915**	**2.7400e-003**	**0.0272**	**0.0536**	**0.0808**	**7.4000e-003**	**0.0517**	**0.0591**	**0.0000**	**230.4349**	**230.4349**	**0.0340**	**0.0000**	**231.2848**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3267	1.2966	1.3915	2.7400e-003	0.0272	0.0536	0.0808	7.4000e-003	0.0517	0.0591	0.0000	230.4347	230.4347	0.0340	0.0000	231.2846
Maximum	**0.3267**	**1.2966**	**1.3915**	**2.7400e-003**	**0.0272**	**0.0536**	**0.0808**	**7.4000e-003**	**0.0517**	**0.0591**	**0.0000**	**230.4347**	**230.4347**	**0.0340**	**0.0000**	**231.2846**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Reed Rezone - Parcel 3 - Tulare County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	0.4575	0.4575
2	4-1-2023	6-30-2023	0.4623	0.4623
3	7-1-2023	9-30-2023	0.4674	0.4674
		Highest	0.4674	0.4674

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1022	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-004	4.0000e-004	0.0000	0.0000	4.3000e-004
Energy	1.5100e-003	0.0138	0.0116	8.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	60.9924	60.9924	2.3800e-003	7.5000e-004	61.2751
Mobile	0.0283	0.2250	0.2486	1.1000e-003	0.0743	6.8000e-004	0.0750	0.0200	6.3000e-004	0.0206	0.0000	102.3283	102.3283	4.5400e-003	0.0000	102.4419
Waste						0.0000	0.0000		0.0000	0.0000	5.4117	0.0000	5.4117	0.3198	0.0000	13.4074
Water						0.0000	0.0000		0.0000	0.0000	1.7591	5.9140	7.6731	0.0697	3.8900e-003	10.5747
Total	**0.1320**	**0.2388**	**0.2603**	**1.1800e-003**	**0.0743**	**1.7300e-003**	**0.0760**	**0.0200**	**1.6800e-003**	**0.0216**	**7.1708**	**169.2352**	**176.4060**	**0.3965**	**4.6400e-003**	**187.6995**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1022	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004
Energy	1.4400e-003	0.0131	0.0110	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	54.7339	54.7339	2.1100e-003	6.8000e-004	54.9890
Mobile	0.0279	0.2213	0.2390	1.0500e-003	0.0699	6.5000e-004	0.0705	0.0188	6.0000e-004	0.0194	0.0000	97.5354	97.5354	4.4400e-003	0.0000	97.6464
Waste						0.0000	0.0000		0.0000	0.0000	5.4117	0.0000	5.4117	0.3198	0.0000	13.4074
Water						0.0000	0.0000		0.0000	0.0000	1.4073	4.7312	6.1385	0.0558	3.1100e-003	8.4598
Total	**0.1315**	**0.2344**	**0.2502**	**1.1300e-003**	**0.0699**	**1.6500e-003**	**0.0715**	**0.0188**	**1.6000e-003**	**0.0204**	**6.8190**	**157.0009**	**163.8199**	**0.3822**	**3.7900e-003**	**174.5030**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.81**	**3.90**	**4.24**	**5.95**	**4.62**	**5.92**	**5.96**	**4.76**	**5.83**	**4.91**	**7.23**	**7.13**	**3.61**	**18.32**	**7.03**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/1/2023	10/6/2023	5	200	
2	Paving	Paving	10/7/2023	10/20/2023	5	10	
3	Architectural Coating	Architectural Coating	10/21/2023	11/3/2023	5	10	

CalEEMod Report

Parcel 4

Reed Rezone - Parcel 4

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	20.00	1000sqft	0.46	20,000.00	0
Parking Lot	0.66	Acre	0.66	28,749.60	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	484.64	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - intensity factors account for the projected RPS requirements in 2024

Land Use - site prep & grading done in phase 1; this is 1.4 acre site, but parking area assumed to be 80% of parcel size

Construction Phase - site prep and grading completed in phase 1 so not included in this phase

Trips and VMT -

Grading -

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation - electric equipment per Air District approved defaults

Energy Mitigation - 2016 Building Standards use 4.6% less electricity than 2013 standards; 2019 Building Standards results in 30% less lighting energy than 2016 standards

Water Mitigation - Title 24 & Building Code requirements; County Model Water Efficient Landscaping Ordinance

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	484.64
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	DV_TP	19.00	65.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	35.00
tblVehicleTrips	WD_TR	6.83	7.34
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3118	1.2791	1.3763	2.6500e-003	0.0219	0.0535	0.0754	5.9400e-003	0.0516	0.0576	0.0000	222.1804	222.1804	0.0338	0.0000	223.0242
Maximum	**0.3118**	**1.2791**	**1.3763**	**2.6500e-003**	**0.0219**	**0.0535**	**0.0754**	**5.9400e-003**	**0.0516**	**0.0576**	**0.0000**	**222.1804**	**222.1804**	**0.0338**	**0.0000**	**223.0242**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3118	1.2791	1.3763	2.6500e-003	0.0219	0.0535	0.0754	5.9400e-003	0.0516	0.0576	0.0000	222.1801	222.1801	0.0338	0.0000	223.0240
Maximum	**0.3118**	**1.2791**	**1.3763**	**2.6500e-003**	**0.0219**	**0.0535**	**0.0754**	**5.9400e-003**	**0.0516**	**0.0576**	**0.0000**	**222.1801**	**222.1801**	**0.0338**	**0.0000**	**223.0240**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	0.4510	0.4510
2	4-1-2023	6-30-2023	0.4559	0.4559
3	7-1-2023	9-30-2023	0.4609	0.4609
		Highest	0.4609	0.4609

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0945	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.7000e-004	3.7000e-004	0.0000	0.0000	3.9000e-004
Energy	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	56.2368	56.2368	2.1900e-003	6.9000e-004	56.4976
Mobile	0.0264	0.2093	0.2312	1.0300e-003	0.0691	6.3000e-004	0.0697	0.0186	5.9000e-004	0.0192	0.0000	95.1891	95.1891	4.2300e-003	0.0000	95.2948
Waste						0.0000	0.0000		0.0000	0.0000	5.0342	0.0000	5.0342	0.2975	0.0000	12.4720
Water						0.0000	0.0000		0.0000	0.0000	1.6363	5.5014	7.1378	0.0649	3.6200e-003	9.8370
Total	**0.1223**	**0.2221**	**0.2422**	**1.1100e-003**	**0.0691**	**1.6000e-003**	**0.0707**	**0.0186**	**1.5600e-003**	**0.0201**	**6.6705**	**156.9277**	**163.5982**	**0.3688**	**4.3100e-003**	**174.1017**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0945	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.6000e-004	3.6000e-004	0.0000	0.0000	3.9000e-004
Energy	1.3400e-003	0.0122	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	50.5649	50.5649	1.9500e-003	6.3000e-004	50.8008
Mobile	0.0260	0.2059	0.2223	9.8000e-004	0.0650	6.0000e-004	0.0656	0.0175	5.6000e-004	0.0180	0.0000	90.7306	90.7306	4.1300e-003	0.0000	90.8338
Waste						0.0000	0.0000		0.0000	0.0000	5.0342	0.0000	5.0342	0.2975	0.0000	12.4720
Water						0.0000	0.0000		0.0000	0.0000	1.3091	4.4011	5.7102	0.0519	2.8900e-003	7.8696
Total	**0.1218**	**0.2181**	**0.2327**	**1.0500e-003**	**0.0650**	**1.5300e-003**	**0.0665**	**0.0175**	**1.4900e-003**	**0.0189**	**6.3433**	**145.6971**	**152.0403**	**0.3555**	**3.5200e-003**	**161.9766**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.81**	**3.90**	**5.41**	**5.95**	**4.38**	**5.91**	**5.98**	**4.49**	**5.86**	**4.91**	**7.16**	**7.06**	**3.61**	**18.33**	**6.96**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/1/2023	10/6/2023	5	200	
2	Paving	Paving	10/7/2023	10/20/2023	5	10	
3	Architectural Coating	Architectural Coating	10/21/2023	11/3/2023	5	10	

CalEEMod Report

Parcel 5

Reed Rezone - Parcel 5

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	28.50	1000sqft	0.65	28,500.00	0
Parking Lot	0.87	Acre	0.87	37,897.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	484.64	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - intensity factors account for the projected RPS requirements in 2024

Land Use - site prep & grading done in phase 1; this is 1.9 acre site, but parking area assumed to be 80% of parcel size

Construction Phase - site prep and grading completed in phase 1 so not included in this phase

Trips and VMT -

Grading -

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation - electric equipment per Air District approved defaults

Energy Mitigation - 2016 Building Standards use 4.6% less electricity than 2013 standards; 2019 Building Standards results in 30% less lighting energy than 2016 standards

Water Mitigation - Title 24 & Building Code requirements; County Model Water Efficient Landscaping Ordinance

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	484.64
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	DV_TP	19.00	65.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	35.00
tblVehicleTrips	WD_TR	6.83	7.34
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3767	1.3055	1.4003	2.7800e-003	0.0303	0.0536	0.0839	8.2300e-003	0.0517	0.0599	0.0000	234.8854	234.8854	0.0341	0.0000	235.7385
Maximum	**0.3767**	**1.3055**	**1.4003**	**2.7800e-003**	**0.0303**	**0.0536**	**0.0839**	**8.2300e-003**	**0.0517**	**0.0599**	**0.0000**	**234.8854**	**234.8854**	**0.0341**	**0.0000**	**235.7385**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3767	1.3055	1.4003	2.7800e-003	0.0303	0.0536	0.0839	8.2300e-003	0.0517	0.0599	0.0000	234.8852	234.8852	0.0341	0.0000	235.7383
Maximum	**0.3767**	**1.3055**	**1.4003**	**2.7800e-003**	**0.0303**	**0.0536**	**0.0839**	**8.2300e-003**	**0.0517**	**0.0599**	**0.0000**	**234.8852**	**234.8852**	**0.0341**	**0.0000**	**235.7383**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Reed Rezone - Parcel 5 - Tulare County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	0.4608	0.4608
2	4-1-2023	6-30-2023	0.4656	0.4656
3	7-1-2023	9-30-2023	0.4708	0.4708
		Highest	0.4708	0.4708

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1344	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.2000e-004	5.2000e-004	0.0000	0.0000	5.6000e-004
Energy	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	79.9011	79.9011	3.1100e-003	9.8000e-004	80.2718
Mobile	0.0376	0.2983	0.3295	1.4600e-003	0.0985	9.0000e-004	0.0994	0.0264	8.4000e-004	0.0273	0.0000	135.6445	135.6445	6.0200e-003	0.0000	135.7950
Waste						0.0000	0.0000		0.0000	0.0000	7.1737	0.0000	7.1737	0.4240	0.0000	17.7725
Water						0.0000	0.0000		0.0000	0.0000	2.3318	7.8395	10.1713	0.0925	5.1500e-003	14.0177
Total	**0.1740**	**0.3165**	**0.3451**	**1.5700e-003**	**0.0985**	**2.2900e-003**	**0.1008**	**0.0264**	**2.2300e-003**	**0.0287**	**9.5055**	**223.3856**	**232.8911**	**0.5255**	**6.1300e-003**	**247.8577**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1344	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.2000e-004	5.2000e-004	0.0000	0.0000	5.5000e-004
Energy	1.9200e-003	0.0174	0.0146	1.0000e-004		1.3200e-003	1.3200e-003		1.3200e-003	1.3200e-003	0.0000	71.8897	71.8897	2.7700e-003	8.9000e-004	72.2251
Mobile	0.0370	0.2933	0.3167	1.3900e-003	0.0926	8.6000e-004	0.0935	0.0249	8.0000e-004	0.0257	0.0000	129.2912	129.2912	5.8800e-003	0.0000	129.4382
Waste						0.0000	0.0000		0.0000	0.0000	7.1737	0.0000	7.1737	0.4240	0.0000	17.7725
Water						0.0000	0.0000		0.0000	0.0000	1.8654	6.2716	8.1370	0.0740	4.1200e-003	11.2141
Total	**0.1733**	**0.3108**	**0.3316**	**1.4900e-003**	**0.0926**	**2.1800e-003**	**0.0948**	**0.0249**	**2.1200e-003**	**0.0270**	**9.0391**	**207.4529**	**216.4921**	**0.5066**	**5.0100e-003**	**230.6506**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.81**	**3.90**	**5.10**	**5.95**	**4.80**	**5.92**	**5.94**	**4.93**	**5.86**	**4.91**	**7.13**	**7.04**	**3.61**	**18.27**	**6.94**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/1/2023	10/6/2023	5	200	
2	Paving	Paving	10/7/2023	10/20/2023	5	10	
3	Architectural Coating	Architectural Coating	10/21/2023	11/3/2023	5	10	

CalEEMod Report

Parcel 6

Reed Rezone - Parcel 6

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Parking Lot	2.05	Acre	2.05	89,298.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	541.19	**CH4 Intensity (lb/MWhr)**	0.024	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - intensity factors account for the projected RPS requirements in 2020

Land Use - site prep & grading done in phase 1; this is 4.0 acre site, but parking area assumed to be 80% of parcel size

Construction Phase - site prep and grading completed in phase 1 so not included in this phase

Trips and VMT -

Grading -

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation - electric equipment per Air District approved defaults

Energy Mitigation - 2016 Building Standards use 4.6% less electricity than 2013 standards; 2019 Building Standards results in 30% less lighting energy than 2016 standards

Water Mitigation - Title 24 & Building Code requirements; County Model Water Efficient Landscaping Ordinance

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.024
tblProjectCharacteristics	CO2IntensityFactor	641.35	541.19
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	DV_TP	19.00	65.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	35.00
tblVehicleTrips	WD_TR	6.83	7.34
tblWater	AerobicPercent	87.46	96.49
tblWater	AerobicPercent	87.46	96.49
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.4892	2.1854	2.2372	4.5200e-003	0.0735	0.0990	0.1726	0.0200	0.0931	0.1131	0.0000	397.4359	397.4359	0.0728	0.0000	399.2547
2023	0.1228	3.9900e-003	6.2800e-003	1.0000e-005	2.9000e-004	2.1000e-004	5.0000e-004	8.0000e-005	2.1000e-004	2.9000e-004	0.0000	0.9876	0.9876	5.0000e-005	0.0000	0.9889
Maximum	**0.4892**	**2.1854**	**2.2372**	**4.5200e-003**	**0.0735**	**0.0990**	**0.1726**	**0.0200**	**0.0931**	**0.1131**	**0.0000**	**397.4359**	**397.4359**	**0.0728**	**0.0000**	**399.2547**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.4892	2.1854	2.2372	4.5200e-003	0.0735	0.0990	0.1726	0.0200	0.0931	0.1131	0.0000	397.4356	397.4356	0.0728	0.0000	399.2544
2023	0.1228	3.9900e-003	6.2800e-003	1.0000e-005	2.9000e-004	2.1000e-004	5.0000e-004	8.0000e-005	2.1000e-004	2.9000e-004	0.0000	0.9876	0.9876	5.0000e-005	0.0000	0.9889
Maximum	**0.4892**	**2.1854**	**2.2372**	**4.5200e-003**	**0.0735**	**0.0990**	**0.1726**	**0.0200**	**0.0931**	**0.1131**	**0.0000**	**397.4356**	**397.4356**	**0.0728**	**0.0000**	**399.2544**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	0.6497	0.6497
2	4-1-2022	6-30-2022	0.6560	0.6560
3	7-1-2022	9-30-2022	0.6632	0.6632
4	10-1-2022	12-31-2022	0.7127	0.7127
5	1-1-2023	3-31-2023	0.1359	0.1359
		Highest	0.7127	0.7127

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2377	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.3000e-004	9.3000e-004	0.0000	0.0000	9.9000e-004
Energy	3.5200e-003	0.0320	0.0269	1.9000e-004		2.4300e-003	2.4300e-003		2.4300e-003	2.4300e-003	0.0000	154.4309	154.4309	5.9700e-003	1.7400e-003	155.0997
Mobile	0.0707	0.5392	0.6259	2.6500e-003	0.1728	1.6400e-003	0.1745	0.0464	1.5300e-003	0.0480	0.0000	245.2737	245.2737	0.0109	0.0000	245.5453
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	4.0908	15.3584	19.4492	0.1622	9.0400e-003	26.1987
Total	**0.3120**	**0.5712**	**0.6533**	**2.8400e-003**	**0.1728**	**4.0700e-003**	**0.1769**	**0.0464**	**3.9600e-003**	**0.0504**	**16.6763**	**415.0639**	**431.7402**	**0.9229**	**0.0108**	**458.0245**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2377	0.0000	4.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.8000e-004
Energy	3.3600e-003	0.0306	0.0257	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	138.3306	138.3306	5.3000e-003	1.5800e-003	138.9340
Mobile	0.0697	0.5300	0.6018	2.5200e-003	0.1626	1.5600e-003	0.1641	0.0437	1.4600e-003	0.0451	0.0000	233.7570	233.7570	0.0106	0.0000	234.0220
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	3.2727	12.2867	15.5594	0.1298	7.2300e-003	20.9589
Total	**0.3108**	**0.5605**	**0.6280**	**2.7000e-003**	**0.1626**	**3.8800e-003**	**0.1664**	**0.0437**	**3.7800e-003**	**0.0474**	**15.8581**	**384.3753**	**400.2334**	**0.8895**	**8.8100e-003**	**425.0958**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.37**	**1.87**	**3.87**	**4.93**	**5.95**	**4.67**	**5.92**	**5.97**	**4.55**	**5.85**	**4.91**	**7.39**	**7.30**	**3.62**	**18.27**	**7.19**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/1/2022	11/18/2022	5	230	
2	Paving	Paving	11/19/2022	12/14/2022	5	18	
3	Architectural Coating	Architectural Coating	12/15/2022	1/9/2023	5	18	

CalEEMod Report

Parcel 6 Expansion

Reed Rezone - Parcel 6 expansion

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	28.00	1000sqft	0.64	28,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2028
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	444.26	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Reed Rezone - Parcel 6 expansion - Tulare County, Annual

Project Characteristics - intensity factors account for the projected RPS requirements in 2027

Land Use - site prep & grading done in phase 1; no parking included as it's assumed the entire parcel included parking in Parcel 6

Construction Phase - site prep and grading completed in phase 1 so not included in this phase

Trips and VMT -

Grading -

Vehicle Trips - changes based on the traffic impact study prepared

Energy Use -

Water And Wastewater - Project connects to the SKF Sanitation District

Construction Off-road Equipment Mitigation - Regulation VIII requirements

Mobile Land Use Mitigation -

Area Mitigation - electric equipment per Air District approved defaults

Energy Mitigation - 2016 Building Standards use 4.6% less electricity than 2013 standards; 2019 Building Standards results in 30% less lighting energy than 2016 standards

Water Mitigation - Title 24 & Building Code requirements; County Model Water Efficient Landscaping Ordinance

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.02
tblProjectCharacteristics	CO2IntensityFactor	641.35	444.26
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblVehicleTrips	DV_TP	19.00	65.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	35.00
tblVehicleTrips	WD_TR	6.83	7.43
tblWater	AerobicPercent	87.46	96.49
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	3.51
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2027	0.2264	0.3100	0.3879	7.1000e-004	6.8300e-003	0.0128	0.0196	1.8500e-003	0.0118	0.0136	0.0000	62.8255	62.8255	0.0172	0.0000	63.2562
Maximum	**0.2264**	**0.3100**	**0.3879**	**7.1000e-004**	**6.8300e-003**	**0.0128**	**0.0196**	**1.8500e-003**	**0.0118**	**0.0136**	**0.0000**	**62.8255**	**62.8255**	**0.0172**	**0.0000**	**63.2562**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2027	0.2264	0.3100	0.3879	7.1000e-004	6.8300e-003	0.0128	0.0196	1.8500e-003	0.0118	0.0136	0.0000	62.8255	62.8255	0.0172	0.0000	63.2562
Maximum	**0.2264**	**0.3100**	**0.3879**	**7.1000e-004**	**6.8300e-003**	**0.0128**	**0.0196**	**1.8500e-003**	**0.0118**	**0.0136**	**0.0000**	**62.8255**	**62.8255**	**0.0172**	**0.0000**	**63.2562**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2027**	**3-31-2027**	0.2087	0.2087
2	**4-1-2027**	**6-30-2027**	0.3278	0.3278
		Highest	0.3278	0.3278

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1288	0.0000	2.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-004	5.0000e-004	0.0000	0.0000	5.3000e-004
Energy	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003	0.0000	70.9575	70.9575	2.6900e-003	8.2000e-004	71.2693
Mobile	0.0295	0.2685	0.2511	1.3000e-003	0.0977	7.4000e-004	0.0984	0.0262	6.9000e-004	0.0269	0.0000	121.0535	121.0535	5.7600e-003	0.0000	121.1976
Waste						0.0000	0.0000		0.0000	0.0000	7.0479	0.0000	7.0479	0.4165	0.0000	17.4607
Water						0.0000	0.0000		0.0000	0.0000	2.2909	7.0603	9.3511	0.0908	5.0500e-003	13.1245
Total	**0.1603**	**0.2864**	**0.2664**	**1.4100e-003**	**0.0977**	**2.1000e-003**	**0.0998**	**0.0262**	**2.0500e-003**	**0.0283**	**9.3387**	**199.0718**	**208.4105**	**0.5158**	**5.8700e-003**	**223.0527**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1288	0.0000	2.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.9000e-004	4.9000e-004	0.0000	0.0000	5.3000e-004
Energy	1.8800e-003	0.0171	0.0144	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	64.4570	64.4570	2.4200e-003	7.5000e-004	64.7423
Mobile	0.0290	0.2647	0.2411	1.2400e-003	0.0919	7.0000e-004	0.0926	0.0247	6.6000e-004	0.0253	0.0000	115.4464	115.4464	5.6600e-003	0.0000	115.5879
Waste						0.0000	0.0000		0.0000	0.0000	7.0479	0.0000	7.0479	0.4165	0.0000	17.4607
Water						0.0000	0.0000		0.0000	0.0000	1.8327	5.6482	7.4809	0.0726	4.0400e-003	10.4996
Total	**0.1598**	**0.2818**	**0.2558**	**1.3400e-003**	**0.0919**	**2.0000e-003**	**0.0939**	**0.0247**	**1.9600e-003**	**0.0266**	**8.8805**	**185.5522**	**194.4327**	**0.4972**	**4.7900e-003**	**208.2910**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.32**	**1.61**	**3.99**	**4.96**	**5.95**	**4.76**	**5.92**	**5.91**	**4.39**	**5.84**	**4.91**	**6.79**	**6.71**	**3.59**	**18.40**	**6.62**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/1/2027	5/20/2027	5	100	
2	Paving	Paving	5/21/2027	5/27/2027	5	5	
3	Architectural Coating	Architectural Coating	5/28/2027	6/3/2027	5	5	

Appendix "B"

Biological Resources Evaluation Technical Memorandum

RESOURCE MANAGEMENT AGENCY

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VISALIA, CA 93277
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Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

SUPPLEMENTAL TECHNICAL MEMORANDUM
BIOLOGICAL SPECIES EVALUATION

DATE: July 25, 2023

TO: Hector Guerra, Chief Environmental Planner

FROM: Jessica Willis, Planner IV

SUBJECT: Biological Resources Evaluation for Kingsburg Community Plan Update (GPA 20-001)

SUPPLEMENT TO PREVIOUSLY PREPARED BIOLOGICAL EVALUATIONS

This memorandum is supplemental to the previously prepared Reconnaissance-Level Biological Evaluation (BE Report) prepared by Kamansky's Ecological Consulting for the Environmental Impact Report for Summerlyn Development Project (also formerly Hash Farms and Andersen Village) [1] (see Attachment 2) and the Biological Resources Evaluation Technical Memorandum (BRE Memo) prepared by Tulare County Resource Management Agency (RMA) staff in February 2023 (see Attachment 1) The BE Report and the BRE Memo are herein incorporated by reference in their entirety.

PROJECT DESCRIPTION & LOCATION

The Draft 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed, generally triangular-shaped, CACUDB boundary includes an assessment of potential project impacts from the proposed land use changes, southwest of the Fresno County/Tulare County boundary, along Road 16 on the east (generally south of State Route 201 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in Figure B.

USGS 7.5-minute Quadrangle): Selma (see Figure A)

Surrounding Quadrangles: Selma, Malaga, Sanger, Wahtoke, Conejo, Reedley, Laton, Burris Park, Traver (see Figure A)

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[1] The Anderson Village EIR was adopted/certified by the Tulare County Board of Supervisors on June 26, 2018, via Resolution No. 2018-0480. The BE Report prepared is included in the EIR as Appendix "B" and is available on the County's website at: https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/hash-farms/.

BIOLOGICAL RESOURCES DATABASE SEARCH

The most recent California Department of Fish and Wildlife's California Natural Diversity Database (CNDDB), RareFind 5 and Biogeographic Information and Observation System (BIOS) mapping applications were accessed on July 24, 2023 and are the basis of this evaluation.[2]

Based on the most recent information in comparison to the BE Report and the BRE Memo, there continues to be 42 special status listings recorded within the 9-quadrangle Project area, which includes 16 plant species, 23 animal species, and three (3) natural communities (see Figure C). There continues to be one (1) special status animal species (*Buteo swainsoni*, Swainson's hawk) and no plant species or natural communities recorded within the Project site (see Figure B). Although the Swainson's hawk, has been recorded within the Project site and adjacent parcels (see Figure B), the BE Report indicated that the survey performed in 2018 did not identify any hawks within the Project area. As indicated in the BRE Memo, other than the Swainson's hawk, only one (1) special status species (*Ambystoma californiense*, California Tiger Salamander) has been recorded within approximately 1.5 miles of the proposed Project and is located near the Kings River (see Figure A).

JURISDICTIONAL WATERS

The most recent United States Geological Survey (USGS) National Water Information System (NWIS) and United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping applications were accessed on July 24, 2023[3]. The information provided by the NWIS and NWI, indicates that there are no changes in jurisdictional waters when compared to the previous BRE Memo and the mitigation measures previously recommended will be included in the MMRP prepared for this Project to reduce potential impacts on biological species, riparian habitats, and other protected wetlands to less than significant.

Future projects will be evaluated on a project-by-project bases as they are identified. Best management practices, including compliance with all applicable Regional Water Quality Control Board requirements, which includes a storm water pollution prevention plan (SWPPP), will be required during construction activities. A grading and drainage plan will be submitted and approved by the Tulare County RMA Engineering Branch. However, to ensure that potential jurisdictional waters are not adversely impacted by future development within the proposed UDB, the following mitigation measure will be required for projects located adjacent to the waterways and ponds identified in the NWIS and NWI. Therefore, the Project will not result in significant impact to any riparian habitats or other protected wetlands.

SUMMARY AND CONCLUSION

In regard to this supplement, one (1) special status species has been recorded within the Project site and the immediate vicinity (i.e., the parcels adjacent to the site), and two (2) special status species have been recorded within two (2) miles of the Project site.

As previously noted, the BE Report and BRE Memo are incorporated by reference. As the recommended mitigation measures in the BE Report were included in the Mitigation Monitoring and Reporting Program

[2] California Department of Fish and Wildlife. Biogeographic Information and Observation System (BIOS). Beta BIOS 6 Viewers/BIOS 5 Viewers/ Timberland Resources (BIOS5)/California Habitat Connectivity Projects (BIOS 5). https://wildlife.ca.gov/Data/BIOS.

[3] United States Geological Survey. National Water Information System: Mapper. https://maps.waterdata.usgs.gov/mapper/index.html; United States Fish and Wildlife Service. National Wetlands Inventory: Mapper. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

(MMRP) for the Summerlyn Development Project (formerly Hash Farms and Andersen Village) (see Attachment 2), they also apply to this Project. Likewise, the mitigation measures identified in the BRE Memo also are applicable to the Project.

Table 1 provides a summary of the mitigation measures that will be implemented in this Project.

Table 1. Summary of Mitigation Measures[4]		
Mitigation Measures	**Special Status Species**	**Mitigation Measure Type**
Not Applicable (measures 3.4-1a through 3.4-1d of the Summerlyn Development Project MMRP)	Valley elderberry longhorn beetle	Not applicable to this Project[5]
BIO-1 to BIO-5 (measures 3.4-2a through 3.4-2e of the Summerlyn Development Project MMRP)	San Joaquin kit fox	Pre-construction Surveys, Avoidance, Minimization, Employee Education Program, Mortality Reporting
BIO-6 to BIO-8 (measures 3.4-3a through 3.4-3c of the Summerlyn Development Project MMRP)	Burrowing owl	Pre-construction Surveys, Avoidance, Passive Relocation
BIO-9 to BIO-11 (measures 3.4-4a through 3.4-4c of the Summerlyn Development Project MMRP)	Nesting and migratory birds	Avoidance, Pre-construction Surveys, Buffer Areas
BIO-12 to BIO-15 (measures 3.4-5a through 3.4-5d of the Summerlyn Development Project MMRP)	Roosting bats	Temporal Avoidance, Pre-construction Surveys, Minimization, Avoidance of Maternity Roosts
BIO-16 to BIO-21 (measures BIO-1 through BIO-6 of the BRE Memo)	California tiger salamander	Pre-construction Surveys, Avoidance, Construction Timing, Exclusion Fencing, Biological Monitoring, Employee Education Program

As future developments are proposed within the Project area, pre-construction surveys will be implemented prior to the onset of project-related activities. If no special status species are identified within the development site during pre-construction surveys, no further action would be required; however, in the event that special status species are identified, Mitigation Measures BIO-1 through BIO-21 would be implemented as appropriate and in consultation with the CDFW and/or USFWS. With implementation of Mitigation Measures BIO-1 through BIO-21, impacts to special status plant and animal species will be Less Than Significant.

No riparian habitats or other protected wetlands are located within the Project site. With implementation of a condition of approval requiring compliance with applicable RWQCB requirements, including best management practices and submittal of a SWPPP, and submittal of a grading and drainage plan to the Tulare County RMA Engineering Branch, impacts to adjacent and nearby wetlands will be Less Than Significant

[4] For the full measures, see the MMRP (Chapter 8) of the EIR prepared for Hash Farms (Andersen Village) Development Project and the BRE Memo included in this document as Attachment 1.

[5] Valley elderberry longhorn beetle (VELB) is not endemic to Tulare County (see USFWS Environmental Conservation Online System at https://ecos.fws.gov/ecp/species/7850.) and the USFWS Service has delisted VELB as a threatened species (see 50 CFR 17 at https://www.federalregister.gov/documents/2012/10/02/2012-23843/endangered-and-threatened-wildlife-and-plants-removal-of-the-valley-elderberry-longhorn-beetle-from.

Figure A. Updated Project Nine Quadrant Vicinity Map

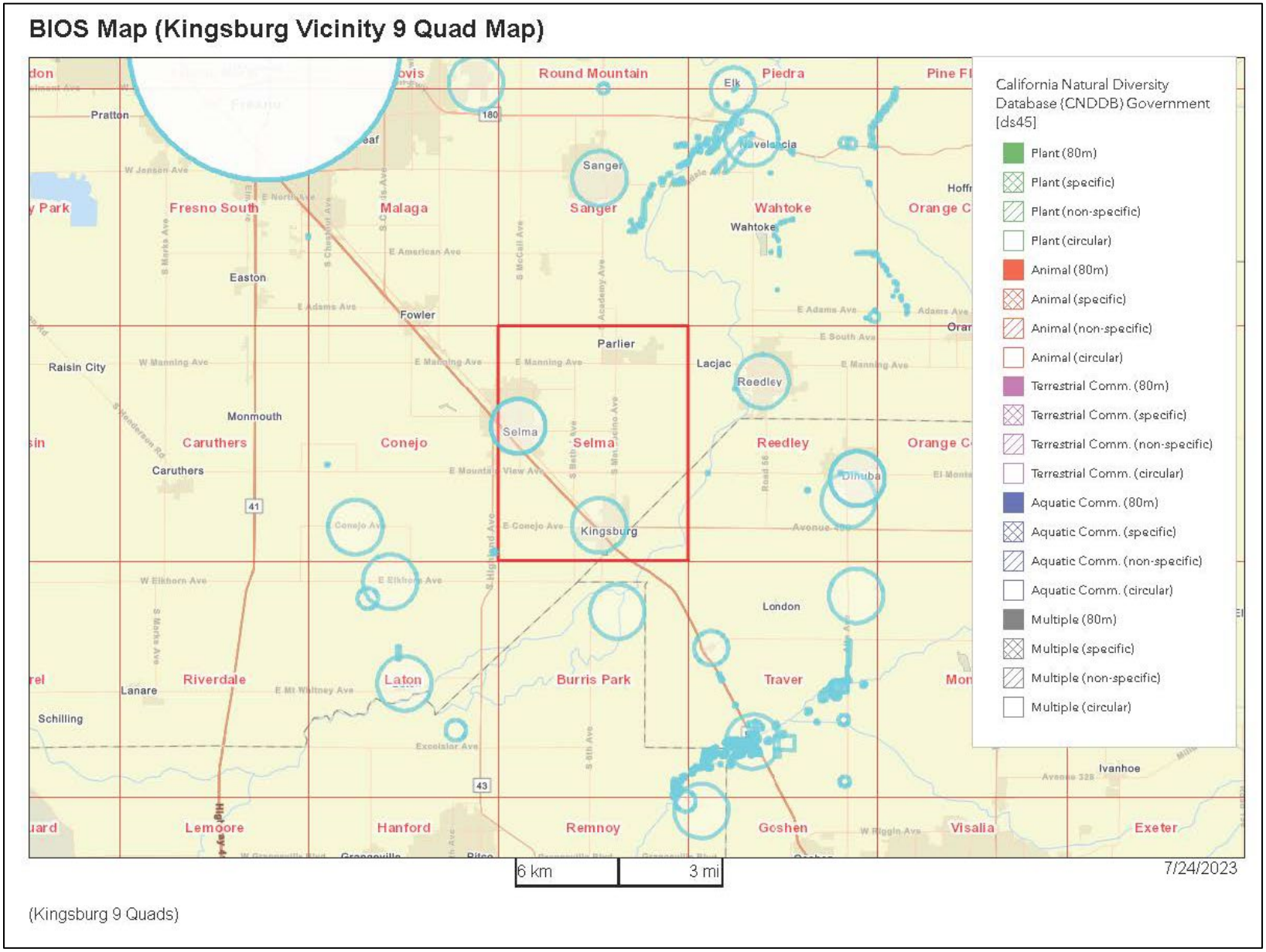


Figure B. Updated Project Location

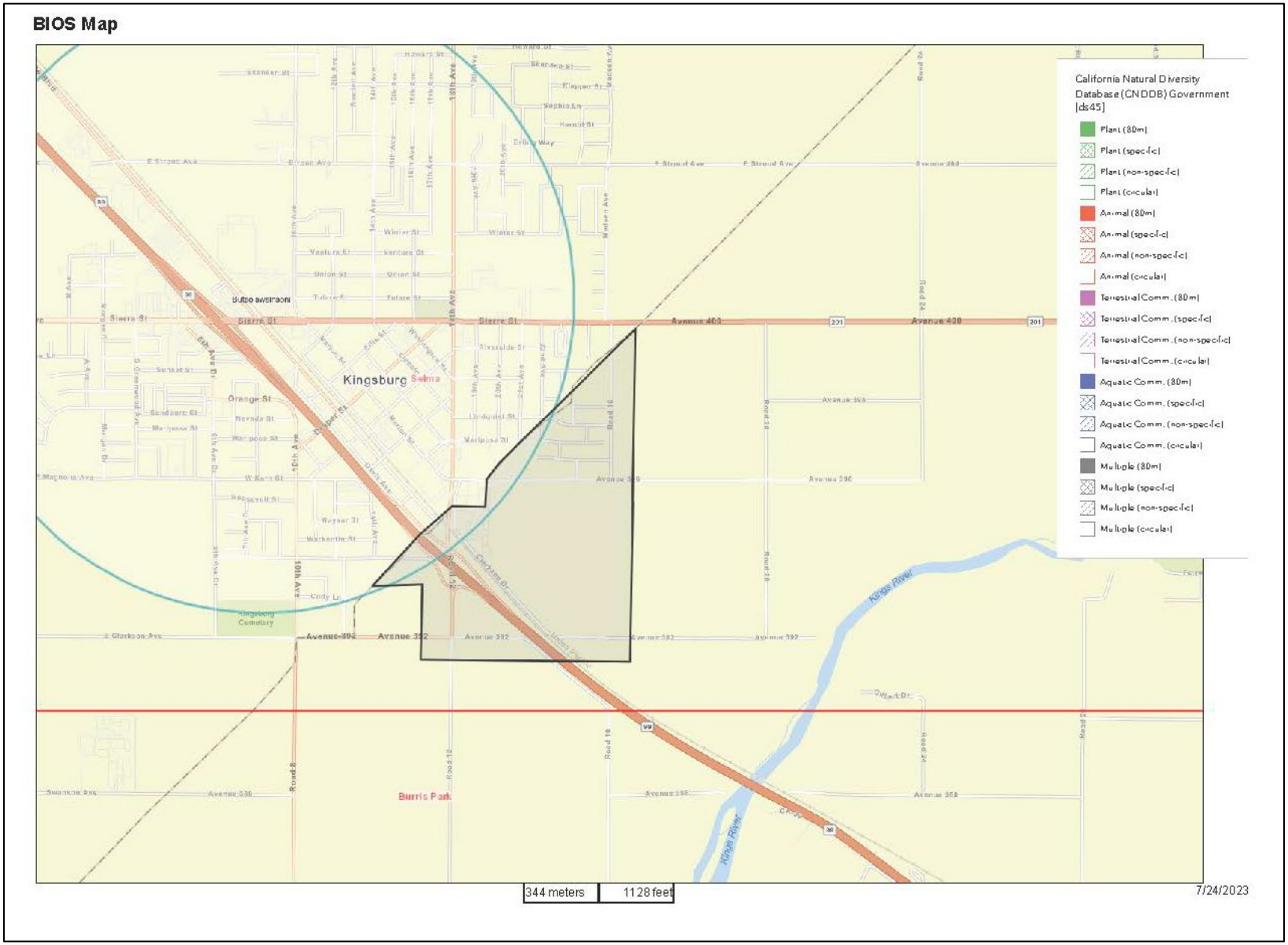


Figure C. Updated CNDDB Species List (9-Quad)

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Selma (3611955) OR Malaga (3611966) OR Sanger (3611965) OR Wahtoke (3611964) OR Conejo (3611956) OR Reedley (3611954) OR Laton (3611946) OR Burris Park (3611945) OR Traver (3611944))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Ambystoma californiense pop. 1 California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
Anniella pulchra Northern California legless lizard	ARACC01020	None	None	G3	S2S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S2	SSC
Atriplex cordulata var. erecticaulis Earlimart orache	PDCHE042V0	None	None	G3T1	S1	1B.2
Atriplex depressa brittlescale	PDCHE042L0	None	None	G2	S2	1B.2
Atriplex minuscula lesser saltscale	PDCHE042M0	None	None	G2	S2	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
Bombus morrisoni Morrison bumble bee	IIHYM24460	None	None	G3	S1S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
Carex comosa bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
Caulanthus californicus California jewelflower	PDBRA31010	Endangered	Endangered	G1	S1	1B.1
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
Efferia antiochi Antioch efferian robberfly	IIDIP07010	None	None	G1G2	S1S2	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eryngium spinosepalum spiny-sepaled button-celery	PDAPI0Z0Y0	None	None	G2	S2	1B.2

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Report Printed on Monday, July 24, 2023 — **Information Expires 1/1/2024**

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Great Valley Mixed Riparian Forest Great Valley Mixed Riparian Forest	CTT61420CA	None	None	G2	S2.2	
Helianthus winteri Winter's sunflower	PDAST4N260	None	None	G2?	S2?	1B.2
Imperata brevifolia California satintail	PMPOA3D020	None	None	G3	S3	2B.1
Lanius ludovicianus loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
Lasiurus cinereus hoary bat	AMACC05032	None	None	G3G4	S4	
Lasthenia chrysantha alkali-sink goldfields	PDAST5L030	None	None	G2	S2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S3	
Leptosiphon serrulatus Madera leptosiphon	PDPLM09130	None	None	G3	S3	1B.2
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Lytta molesta molestan blister beetle	IICOL4C030	None	None	G2	S2	
Metapogon hurdi Hurd's metapogon robberfly	IIDIP08010	None	None	G1G2	S1S2	
Northern Claypan Vernal Pool Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
Orcuttia inaequalis San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G4	S4	SSC
Pseudobahia peirsonii San Joaquin adobe sunburst	PDAST7P030	Threatened	Endangered	G1	S1	1B.1
Puccinellia simplex California alkali grass	PMPOA53110	None	None	G2	S2	1B.2
Rana boylii pop. 5 foothill yellow-legged frog - south Sierra DPS	AAABH01055	Proposed Endangered	Endangered	G3T2	S2	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3S4	SSC
Tuctoria greenei Greene's tuctoria	PMPOA6N010	Endangered	Rare	G1	S1	1B.1

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Valley Sacaton Grassland	CTT42120CA	None	None	G1	S1.1	
Valley Sacaton Grassland						
Vulpes macrotis mutica	AMAJA03041	Endangered	Threatened	G4T2	S3	
San Joaquin kit fox						

Record Count: 42

Figure D. Updated USFW National Wetland Inventory Map

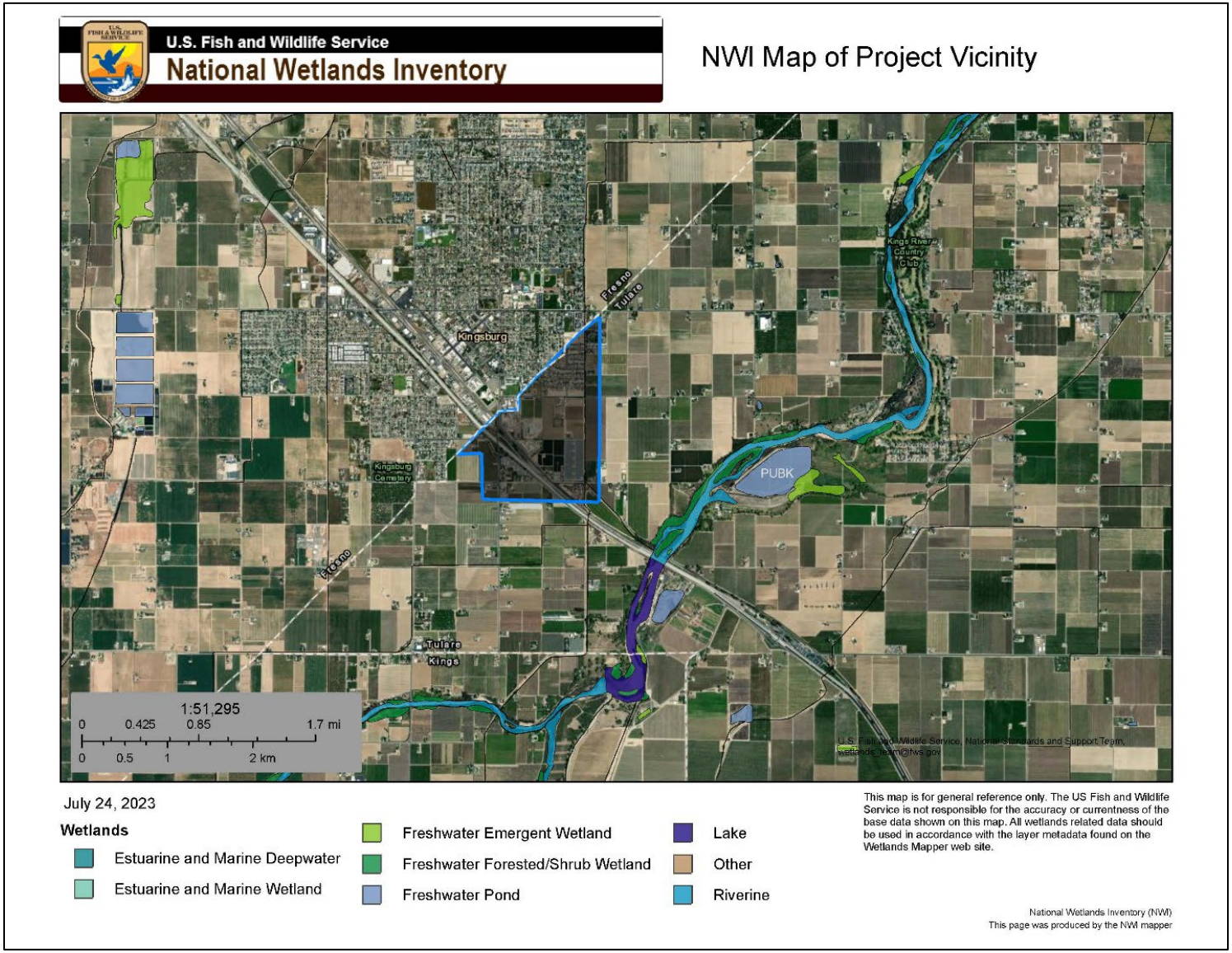
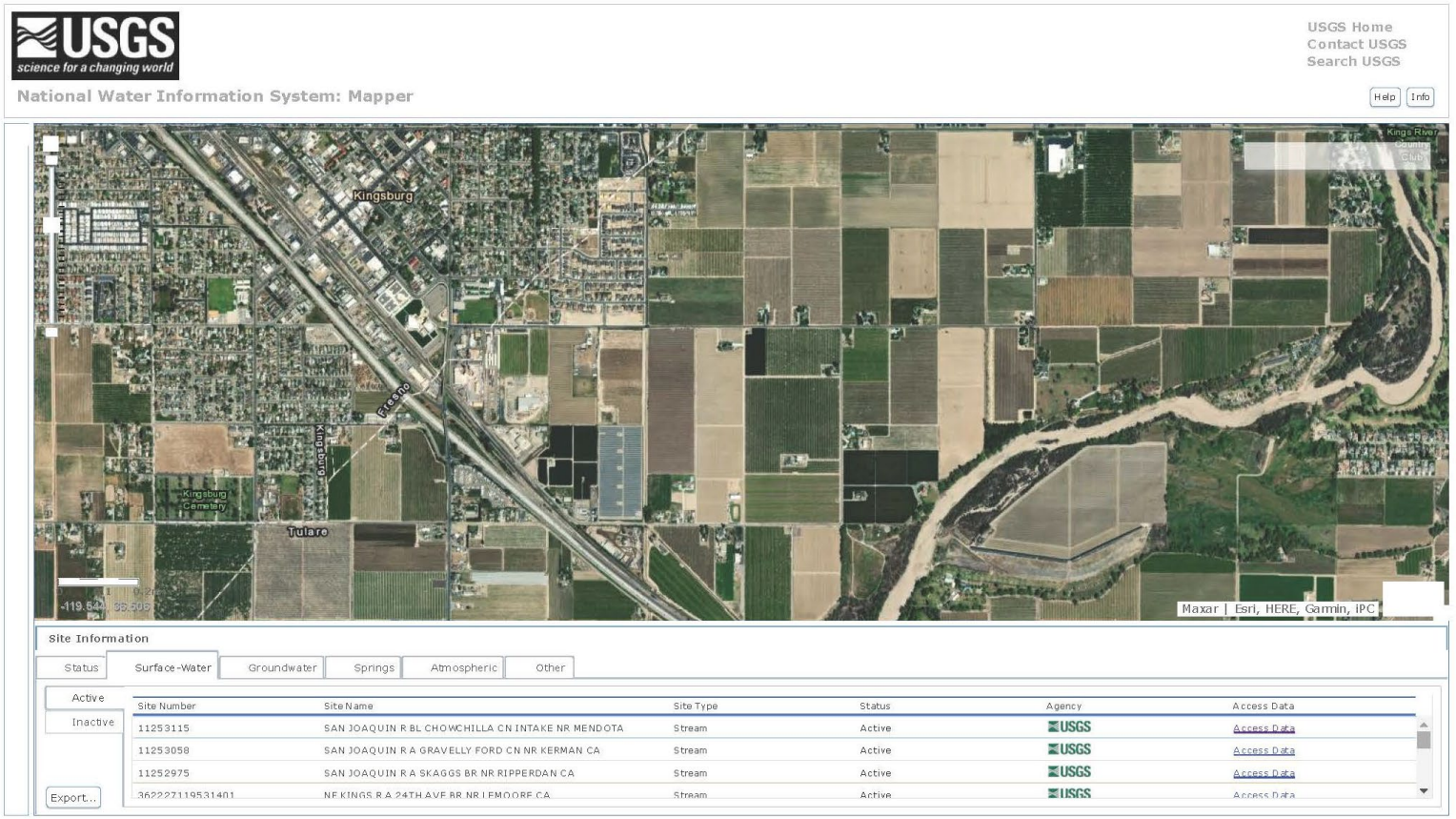


Figure E. Updated Project Vicinity Species List

(Species recorded within one (1) mile of Project site)

OBJECTID	Scientific_Name	Common_Name	Element_Code	Occ_Number	MAPINDX	ECNDX	Key_Quad_Code	Key_Quad_Name	Key_County_Code	Accuracy	Presence	Occ_Type	Occ_Rank	Sensitive	Site_Date	Elm_Date	Owner_Management	Federal_Status	State_Status	Global_Rank	State_Rank	Rare_Plant_Rank	CDFW_Status	Other_Status	Symbology	Taxon_Group	GlobalID
01304	Buteo swainsoni	Swainson's hawk	ABNKC19070	2666	90284	91207	3611955	Selma	FRE	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19260404	19260404	UNKNOWN	None	Threatened	G5	S4			BLM_S; IUCN_LC	204	Birds	{ba4c283-6666-4a82-88e4-662d0dbc5e2a

Figure F. Updated USGS National Water Information System Map



ATTACHMENT 1

Biological Resources Evaluation
Tulare County Resource Management Agency, February 2023

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
FAX (559) 615-3002

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

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

SUPPLEMENTAL TECHNICAL MEMORANDUM
BIOLOGICAL SPECIES EVALUATION

DATE: February1, 2023

TO: Hector Guerra, Chief Environmental Planner

FROM: Jessica Willis, Planner IV

SUBJECT: Biological Resources Evaluation for Kingsburg Community Plan Update (GPA 20-001)

SUPPLEMENT TO PREVIOUSLY PREPARED BIOLOGICAL EVALUATION

This memorandum is supplemental to the previously prepared biological evaluation for an Environmental Impact Report for Summerlyn Development Project (also formerly Hash Farms and Andersen Village); adopted/certified by the Tulare County Board of Supervisors on June 26, 2018, via Resolution No. 2018-0480.). The Reconnaissance-Level Biological Evaluation (BE) prepared by Kamansky's Ecological Consulting and included in Appendix "B" of the environmental impact report is incorporated by reference in its entirety.

PROJECT DESCRIPTION & LOCATION

The Draft 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed, generally triangular-shaped, CACUDB boundary includes an assessment of potential project impacts from the proposed land use changes, southwest of the Fresno County/Tulare County boundary, along Road 16 on the east (generally south of State Route 201 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in figure B. The Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Daft 2022 Kingsburg Area Community Plan components are described later in this section and will be consistent with the Tulare County General Plan 2030 Update

USGS 7.5-minute Quadrangle): Selma (see Figure A)

Surrounding Quadrangles: Malaga, Sanger, Wahtoke, Conejo, Selma, Reedley, Laton, Burris Park, Traver (see Figure A)

BIOLOGICAL RESOURCES DATABASE SEARCH

The most recent California Department of Fish and Wildlife's California Natural Diversity Database (CNDDB), RareFind 5 and Biogeographic Information and Observation System (BIOS) mapping applications were accessed on January 10, 2023.[1]

Based on the most recent information in the CNDDB and BIOS, there are 42 special status species and no natural communities recorded within the 9-quadrangle Project area (see Figure C). These species include: 20 plant species; three (3) invertebrate species; seven (7) insect species; four (4) amphibian species, four (4) reptile species; nine (9) bird species; and seven (7) mammal species.

The CNDDB and BIOS indicated that there is 1 (one) special status species and no natural communities recorded within the Selma Quad quadrangle (see Figure B). These species include: no plant species; no amphibian species, no reptile species; one (1) bird species; and no mammal species.

The results from the CNDDB and BIOS also indicated that there are two (2) special status species recorded within two (2) miles of the Project site (see Figure F). These species include: one (1) Amphibian species; and one (1) bird species. These species are identified as: *Ambystoma californiense* (California tiger salamander - central California DPS), and the *Buteo swainsoni* Swainson's hawk) (see Figure F). However, only one (1) special status species, the Swainson's hawk, has been recorded within the Project site and adjacent parcels (see Figure B).

As noted earlier, the previously BE prepared by Kamansky's Ecological Consulting, including mitigation measures, is incorporated by reference. As only one special status species (California Tiger Salamander) was identified within the proposed Project area, the following mitigations measure will be implemented to ensure the proposed Project will have a less than significant impact on this special status species.

California Tiger Salamander

BIO-1: **(Pre-construction Survey)** Mitigation Measure 3.3.1a (Preconstruction Surveys). Within 14 days prior to the start of construction, a qualified biologist will conduct a survey for rodent burrows that could potentially be used by aestivating CTS and be impacted by the project. The survey area will encompass all portions of the project site that adjoin grassland habitats, and surrounding lands within 50 feet, where accessible. All suitable burrows will be marked in the field and/or mapped.

BIO-2 (**Avoidance)** of Potential Aestivation Burrows). Where the project site is directly adjacent to grassland habitat, project activities will be confined to the pavement to the extent feasible. Where ground-disturbing activities in these areas must occur outside of pavement, potential CTS aestivation burrows in grassland edges will be avoided by a minimum distance of 50 feet, as practicable.

[1] California Department of Fish and Wildlife. Biogeographic Information and Observation System (BIOS). Beta BIOS 6 Viewers/BIOS 5 Viewers/ Timberland Resources (BIOS5)/California Habitat Connectivity Projects (BIOS 5). https://wildlife.ca.gov/Data/BIOS.

BIO-3 (**Construction Timing)** If feasible, the project will be constructed entirely during the non-rainy season, when CTS are less likely to be traveling overland. Construction will be initiated after the vernal pools of the SCER have dried and concluded before the first significant fall rains.

BIO-4 (**Exclusion Fencing**). An exclusion fence will be installed around any portion of the project site in which work is to occur after the first significant fall rains. The fence will be designed to exclude, to the maximum extent possible, all rodent burrows located in portions of the project site that adjoin annual grassland habitat. Where such burrows cannot be fully excluded, one-way escape ramps will be constructed at regular intervals along the fence interior, allowing CTS to leave, but not reenter, the project site. Fence installation will be continuously monitored by a qualified biologist.

BIO-5 **(Biological Monitoring**). If construction is to occur during the rainy season, a qualified biologist will monitor any open trenches or other excavations on the project site a minimum of once per day, and will monitor the exclusion fence a minimum of once per week.

BIO-6 (**Environmental Awareness Training**). Prior to the start of construction, a qualified biologist will provide training on the CTS to all construction personnel. This training will include a description of the CTS and its habitat needs; a report of the occurrence of the species in the project vicinity; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to CTS during project implementation. Attendance will be documented on a sign-in sheet. Attendees will be provided a handout that summarizes all of the training information. The applicant will use this handout to train any construction personnel that were not in attendance at the first meeting, prior to those personnel starting work on the site.

Implementation of the above measures will reduce the potential for project-related impacts to the CTS to a less than significant level.

JURISDICTIONAL WATERS

Based on the information in the National Water Information System: Mapper (NWIS), there are waterways located along the southern boundary of the Project site, approximately one (1) mile south and one (1) mile east of the proposed project site (see Figure B). Based on the National Water information System: Mapper, this river are jurisdictional waters of the State (see Figure G); these canals are adjacent to the site and jurisdictional waters are absent from the site itself

The most recent United States Geological Survey (USGS) National Water Information System (NWIS) and United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping applications were accessed on January 23, 2023. Based on the information provided by the NWIS and NWI, jurisdictional waters of the United States, specifically the Bishop Canal in District Valley – Consolidated Irrigation District (CID), is located within the Project site (see figure D and E). With the nearest jurisdictional bodies of water (the Kings River) approximately 1 mile south and approximately 0.5 miles directly east of the Project site (see Figure D) according to NWI. Therefore, the following mitigations measures will be implemented/required to reduce potential impacts on biological species, riparian habitats, and other protected wetlands to less than significant.

Future projects will be evaluated on a project-by-project bases as they are identified. Best management practices, including compliance with all applicable Regional Water Quality Control Board requirements, which includes a storm water pollution prevention plan (SWPPP), will be required during construction activities. A grading and drainage plan will be submitted and approved by the Tulare County RMA Engineering Branch. However, to ensure that potential jurisdictional waters are not adversely impacted by future development within the proposed UDB, the following mitigation measure will be required for projects located adjacent to the waterways and ponds identified in the NWIS and NWI. Therefore, the Project will not result in significant impact to any riparian habitats or other protected wetlands.

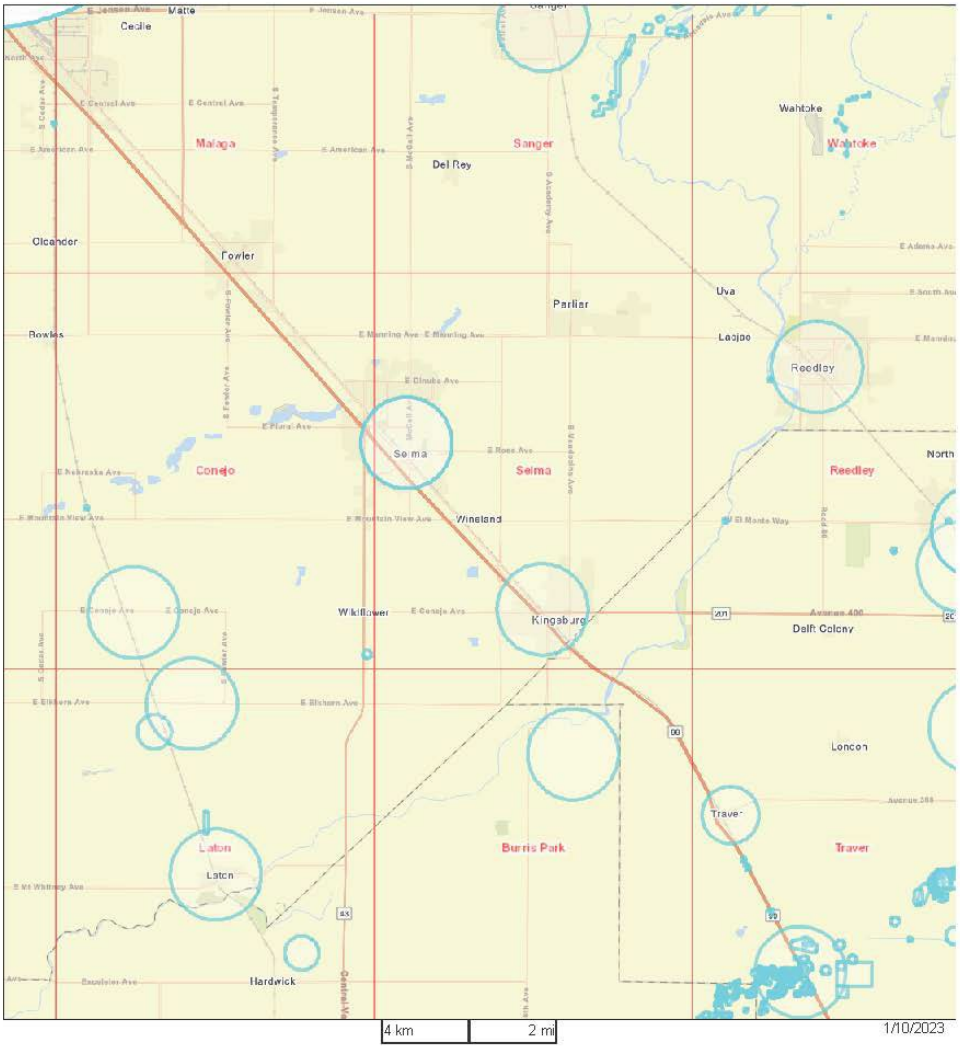
SUMMARY AND CONCLUSION

In regard to this supplement, one (1) special status species has been recorded within the Project site and the immediate vicinity (i.e., the parcels adjacent to the site); two (2) special status species have been recorded within two (2) miles of the Project site. The only additional special status species is the California tiger salamander. As such, Mitigation Measures BIO-1 and BIO-6 , which require pre-construction surveys animal species, will be implemented prior to the onset of project-related activities. If no special status species are identified within the Project site during pre-construction surveys, no further action would be required; however, in the event that special status species are identified, Mitigation Measures BIO-2 through BIO-6 would be implemented as appropriate and in consultation with the CDFW and/or USFWS. With implementation of Mitigation Measures BIO-1 through BIO-6, impacts to special status plant and animal species will be less than significant.

No riparian habitats or other protected wetlands are located within the Project site. With implementation of a condition of approval requiring compliance with applicable RWQCB requirements, including best management practices and submittal of a SWPPP, and submittal of a grading and drainage plan to the Tulare County RMA Engineering Branch, impacts to adjacent and nearby wetlands will be Less Than Significant

Figure A. Updated Nine Quadrant and Kingsburg Vicinity Map

BIOS Map (Kingsburg Vicinity Map)



(ENTER MAP CAPTION OR YOUR DESCRIPTION HERE)

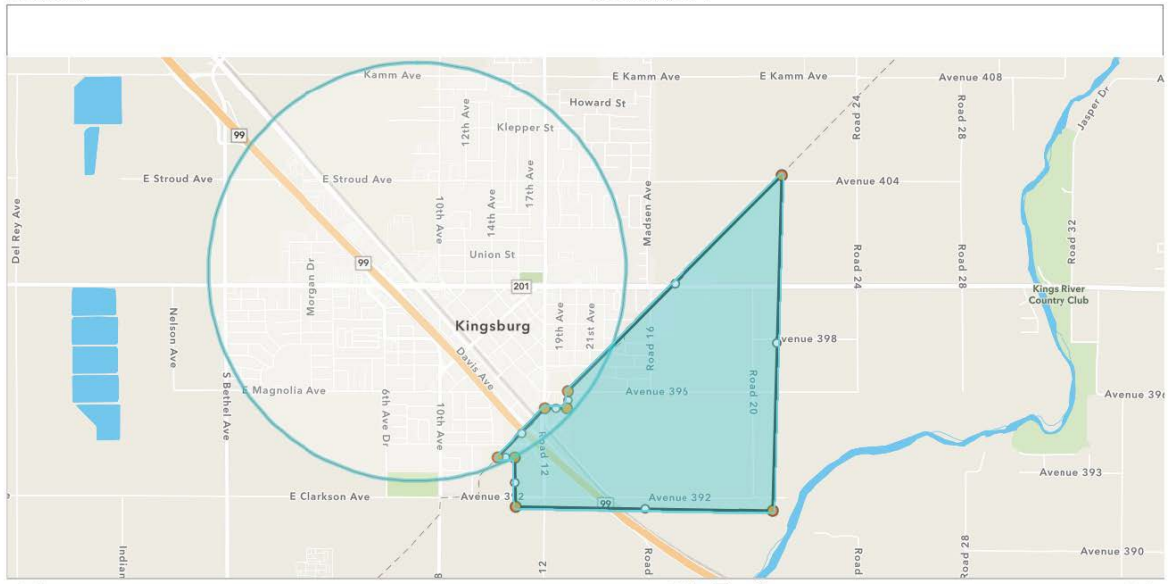
Map Legend

GeoReference

24K Quads (New)

Figure B. Updated Project Location

1/23/23, 1:29 PM BIOS Viewer@CDFW



California Natural Diversity Database (CNDDB) Government [ds45] *(1 features)*

	ZoomTo	Scientific_Name	Common_Name	Element_Code	Occ_Number	MAPNDX	EONDX	Key_Quad_Code ▲	Key_Quad_Name	Key_County_Code	Accuracy	Presence	
1	61397	Buteo swainsoni	Swainson's hawk	ABNKC19070	2506	90264	91297	3811955	Selma	FRE	1 mile	Presumed Extant	N: oc

https://apps.wildlife.ca.gov/bios6/?al=ds45 1/1

Figure C. Updated CNDDB Species List (9-Quad)

Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database

Query Criteria: Quad IS (Traver (3611944) OR Burris Park (3611945) OR Laton (3611946) OR Reedley (3611954) OR Selma (3611955) OR Conejo (3611956) OR Wahtoke (3611964) OR Sanger (3611965) OR Malaga (3611966))

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Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex cordulata var. erecticaulis Earlimart orache	PDCHE042V0	None	None	G3T1	S1	1B.2
Atriplex depressa brittlescale	PDCHE042L0	None	None	G2	S2	1B.2
Atriplex minuscula lesser saltscale	PDCHE042M0	None	None	G2	S2	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
Bombus morrisoni Morrison bumble bee	IIHYM24460	None	None	G3	S1S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
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Carex comosa bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
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Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2T3	S3	
Efferia antiochi Antioch efferian robberfly	IIDIP07010	None	None	G1G2	S1S2	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eryngium spinosepalum spiny-sepaled button-celery	PDAPI0Z0Y0	None	None	G2	S2	1B.2

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Report Printed on Tuesday, January 10, 2023 — **Information Expires 7/1/2023**

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Great Valley Mixed Riparian Forest Great Valley Mixed Riparian Forest	CTT61420CA	None	None	G2	S2.2	
Helianthus winteri Winter's sunflower	PDAST4N260	None	None	G2?	S2?	1B.2
Imperata brevifolia California satintail	PMPOA3D020	None	None	G3	S3	2B.1
Lanius ludovicianus loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
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Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3	
Leptosiphon serrulatus Madera leptosiphon	PDPLM09130	None	None	G3	S3	1B.2
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
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Metapogon hurdi Hurd's metapogon robberfly	IIDIP08010	None	None	G1G2	S1S2	
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Orcuttia inaequalis San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S4	SSC
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Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3S4	SSC
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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Valley Sacaton Grassland	CTT42120CA	None	None	G1	S1.1	
Valley Sacaton Grassland						
Vulpes macrotis mutica	AMAJA03041	Endangered	Threatened	G4T2	S2	
San Joaquin kit fox						

Record Count: 42

Government Version -- Dated January, 1 2023 -- Biogeographic Data Branch

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Information Expires 7/1/2023

Figure D. Updated USFW National Wetland Inventory Map

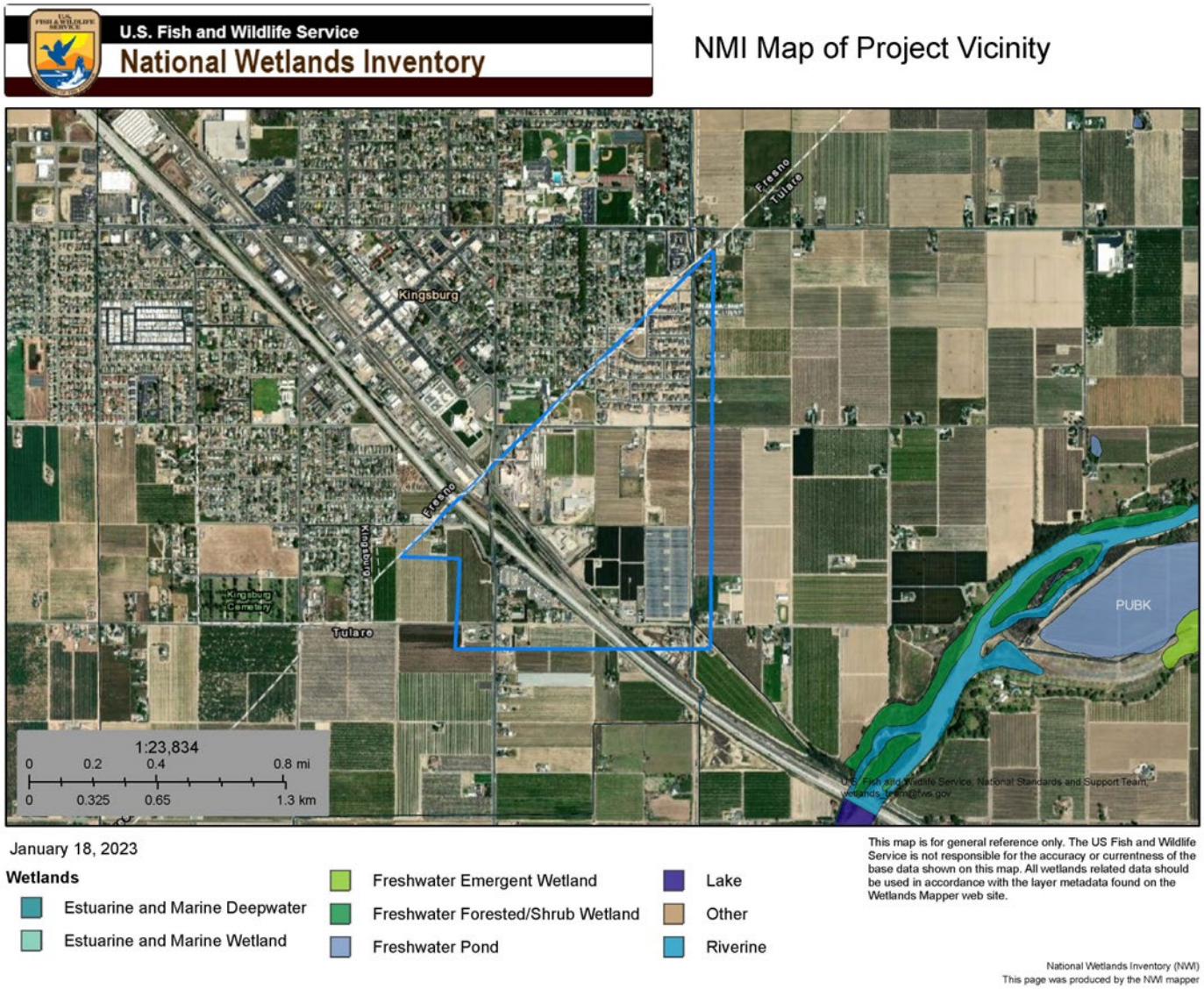


Figure E. Updated ArcGIS data

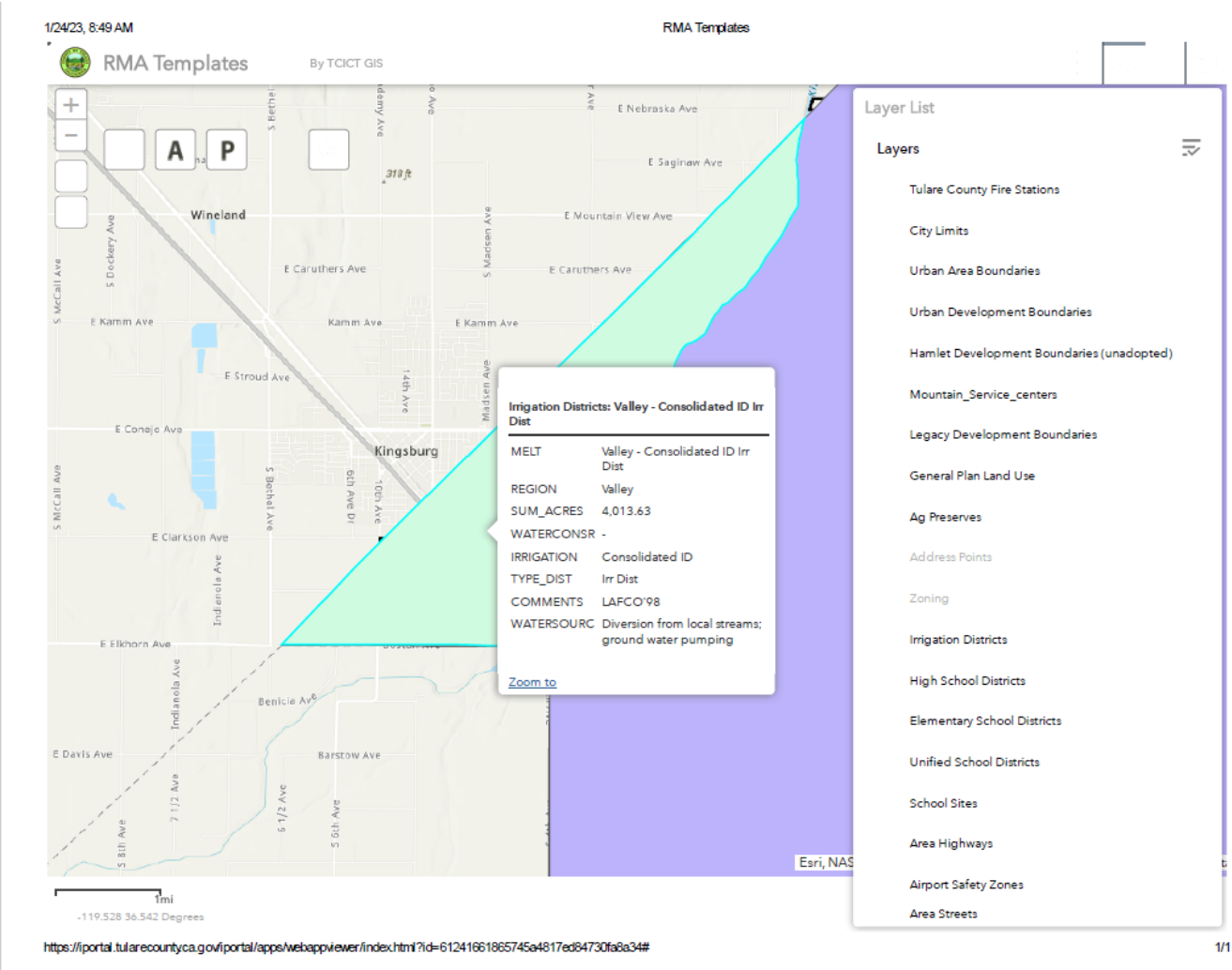
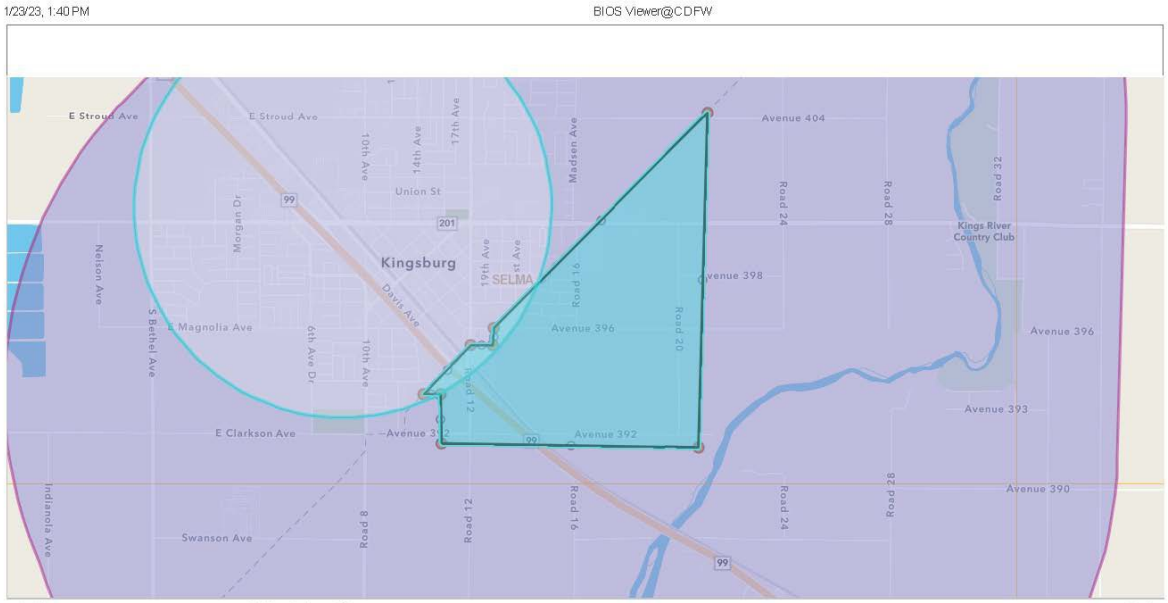


Figure F. Updated Project Vicinity Species List

(Species recorded within two (2) miles of Project site)



24K Quads *(2 features)*

	ZoomTo	Scientific_Name	Common_Name	Element_Code	Occ_Number	MAPNDX	EONDX	Key_Quad_Code	Key_Quad_Name	Key_County_Code	Accuracy	Presence	Oc
1	8797	Ambystoma californiense pop. 1	California tiger salamander - central California DPS	AAAAA01181	503	46426	46426	3611945	Burris Park	KNG	1 mile	Extirpated	Natu occu
2	61397	Buteo swainsoni	Swainson's hawk	ABNKC19070	2506	90264	91297	3611955	Selma	FRE	1 mile	Presumed Extant	Natu occu

https://apps.wildlife.ca.gov/bios6/?al=ds45 1/1

Figure G. Updated USGS National Water Information System Map

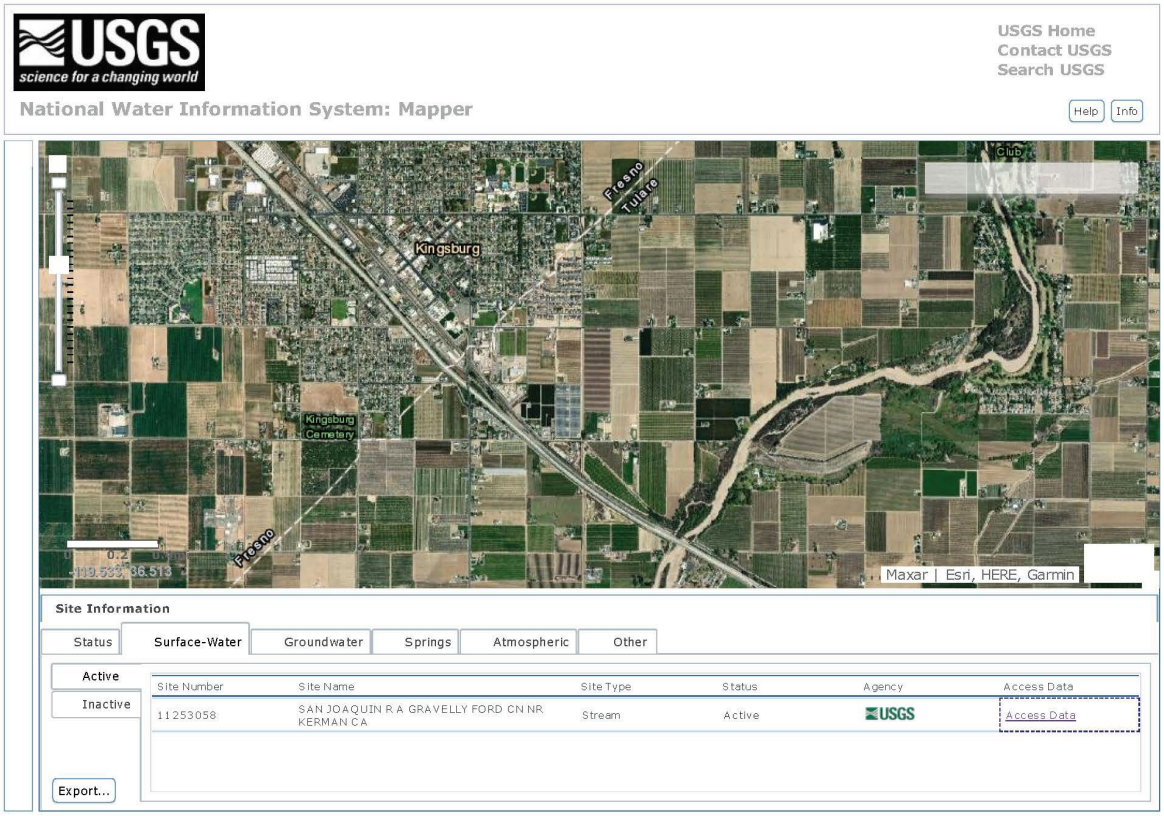
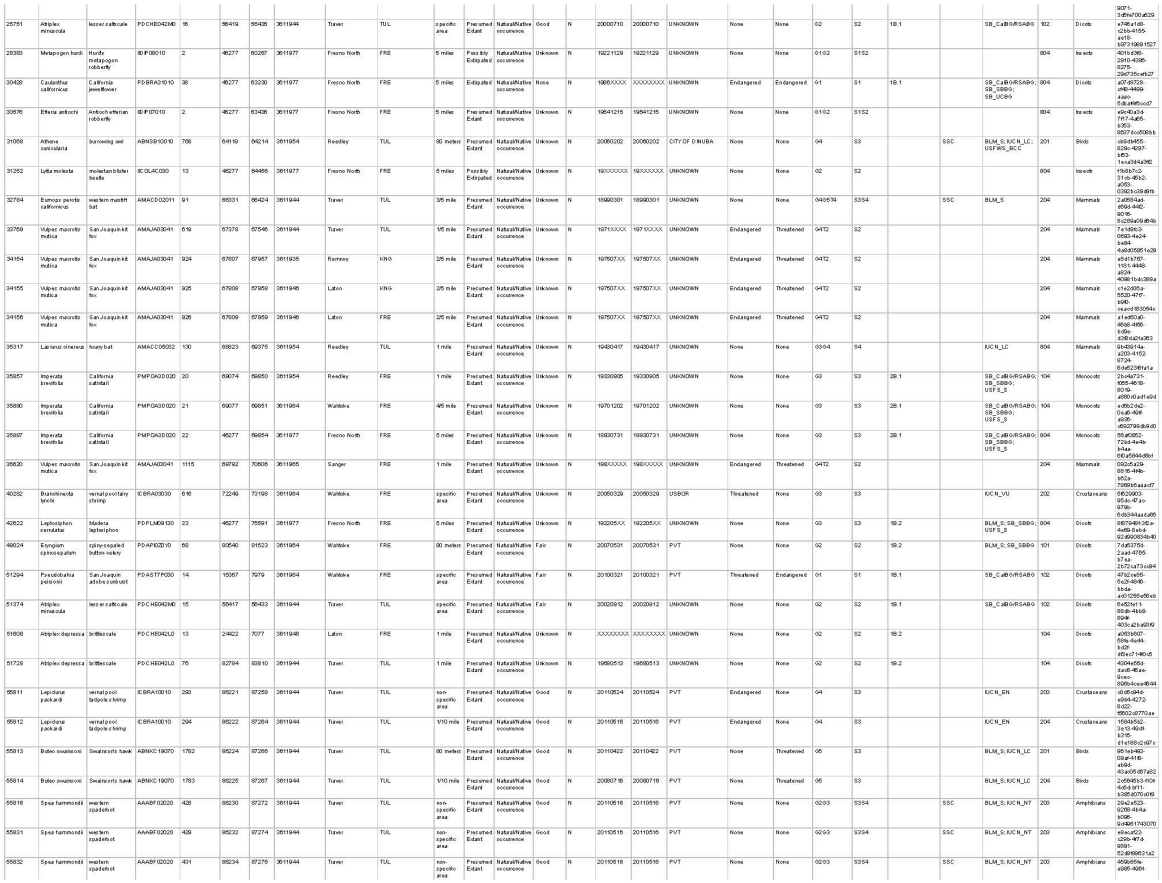


Figure H. Updated CNDDB SUMMARY TABLE (9 Quad)

OBJECTID	Scientific_Name	Common_Name	Element_Code	Occ_Number	MAPINDX	EORDX	Key_Quad_Code	Key_Quad_Name	Key_County_Code	Accuracy	Presence	Occ_Type	Occ_Rank	Sensitive	Site_Date	Elm_Date	Owner_Management	Federal_Status	State_Status	Global_Rank	State_Rank	Rare_Plant_Rank	CDFW_Status	Other_Status	Symbology	Taxon_Group	GlobalID
1160	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	113	32752	16594	3611944	Tulare	TUL	specific area	Presumed Extant	Natural/Native occurrence	Good	N	19930109	19930109	PVT	Threatened	None	G3	S3			IUCN_VU	202	Crustaceans	4501d514-0a1c-415c-9d12-cd079ea6a154
1168	Emys marmorata	western pond turtle	ARAAD02030	24	32783	17468	3611963	Orange Cove North	FRE	Presumed Extant	Natural/Native occurrence	Unknown	XXXXXXXX	XXXXXXXX	UNKNOWN	None	None	G3G4	S3			SSC	BLM_S:IUCN_VU; USFS_S	202	Reptiles	4f2b4c48-904a-4234-a3a7-3903a96b4e4
2295	Tadarida greenei	Greene's tadarida	PMPDA09010	17	15121	22351	3611975	Round Mountain	FRE	1/5 mile	Extirpated	Natural/Native occurrence	None	N	19870501	19540510	UNKNOWN	Endangered	Rare	G1	S1	1B.1			104	Mammals	67b5f1da-961d-46fe-838b-f0b1d054e8b9
2304	Orcuttia inaequalis	San Joaquin Valley Orcutt grass	PMPOA04090	20	15429	22307	3611964	Wahtake	FRE	1/5 mile	Extirpated	Natural/Native occurrence	None	N	19870501	19380XXX	UNKNOWN	Threatened	Endangered	G1	S1	1B.1			104	Monocots	d9e4fcb5-a524-4083-81c9-af6f053fa1a4
2402	Pseudobahia peirsonii	San Joaquin adobe sunburst	PDAST7P030	13	22855	21673	3611954	Reedley	TUL	1 mile	Extirpated	Natural/Native occurrence	None	N	19900408	19270411	PVT	Threatened	Endangered	G1	S1	1B.1		SB_CalBG/RSABG	104	Dicots	909bdf3b-7044-4a9a-bd95-9a3334b3093e
3963	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	87	14044	25589	3611978	Clovis	FRE	1 mile	Extirpated	Natural/Native occurrence	None	N	19020710	19020710	PVT	Threatened	Endangered	G5T2T3	S1			BLM_S:NABCI_RWL; USFS_S	204	Birds	67cccba1-4622-40cc-9f4c-462c601bf295
5141	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	70	33007	4066	3611955	Sanger	FRE	80 meters	Presumed Extant	Natural/Native occurrence	Excellent	N	19910501	19910501	PVT	Threatened	None	G3T2T3	S3				201	Insects	8734288a-098a-4b8b-b955-10424b9556b5
5142	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	69	33009	4065	3611954	Reedley	FRE	80 meters	Presumed Extant	Natural/Native occurrence	Good	N	19910501	19910501	PVT	Threatened	None	G3T2T3	S3				201	Insects	6d7a2087-5bb3-44c1-b709-1f414d59e0d4
5630	Valley Sacaton Grassland	Valley Sacaton Grassland	CTTN2120CA	12	15270	8665	3611934	Orosheni	KNG	1 mile	Presumed Extant	Natural/Native occurrence	Poor	N	19850312	19850312	PVT	None	None	G1	S1.1				304	Herbaceous	1016cb58-a6ba-4ec1-a38c-bf5e1f295e947
6391	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	166	39531	34533	3611954	Wahtake	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	19900XXX	19900XXX	UNKNOWN	Threatened	None	G3T2T3	S3				202	Insects	4858ad0b-6b9d-4116-b332-1f4804fa0021
6392	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	167	39533	34535	3611955	Sanger	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	19980418	19980418	UNKNOWN	Threatened	None	G3T2T3	S3				202	Insects	00b46558-12a9-4794-aa84-9557f8240d30
6393	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	168	39534	34536	3611955	Sanger	FRE	80 meters	Presumed Extant	Natural/Native occurrence	Unknown	N	19900501	19900501	UNKNOWN	Threatened	None	G3T2T3	S3				201	Insects	45df02a6-9d87-4a99-9be6-92451b167d68
6640	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	69	33008	4064	3611954	Wahtake	FRE	specific area	Presumed Extant	Natural/Native occurrence	Fair	N	19980416	19980416	PVT	Threatened	None	G3T2T3	S3				202	Insects	63736c6e-6e17-4ef1-afc1-1095174f4f26
6641	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	178	40240	35242	3611955	Sanger	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	19980416	19980416	UNKNOWN	Threatened	None	G3T2T3	S3				202	Insects	1a581d66-d924-4e94-87a78-a4671595f1f0
6642	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	179	40241	35243	3611955	Sanger	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	19980416	19980416	UNKNOWN	Threatened	None	G3T2T3	S3				202	Insects	84ae52c2-5daa-427c-a985-d572a0a98608
6643	Dermacentor californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	180	40242	35244	3611955	Sanger	FRE	80 meters	Presumed Extant	Natural/Native occurrence	Unknown	N	19980416	19980416	UNKNOWN	Threatened	None	G3T2T3	S3				201	Insects	6e3b006f-4485-4684-a2c6-3442a242a2e6
6702	Lepidurus packardi	vernal pool tadpole shrimp	IBBRA10010	129	40295	35402	3611944	Tulare	TUL	1/10 mile	Presumed Extant	Natural/Native occurrence	Fair	N	19980410	19980410	PVT	Endangered	None	G4	S3			IUCN_EN	204	Crustaceans	90a9237a-d93a-421d-b7d1-0d6e45d477c
7953	Rideo swalesoli	Swainson's hawk	ABNKC19070	629	40431	40431	3611956	Conejo	FRE	1/10 mile	Presumed Extant	Natural/Native occurrence	Poor	N	20000710	20000710	PVT	None	Threatened	G5	S3			BLM_S:IUCN_LC	204	Birds	3d8f4a40-f82a-47ad-9cba-a1d7570062
8797	Ambystoma californiense pop. 1	California tiger salamander - central California DPS	AAAAA01181	503	48426	48426	3611945	Buena Park	KNG	1 mile	Extirpated	Natural/Native occurrence	None	N	XXXXXXXX	XXXXXXXX	UNKNOWN	Threatened	Threatened	G2G3T3	S3		WL	IUCN_VU	204	Amphibians	63f7336f-8a74-47f6-b7a4-e54b34dcb93
11402	Great Valley Mixed Riparian Forest	Great Valley Mixed Riparian Forest	CTTR14200CA	39	15293	15830	3611954	Wahtake	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	19810806	19810806	PVT	None	None	G2	S2.2				302	Riparian	17d0f454-b22b-4b5a-b875-27b9227fc1ab
11403	Great Valley Mixed Riparian Forest	Great Valley Mixed Riparian Forest	CTTR14200CA	38	15312	15831	3611954	Wahtake	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	19810806	19810806	PVT	None	None	G2	S2.2				302	Riparian	be5a5d4a-5b8b-4100-909a-89388ca40538
15506	Ambystoma californiense pop. 1	California tiger salamander - central California DPS	AAAAA01181	97	25696	5485	3611954	Wahtake	FRE	1/5 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19910417	19910417	UNKNOWN	Threatened	Threatened	G2G3T3	S3		WL	IUCN_VU	204	Amphibians	23a4f065-95c6-4be4-82fe-12fce7d7159a
15721	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	110	32735	17465	3611944	Tulare	TUL	80 meters	Presumed Extant	Natural/Native occurrence	Unknown	N	19920222	19920222	PVTSHARRELL	Threatened	None	G3	S3			IUCN_VU	201	Crustaceans	d0f05c34-754c-4652-928b-2521372042f2
15765	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	11	33051	3692	3611954	Wahtake	FRE	1/5 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19940328	19940328	UNKNOWN	Threatened	None	G3	S3			IUCN_VU	204	Crustaceans	cd140eb-0d44-4f16-ab9-d5516faca725
16257	Northern Claypan Vernal Pool	Northern Claypan Vernal Pool	CTTN4120CA	10	15328	26434	3611944	Tulare	TUL	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19830XXX	19830XXX	UNKNOWN	None	None	G1	S1.1				304	Herbaceous	634a04fe-9f90-42fe-b1ab-3336ba5c6525
17140	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	165	39525	34527	3611954	Wahtake	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	19900XXX	19900XXX	PVT	Threatened	None	G3T2T3	S3				202	Insects	bcaec0b7-0f4f-4675-8509-3038044fc4b2
17468	Athene cunicularia	burrowing owl	ABNSB10010	310	40396	35403	3611944	Tulare	TUL	non-specific area	Presumed Extant	Natural/Native occurrence	Fair	N	19980410	19980410	PVT	None	None	G4	S3		SSC	BLM_S:IUCN_LC; USFWS_BCC	200	Birds	78e572ce-ff66-4909-94f6-631c5ea4b991
19063	Ambystoma californiense pop. 1	California tiger salamander - central California DPS	AAAAA01181	431	44880	44880	3611945	Buena Park	KNG	80 meters	Presumed Extant	Natural/Native occurrence	Fair	N	19990301	19990301	PVT	Threatened	Threatened	G2G3T3	S3		WL	IUCN_VU	201	Amphibians	bdaab4f4-6e8f-4fa9-8553-f0d554f9b33b
19313	Ambystoma californiense pop. 1	California tiger salamander - central California DPS	AAAAA01181	478	46277	46277	3611977	Fresno North	FRE	5 miles	Extirpated	Natural/Native occurrence	None	N	19360516	19360516	UNKNOWN	Threatened	Threatened	G2G3T3	S3		WL	IUCN_VU	804	Amphibians	0a1a1e11-4601-4634-98e2-678b5c15a1ce
21536	Antrozous pallidus	pallid bat	AMACC10010	75	50366	50366	3611954	Reedley	TUL	80 meters	Presumed Extant	Natural/Native occurrence	Good	N	20011017	20011017	TUL COUNTY	None	None	G4	S3		SSC	BLM_S:IUCN_LC; USFS_S	201	Mammals	5eba03b6-38ee-4664-868b-7063fe481d92
25098	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	150	55307	55307	3611944	Tulare	TUL	1/5 mile	Presumed Extant	Natural/Native occurrence	Fair	N	20030808	20030808	UNKNOWN	Endangered	Threatened	G4T2	S2				204	Mammals	675e41e2-a10f-4716-



																											9371-3dfe700d529
25751	Atriplex minuscula	lesser saltscale	PDCHE042M0	16	56419	56435	3611946	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20000710	20000710	UNKNOWN	None	None	02	S2	1B.1		SB_CalBG/RSABG	102	Dicots	a74f3a1d5-c2bb-4155-ac1b-1973.1999.1527
28393	Metapogon hardi	Hardy metapogon robberfly	IDIF080010	2	46277	60267	3611977	Fresno North	FRE	5 miles	Possibly Extirpated	NaturalNative occurrence	Unknown	N	19221129	19221129	UNKNOWN	None	None	0102	S152				804	Insects	401b4286-2910-4086-8275-20673f0cefb27
30428	Caulanthus californicus	California jewelflower	PDBRA31010	38	46277	53230	3611977	Fresno North	FRE	5 miles	Extirpated	NaturalNative occurrence	None	N	1965XXXX	XXXXXXXX	UNKNOWN	Endangered	Endangered	G1	S1	1B.1		SB_CalBG/RSABG; SB_SBBG; SB_UCBG	804	Dicots	a0f.49728-a9b-4469-aaec-6dbaff85cc07
30676	Elfinia ambochi	Ambochelfinian robberfly	IDIF070010	2	46277	63436	3611977	Fresno North	FRE	5 miles	Presumed Extant	NaturalNative occurrence	Unknown	N	19541215	19541215	UNKNOWN	None	None	0102	S152				804	Insects	e0b42a3-47f7-4a65-b563-9f527ec606bb
31058	Athene cunicularia	burrowing owl	ABNSB10010	788	64119	64214	3611954	Reedley	TUL	80 meters	Presumed Extant	NaturalNative occurrence	Unknown	N	20060202	20060202	CITY OF DINUBA	None	None	G4	S3		SSC	BLM_S; IUCN_LC; USFWS_BCC	201	Birds	c6c04f455-928c-4097-bf63-1ece3944c3f2
31252	Lytta morkeia	molestan blister beetle	IICOL4C030	13	46277	64466	3611977	Fresno North	FRE	5 miles	Possibly Extirpated	NaturalNative occurrence	Unknown	N	19XXXXXX	19XXXXXX	UNKNOWN	None	None	02	S2				804	Insects	ffb6b7c2-31cb-4b92-a563-03921c39d6fb
32764	Eumops perotis californicus	western mastiff bat	AMACD02011	91	66331	66424	3611944	Traver	TUL	3/5 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	18990301	18990301	UNKNOWN	None	None	G4bG4	S3S4		SSC	BLM_S	204	Mammals	2a6554a4-8584-446d-9016-9c259a09df4b
33769	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	619	67379	67546	3611944	Traver	TUL	1/5 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	1971XXXX	1971XXXX	UNKNOWN	Endangered	Threatened	G4T2	S2				204	Mammals	7e1d9c3-0582-4e24-beb4-4a8d05851e29
34154	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	924	67807	67957	3611935	Reinway	KNG	2/5 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	197507XX	197507XX	UNKNOWN	Endangered	Threatened	G4T2	S2				204	Mammals	e5.d1b787-1161-9448-a924-40981bdc389a
34155	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	925	67808	67959	3611946	Laton	KNG	2/5 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	197507XX	197507XX	UNKNOWN	Endangered	Threatened	G4T2	S2				204	Mammals	c1e2d05a-5520-47cf-b9f0-eaced183054c
34156	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	926	67809	67959	3611946	Laton	FRE	2/5 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	197507XX	197507XX	UNKNOWN	Endangered	Threatened	G4T2	S2				204	Mammals	a1ed60a6-46b8-4f66-b48e-4264d1a3f63
35317	Lasiurus cinereus	hoary bat	AMACC05022	130	68823	69275	3611954	Reedley	TUL	1 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	19430417	19430417	UNKNOWN	None	None	G3G4	S4			IUCN_LC	804	Mammals	9f43914a-a203-4153-9724-6ad23d81a1a	
35857	Imperata brevifolia	California satintail	PMPOA30020	20	69074	69650	3611954	Reedley	FRE	1 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	19330905	19330905	UNKNOWN	None	None	G3	S3	2B.1		SB_CalBG/RSABG; SB_SBBG; USFS_S	104	Monocots	2b4a731-6958-4618-8019-a9804fad1e04
35880	Imperata brevifolia	California satintail	PMPOA30020	21	69077	69651	3611954	Wahtake	FRE	4/5 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	19701202	19701202	UNKNOWN	None	None	G3	S3	2B.1		SB_CalBG/RSABG; SB_SBBG; USFS_S	104	Monocots	ed8b2da2-0ca8-464f-a936-d9279b8b9d90
35897	Imperata brevifolia	California satintail	PMPOA30020	22	46277	69654	3611977	Fresno North	FRE	5 miles	Presumed Extant	NaturalNative occurrence	Unknown	N	19930731	19930731	UNKNOWN	None	None	G3	S3	2B.1		SB_CalBG/RSABG; SB_SBBG; USFS_S	804	Monocots	58af0852-72b4-4e4b-b4aa-66fa5944dfbf
36620	Vulpes macrotis mutica	San Joaquin kit fox	AMAJA03041	1115	69792	70605	3611955	Sanger	FRE	1 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	198XXXXX	198XXXXX	UNKNOWN	Endangered	Threatened	G4T2	S2				204	Mammals	092cfa29-6618-44fb-1f03-705fd5aaacd7
40282	Branchinecta lynchi	vernal pool tadpole shrimp	ICBRA03030	616	72249	73195	3611964	Wahtake	FRE	specific area	Presumed Extant	NaturalNative occurrence	Unknown	N	20050329	20050329	USBOR	Threatened	None	G3	S3			IUCN_VU	202	Crustaceans	5f520903-955a-47ac-979b-6dd344aacd66
42622	Leptosiphon xamlatus	Madera leptosiphon	PDPLM09130	23	46277	75591	3611977	Fresno North	FRE	5 miles	Presumed Extant	NaturalNative occurrence	Unknown	N	1922054XX	1922054XX	UNKNOWN	None	None	G3	S3	1B.2		BLM_S; SB_SBBG; USFS_S	804	Dicots	6870481-5f2e-4e89-81eb-62.6900f3b40
46024	Eryngium spinosepalum	spiny-sepaled button-celery	PDAPI0Z010	60	80540	91523	3611954	Wahtake	FRE	60 meters	Presumed Extant	NaturalNative occurrence	Fair	N	20070531	20070531	FVT	None	None	G2	S2	1B.2		BLM_S; SB_SBBG	101	Dicots	7.af03751-2.aa1-4755-b7.aa-2b72.af723.cd94
51294	Pseudobahia peirsonii	San Joaquin adobe sunburst	PDAST7P030	14	16387	7979	3611954	Wahtake	FRE	specific area	Presumed Extant	NaturalNative occurrence	Fair	N	20100321	20100321	FVT	Threatened	Endangered	G1	S1	1B.1		SB_CalBG/RSABG	102	Dicots	4792e695-fa2f-464f-bb4e-a012f5fe5feb
51374	Atriplex minuscula	lesser saltscale	PDCHE042M0	15	59417	56433	3611944	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Fair	N	20020912	20020912	UNKNOWN	None	None	G2	S2	1B.1		SB_CalBG/RSABG	102	Dicots	6e52fef1-69db-4bb8-b0.a-403c.a2.a929
51608	Atriplex depressa	brittlescale	PDCHE042L0	13	24822	7077	3611948	Laton	FRE	1 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	XXXXXXXX	XXXXXXXX	UNKNOWN	None	None	G2	S2	1B.2			104	Dicots	a0631e07-68fa-4a44-bd2f-d5.e.c7.140.d5
51729	Atriplex depressa	brittlescale	PDCHE042L0	76	62794	60810	3611944	Traver	TUL	1 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	19580513	19580513	UNKNOWN	None	None	G2	S2	1B.2			104	Dicots	4094e958-aa5.4Baa-9aca-898b4cea4b44
55911	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	293	66221	67255	3611944	Traver	TUL	non-specific area	Presumed Extant	NaturalNative occurrence	Good	N	20110524	20110524	FVT	Endangered	None	G4	S3			IUCN_EN	202	Crustaceans	d0.ff0.6f46-e9b4-4273-8422-f5602.d07f2.ae	
55912	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	294	66222	67264	3611944	Traver	TUL	1/10 mile	Presumed Extant	NaturalNative occurrence	Good	N	20110516	20110516	FVT	Endangered	None	G4	S3			IUCN_EN	204	Crustaceans	1594b5d2-3c13-40.d1-b215-61e1892c.d67.c	
55913	Buteo swainsoni	Swainson's hawk	ABNKC19070	1782	66224	67265	3611944	Traver	TUL	80 meters	Presumed Extant	NaturalNative occurrence	Good	N	20110422	20110422	FVT	None	Threatened	G5	S3			BLM_S; IUCN_LC	201	Birds	9f1ca482-09af-41f8-a9d4-45.a.e06.7a52	
55914	Buteo swainsoni	Swainson's hawk	ABNKC19070	1783	66225	67267	3611944	Traver	TUL	1/10 mile	Presumed Extant	NaturalNative occurrence	Good	N	20060716	20060716	FVT	None	Threatened	G5	S3			BLM_S; IUCN_LC	204	Birds	2c69.4613-ff04-4e5d.bf11-b385.d07b.d9f	
55915	Spea hammondii	western spadefoot	AAABF03020	428	66230	67272	3611944	Traver	TUL	non-specific area	Presumed Extant	NaturalNative occurrence	Good	N	20110516	20110516	FVT	None	None	G2G3	S3S4		SSC	BLM_S; IUCN_NT	203	Amphibians	29424523-9288-4b4a-b098-94.486.1743070	
55931	Spea hammondii	western spadefoot	AAABF03020	429	66232	67274	3611944	Traver	TUL	non-specific area	Presumed Extant	NaturalNative occurrence	Good	N	20110516	20110516	FVT	None	None	G2G3	S3S4		SSC	BLM_S; IUCN_NT	203	Amphibians	e9ea4223-s29b-4f7.9-9991-52.4f.9.8.9.61a2	
55932	Spea hammondii	western spadefoot	AAABF03020	431	66234	67276	3611944	Traver	TUL	non-specific area	Presumed Extant	NaturalNative occurrence	Good	N	20110516	20110516	FVT	None	None	G2G3	S3S4		SSC	BLM_S; IUCN_NT	203	Amphibians	466b05fa-e985-4964-	

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55833	Spea hammondii	western spadefoot	AAABF02020	402	86236	87277	3611946	Tulare	TULE	1/10 mile	Presumed Extant	Natural/Native occurrence	Good	N	20110516	20110516	PVT	None	None	0203	S3S4		SSC	BLM_S:IUCN_NT	204	Amphibians	7d0063a7- ef7b-4b70- 9a07- cc61b4ef50b6
55834	Spea hammondii	western spadefoot	AAABF02020	403	86236	87276	3611946	Tulare	TULE	1/10 mile	Presumed Extant	Natural/Native occurrence	Good	N	20110524	20110524	PVT	None	None	0203	S3S4		SSC	BLM_S:IUCN_NT	204	Amphibians	301b14c1- 514d-46d0- 99f4- 9d62a6594d7
55835	Spea hammondii	western spadefoot	AAABF02020	404	86237	87279	3611946	Tulare	TULE	non-specific area	Presumed Extant	Natural/Native occurrence	Good	N	20110524	20110524	PVT	None	None	0203	S3S4		SSC	BLM_S:IUCN_NT	203	Amphibians	31602040- 4b12-4f7ec- a40e- 5d6fa04f5e25
55840	Lanius ludovicianus	loggerhead shrike	ABPBR01030	106	86216	87281	3611946	Tulare	TULE	non-specific area	Presumed Extant	Natural/Native occurrence	Good	N	19920529	19920529	PVT	None	None	04	S4		SSC	IUCN_NT	203	Birds	9c77d09b- 6d03-4b46- b1a7- 407d011fe992
55841	Spea hammondii	western spadefoot	AAABF02020	400	86233	87275	3611946	Tulare	TULE	1/10 mile	Presumed Extant	Natural/Native occurrence	Good	N	20110524	20110524	PVT	None	None	0203	S3S4		SSC	BLM_S:IUCN_NT	204	Amphibians	d694a0fb- 7402-4b48- 8153- 4257dba3996
61397	Buteo swainsoni	Swainson's hawk	ABNKC19070	2506	90264	91297	3611956	Selma	FRE	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19260404	19260404	UNKNOWN	None	Threatened	05	S3			BLM_S:IUCN_LC	204	Birds	ce5a5171- d922-4a91- 8530- f2e50a3194dd
61398	Buteo swainsoni	Swainson's hawk	ABNKC19070	2507	90265	91298	3611956	Conejo	FRE	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19140410	19140410	UNKNOWN	None	Threatened	05	S3			BLM_S:IUCN_LC	204	Birds	87927403- e068-4d78- 89d8- 5d25990d1dc1
61400	Buteo swainsoni	Swainson's hawk	ABNKC19070	2510	90267	91300	3611946	Tulare	TULE	80 meters	Presumed Extant	Natural/Native occurrence	Fair	N	20120BXX	20120BXX	CALTRANS	None	Threatened	05	S3			BLM_S:IUCN_LC	201	Birds	1bb553ce- a275-41bf- bf62- 34e8d5526566
61648	Buteo swainsoni	Swainson's hawk	ABNKC19070	2583	90277	91594	3611977	Fresno North	FRE	5 miles	Presumed Extant	Natural/Native occurrence	Unknown	N	19560504	19560504	UNKNOWN	None	Threatened	05	S3			BLM_S:IUCN_LC	804	Birds	bc48ef2e- 2a1a-4615- 8bbf- 467caadc059e
67305	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	245	94624	96046	3611955	Sanger	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	20051108	20051108	PVT/VULCAN MATERIALS	Threatened	None	02T2T3	S3				202	Insects	2689a024-bce4- 4496-a725- 9aed04b27f59
67306	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	246	94625	96048	3611964	Wahtake	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	20051108	20051108	PVT/VULCAN MATERIALS	Threatened	None	02T2T3	S3				202	Insects	ba04e53f-01fe- 4b67-9f33- bdfaf4d24924
68478	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	198	95841	96965	3611955	Selma	FRE	1 mile	Possibly Extirpated	Natural/Native occurrence	None	N	19980708	19980708	UNKNOWN	Threatened	Endangered	05T2T2	S1			BLM_S:NABCI_RWL, USFS_S	804	Birds	1928d733- 0e99-4f1f- a1b4- f5c07f1927cc
68895	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	247	94626	96049	3611964	Wahtake	FRE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	20051108	20051108	PVT/VULCAN MATERIALS	Threatened	None	02T2T3	S3				202	Insects	01f9f0b1-2bc3- 4cc7-ba48- e7af1d23bdf5
70600	Bombus morrisoni	Morrison bumble bee	IHYMD24960	84	68823	96816	3611954	Reedley	TULE	1 mile	Presumed Extant	Natural/Native occurrence	Unknown	N	19570706	19570706	UNKNOWN	None	None	03	S1S2			IUCN_VU	804	Insects	6c540b39- 2599-435e- ba5b- 917ea5a5a527
70701	Bombus crotchii	Crotch bumble bee	IHYMD24980	53	46277	96701	3611977	Fresno North	FRE	5 miles	Presumed Extant	Natural/Native occurrence	Unknown	N	19990429	19990429	UNKNOWN	None	Candidate Endangered	02	S2			IUCN_EN	804	Insects	e1c15417- 6640-4735- b3df- 0bbcdd62ae1
75709	Phrynosoma blainvillii	coast horned lizard	ARACF12100	663	46277	103150	3611977	Fresno North	FRE	5 miles	Possibly Extirpated	Natural/Native occurrence	None	N	19930707	19930707	UNKNOWN	None	None	0304	S4		SSC	BLM_S:IUCN_LC	804	Reptiles	a3f16e5-d9d3- 47b9-94fa- 54d5611a822f
77220	Arizona elegans occidentalis	California glossy snake	ARADB01017	1	46277	104841	3611977	Fresno North	FRE	5 miles	Presumed Extant	Natural/Native occurrence	Unknown	N	19930704	19930704	UNKNOWN	None	None	05T2	S2		SSC		804	Reptiles	6a27f4c2- 1a40-4fd1- a117- 874d6518d4e
79573	Athene cunicularia	burrowing owl	ABNSB10010	397	44679	44679	3611945	Buena Park	KNG	specific area	Presumed Extant	Natural/Native occurrence	Good	N	20170301	20170301	PVT	None	None	04	S3		SSC	BLM_S:IUCN_LC, USFWS_BCC	202	Birds	04662760- 814f-472e- 9495- 3154f45ab82e
79808	Athene cunicularia	burrowing owl	ABNSB10010	396	44677	44677	3611944	Tulare	KNG	specific area	Presumed Extant	Natural/Native occurrence	Good	N	20170301	20170301	PVT	None	None	04	S3		SSC	BLM_S:IUCN_LC, USFWS_BCC	202	Birds	a9862de1- 7a04-4ac6- 9259- a5aeb52494c
79933	Aspidoscelis pulchra	Northern California legless lizard	ARACC01020	116	46277	107017	3611977	Fresno North	FRE	5 miles	Presumed Extant	Natural/Native occurrence	Unknown	N	19BXXXXX	19BXXXXX	UNKNOWN	None	None	03	S2S3		SSC	USFS_S	804	Reptiles	0d16f074- 76b1-416f- 9e8f- 624b7217083b
80212	Branchinecta lynchi	vernal pool tadpole shrimp	ICBRA03030	206	41569	41569	3611945	Buena Park	KNG	non-specific area	Presumed Extant	Natural/Native occurrence	Fair	N	20170301	20170301	PVT	Threatened	None	03	S3			IUCN_VU	203	Crustaceans	6e60a1b3- f955-4d6c- 97d0- 4b12c4af46bb
80213	Branchinecta lynchi	vernal pool tadpole shrimp	ICBRA03030	207	41571	41571	3611944	Tulare	KNG	specific area	Presumed Extant	Natural/Native occurrence	Fair	N	20170301	20170301	PVT	Threatened	None	03	S3			IUCN_VU	202	Crustaceans	3d1b7e4d- bd5c-4b14- 8445- 0fe4fae20881
80240	Spea hammondii	western spadefoot	AAABF02020	195	44679	44679	3611945	Buena Park	KNG	specific area	Presumed Extant	Natural/Native occurrence	Good	N	20170301	20170301	PVT	None	None	0203	S3S4		SSC	BLM_S:IUCN_NT	202	Amphibians	57484068- 844c-4284- b1d5- 05c5e6834803
81689	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	139	41568	41568	3611945	Buena Park	KNG	specific area	Presumed Extant	Natural/Native occurrence	Fair	N	20170301	20170301	PVT	Endangered	None	04	S3			IUCN_EN	202	Crustaceans	88308a97- 89e4-4619- b058- c2d6826608c4
81690	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	140	41572	41572	3611946	Tulare	KNG	specific area	Presumed Extant	Natural/Native occurrence	Fair	N	20170301	20170301	PVT	Endangered	None	04	S3			IUCN_EN	202	Crustaceans	bc21497-9c07- 4f7b-a13b- a12346f3cb46
81697	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	295	86223	87265	3611946	Tulare	TULE	specific area	Presumed Extant	Natural/Native occurrence	Good	N	20170301	20170301	PVT	Endangered	None	04	S3			IUCN_EN	202	Crustaceans	6973e4f5-733c- 4240-8a41- 6695d2c80cc
85612	Spea hammondii	western spadefoot	AAABF02020	405	86236	87280	3611946	Tulare	TULE	non-specific area	Presumed Extant	Natural/Native occurrence	Good	N	20160409	20160409	PVT	None	None	0203	S3S4		SSC	BLM_S:IUCN_NT	203	Amphibians	1295e4d0- a0ad-4402- 956a- 106e0051f4259
86179	Pseudobahia simplex	California alkali grass	PMPOA53110	76	B3004	114629	3611946	Tulare	TULE	specific area	Presumed Extant	Natural/Native occurrence	Good	N	20170331	20170331	PVT	None	None	02	S2	1B.2		BLM_S	802	Monocots	48512d08- 4a95-41c7- 96ce- 08cd0480b5b9
87030	Buteo swainsoni	Swainson's hawk	ABNKC19070	0784	86226	87268	3611946	Tulare	TULE	non-specific area	Presumed Extant	Natural/Native occurrence	Fair	N	20170801	20170801	CALTRANS ROW	None	Threatened	05	S3			BLM_S:IUCN_LC	203	Birds	e2f04ea- e50b-46cb- 89f1- 0aa7ae992284
88540	Lasthenia chrysantha	alkali-sink goldfields	PDAST5L030	23	B3004	116558	3611946	Tulare	TULE	specific area	Presumed Extant	Natural/Native occurrence	Unknown	N	20170331	20170331	PVT	None	None	02	S2	1B.1			802	Dicots	a7e62466- 0f9b-4ea4- 93b3- 51e35bf9b983
88673	Atriplex cordulata var. erecticaulis	Earlimart orache	PDCHE042V0	16	47221	47221	3611946	Tulare	TULE	specific area	Presumed Extant	Natural/Native occurrence	Good	N	20170907	20170906	PVT	None	None	03T1	S1	1B.2			102	Dicots	6fcbe2c0- 29fb-4fc8-

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90470	Lasthenia chrysantha	alkali-sink goldfields	PDASTEL030	28	B6595	116572	3611946	Laton	FRE	1 mile	Possibly Extirpated	NaturalNative occurrence	None	N	19240328	19340328	UNKNOWN	None	None	02	S2	1B.1				104	Dicots	69b4b512-50c3-4925-94a2-620ad9614e57,a
90875	Bombus crotchii	Crotch bumble bee	IHYME04080	312	96641	116370	3611956	Selma	FRE	1 mile	Presumed Extant	NaturalNative occurrence	Unknown	N	19120528	19120528	UNKNOWN	None	Candidate Endangered	02	S2				IUCN_EN	804	Insects	001b04b-1d4d-46dd-be07-9f6612fc4d3a
91157	Carex comosa	bristly sedge	PMCYP032Y0	31	B6531	116590	3611965	Sanger	FRE	non-specific area	Presumed Extant	NaturalNative occurrence	Unknown	N	19690518	19690518	UNKNOWN	None	None	05	S2	2B.1			IUCN_LC	103	Monocots	4a096321-55e4-4ab4-8568-ca59870065c1
92315	Rana boylii pop. 6	foothill yellow-legged frog - south Sierra DPS	AAABH01055	210	A6873	111531	3611954	Wahtoke	FRE	1 mile	Extirpated	NaturalNative occurrence	None	N	19161011	19161011	UNKNOWN	Proposed Endangered	Endangered	03T2	S2				BLM_S;USFS_S	204	Amphibians	63b5abed-9a79-4584-9ee8-46a5116031e7,a
97634	Helianthus winteri	Winter's sunflower	PDASTHN250	18	A6878	110471	3611964	Wahtoke	FRE	80 meters	Presumed Extant	NaturalNative occurrence	Unknown	N	20151114	20151114	PVT;UNKNOWN	None	None	02?	S2?	1B.2			BLM_S;SB_CalBG/RSABG	101	Dicots	7f65912d-7638-4721-a981-39b94e9085d
97635	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	125	A9406	111251	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Fair	N	20171208	20171208	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	25624b56-6883-428e-8460-6291da1a459f
97928	Buteo swainsoni	Swainson's hawk	ABNKC19070	2720	A5139	106940	3611966	Malaga	FRE	80 meters	Presumed Extant	NaturalNative occurrence	Fair	N	20160820	20160820	PVT	None	Threatened	05	S3				BLM_S;IUCN_LC	201	Birds	a3ee40d6-7b94-421f-a57a-e6b2d744136c
97935	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	126	A9407	111252	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20171113	20171113	PVT	None	None	03	S3	1B.2			BLM_S	102	Monocots	b1b9858d-e2e7-465a-b36a-e3545d4bdc0a
97936	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	127	A9408	111253	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Poor	N	20171113	20171113	PVT	None	None	03	S3	1B.2			BLM_S	102	Monocots	74fbaa272-69fe-46f1-93ee-22ce9f53ecb3
97937	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	128	A9409	111254	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Fair	N	20171208	20171208	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	ccbc1d8d-50a4-4140-9918-7a6a1f66f326
97938	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	129	A9410	111255	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20171208	20171208	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	8f80e622-6361-4b56-80a0-6d9d334b1f10
97983	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	122	A9403	111248	3611953	Orange Cove North	FRE	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20171209	20171209	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	c2ef59fc-e9c3-4e88-9462-ff141a77d7f1
97986	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	130	A9413	111256	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Fair	N	20171208	20171208	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	89f5ce83-3ce9-4069-992d-d51a4033dfc
97987	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	131	A9414	111257	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Fair	N	20171208	20171208	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	e3662ed1-e46b-4a33-9228-4ca8918b4b40
97988	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	132	A9415	111254	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Fair	N	20171210	20171210	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	591a09e8-20de-4d95-a5f4-35a414304d12
97989	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	133	A9417	111255	3611954	Wahtoke	FRE	specific area	Presumed Extant	NaturalNative occurrence	Poor	N	20171210	20171210	UNKNOWN	None	None	03	S3	1B.2			BLM_S	102	Monocots	3c50dc84-d279-40cb-9c8e-e24b59d6d22b
98084	Sagittaria sanfordii	Sanford's arrowhead	PMALI04000	102	A8485	108247	3611954	Reedley	TUL	80 meters	Presumed Extant	NaturalNative occurrence	Good	N	20141109	20141109	UNKNOWN	None	None	03	S3	1B.2			BLM_S	101	Monocots	974c335c-431b-45fb-84d8-999ef46e6d37
98070	Atriplex minuscula	lesser saltscale	PDCHE042M0	65	B0737	112606	3611945	Buena Park	KNG	specific area	Presumed Extant	NaturalNative occurrence	Excellent	N	20160803	20160803	PVT	None	None	02	S2	1B.1			SB_CalBG/RSABG	102	Dicots	af4e5c7d-9272-4b59-b377-d93905d5c39f
98075	Pleuricella simplex	California alkali grass	PMPOA53110	77	B3005	114931	3611944	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20170405	20170405	PVT	None	None	02	S2	1B.2			BLM_S	102	Monocots	7.a441.af1-8041-4f84-9263-573a7074151b
98076	Linderiella occidentalis	California linderiella	ICBRA06010	462	B6572	116542	3611944	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20160914	20160914	PVT	None	None	02/03	S2/S3				IUCN_NT	202	Crustaceans	39fe4e2c-95d3-42e4-92e9-1665c41c3869
98077	Atriplex cordulata var. erecticaulis	Earlimart orache	PDCHE042V0	23	B6726	116719	3611944	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20170907	20170907	PVT	None	None	03?1	S1	1B.2				102	Dicots	2e60123f-25de-4960-8d29-3421f6d1f32b
98080	Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	911	A6723	108492	3611944	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Excellent	N	20170301	20170301	PVT	Threatened	None	03	S3				IUCN_VU	202	Crustaceans	90a240ae-aca4-4bf9-b788-7d009925c239
98101	Spea hammondii	western spadefoot	AAABF02020	472	A6748	108515	3611944	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Excellent	N	20170301	20170301	PVT	None	None	02/03	S3/S4			SSC	BLM_S;IUCN_NT	202	Amphibians	02d04cab-2f4f-4696-a93b-4e59df203133
98104	Atriplex minuscula	lesser saltscale	PDCHE042M0	63	B0735	112604	3611944	Traver	TUL	specific area	Presumed Extant	NaturalNative occurrence	Excellent	N	20160802	20160802	PVT	None	None	02	S2	1B.1			SB_CalBG/RSABG	102	Dicots	68562c67-f596-4d35-99f1-4da251484b42
98112	Buteo swainsoni	Swainson's hawk	ABNKC19070	2765	B3288	115203	3611944	Traver	TUL	1/5 mile	Presumed Extant	NaturalNative occurrence	Good	N	20170405	20170405	PVT;WESTERVELT ECOLOGICAL SVCS	None	Threatened	05	S3				BLM_S;IUCN_LC	204	Birds	a559d3a4-8bc6-41a3-b92b-99970f65887a
98113	Linderiella occidentalis	California linderiella	ICBRA06010	460	B6573	116543	3611944	Traver	KNG	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20160914	20160914	PVT	None	None	02/03	S2/S3				IUCN_NT	202	Crustaceans	d5967f70-a1d1-41b1-b0f0-6c8442f54154
98114	Linderiella occidentalis	California linderiella	ICBRA06010	464	B6574	116544	3611944	Traver	KNG	specific area	Presumed Extant	NaturalNative occurrence	Good	N	20160914	20160914	PVT	None	None	02/03	S2/S3				IUCN_NT	202	Crustaceans	f7da4627-92c7-4efb-aa7d-09f61196805c
98115	Lasthenia chrysantha	alkali-sink goldfields	PDASTEL030	27	B6563	116570	3611946	Laton	FRE	non-specific area	Possibly Extirpated	NaturalNative occurrence	None	N	19580315	19580315	UNKNOWN	None	None	02	S2	1B.1				103	Dicots	2c67b75b-a17a-4660-a57b-a2981ca152e4
98116	Athene cunicularia	burrowing owl	ABNSB10010	2004	A4870	106556	3611944	Traver	TUL	80 meters	Presumed Extant	NaturalNative occurrence	Unknown	N	20170301	20170301	PVT	None	None	04	S3			SSC	BLM_S;IUCN_LC;USFWS_BCC	201	Birds	1a74bccf-4afb-4b5d-b959-224d4bd54b4b
98117	Athene cunicularia	burrowing owl	ABNSB10010	2005	A4872	106570	3611944	Traver	TUL	80 meters	Presumed Extant	NaturalNative occurrence	Unknown	N	20170301	20170301	PVT	None	None	04	S3			SSC	BLM_S;IUCN_LC;USFWS_BCC	201	Birds	d4e2df3a-3b87-414a-9f07-e936fca73f03

98118	Branchinecta lynchi	vernal pool tadpole shrimp	ICBRA03030	912	A6724	109440	3611944	Tulare	KING	80 meters	Presumed Extant	Natural/Native occurrence	Excellent	N	20170301	20170301	PVT	Threatened	None	G3	S3			IUCN_VU	201	Crustaceans	619f453a-2d98-4e15-49c4-7e218fb5810a
98119	Spea hammondii	western spadefoot	AAABF02020	473	A6747	108617	3611944	Tulare	TUL	specific area	Presumed Extant	Natural/Native occurrence	Excellent	N	20170301	20170301	PVT	None	None	G2G3	S3S4		SSC	BLM_S:IUCN_NT	202	Amphibians	a4d67c6-65e4-4021-b382-b5dd50aff1e11
98120	Spea hammondii	western spadefoot	AAABF02020	474	A6749	108510	3611944	Tulare	KING	specific area	Presumed Extant	Natural/Native occurrence	Excellent	N	20170301	20170301	PVT	None	None	G2G3	S3S4		SSC	BLM_S:IUCN_NT	202	Amphibians	9e5b1a49-f746-46cf-afbb-0b42b4bf628
98121	Spea hammondii	western spadefoot	AAABF02020	475	A6750	108519	3611944	Tulare	KING	specific area	Presumed Extant	Natural/Native occurrence	Excellent	N	20170301	20170301	PVT	None	None	G2G3	S3S4		SSC	BLM_S:IUCN_NT	202	Amphibians	01647f31-6599-4b95-b470-4d8787fed02c
98123	Atriplex minuscula	lesser saltscale	PDCHE042M0	62	B0704	112603	3611944	Tulare	TUL	non-specific area	Presumed Extant	Natural/Native occurrence	Excellent	N	20160802	20160802	PVT	None	None	G2	S2	1B.1		SB_CalBG/RSABG	103	Dicots	70f6998b-42ec-4fb4-8801-72d50fc4e9301
98124	Atriplex minuscula	lesser saltscale	PDCHE042M0	64	B0705	112605	3611944	Tulare	TUL	specific area	Presumed Extant	Natural/Native occurrence	Excellent	N	20160802	20160802	PVT	None	None	G2	S2	1B.1		SB_CalBG/RSABG	102	Dicots	b1405f72-bba1-4774-b12c-fa857c69d273
98132	Lepidurus packardi	vernal pool tadpole shrimp	ICBRA10010	282	B2907	87257	3611944	Tulare	TUL	non-specific area	Presumed Extant	Natural/Native occurrence	Good	N	20160409	20160409	PVTWESTERVELT ECOLOGICAL SVCS	Endangered	None	G4	S3			IUCN_EN	200	Crustaceans	2534633b-476a-4210-a5ff-444a37d1b412
98135	Buteo swainsoni	Swainson's hawk	ABNKC19070	2705	A2911	104632	3611956	Conejo	FRE	80 meters	Presumed Extant	Natural/Native occurrence	Good	N	20160421	20160421	PVT	None	Threatened	G5	S3			BLM_S:IUCN_LC	201	Birds	39a44a73-bf7-4ef1-b3c7-492c34f65bf1
98142	Buteo swainsoni	Swainson's hawk	ABNKC19070	2764	B3405	115320	3611944	Tulare	TUL	specific area	Presumed Extant	Natural/Native occurrence	Fair	N	20170614	20170614	CALTRANS	None	Threatened	G5	S3			BLM_S:IUCN_LC	202	Birds	69095d1c-2b16-42f1-9755-0b621a4f402e
98144	Linderiella occidentalis	California linderiella	ICBRA06010	466	B6575	118545	3611945	Buena Park	KING	specific area	Presumed Extant	Natural/Native occurrence	Good	N	20160914	20160914	PVT	None	None	G2G3	S2S3			IUCN_NT	202	Crustaceans	e2610f2e-164e-4a0c-9ca4-22d51ca13899

ATTACHMENT 2

Mitigation Monitoring and Reporting Program
Hash Farms (Andersen Village) Development Project
SCH# 2016091017

CHAPTER 8
MITIGATION MONITORING AND REPORTING PROGRAM

This 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 (State Clearinghouse No. 2017081024). The MMRP lists mitigation measures recommended in the draft EIR for the proposed Project and identifies monitoring and reporting requirements.

The California Environmental Quality Act (CEQA) Public Resources Code Section 21081.6 requires the Lead Agency decision making body, when approving a project and certifying the EIR, to also adopt a reporting or monitoring program for those measures placed on a project 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 to whom and when compliance will be monitored and reported. 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 8-1 presents the Mitigation Measures identified for the proposed Project in this EIR. Each Mitigation Measure is identified by alpha-numeric symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, BIO 3.4-1 would be the first Mitigation Measure identified in the Biological analysis of the draft EIR.

The first column of **Table 8-1** 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 clearly indicate that the County is responsible for ensuring that individual Mitigation Measures have been complied with and monitored.

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
BIOLOGICAL RESOURCES							
Valley Elderberry Longhorn Beetle							
Impact: *Three elderberry shrubs were located on ruderal land associated with the Foster Farms industrial complex (see Figure 3 [of the Biological Evaluation]), and additional shrubs could theoretically be present in those portions of the orchards and industrial complex that were not accessible/visible at the time of the April 2014 and June 2014 field surveys. Shrubs of the PPSA are unlikely to be inhabited by VELB due to their location within a mosaic of highly disturbed lands and their isolation from riparian areas and other elderberry shrubs. For the same reasons, project-related removal of these shrubs would not constitute significant loss of habitat under CEQA. However, because the USFWS considers the removal of elderberry shrubs below 3,000 feet in elevation with stems greater than one inch in diameter tantamount to "take" of VELB, USFWS incidental take authorization would be required before the shrubs could be removed by project activities.*							
3.4-1a (Avoidance) Prior to initiation of a given project within the PPSA, a survey for elderberry shrubs will be conducted by a qualified biologist, unless the entire project area is completely devoid of shrubby vegetation, in which case a elderberry survey is not necessary. If elderberry shrubs are identified during the survey, then they will be avoided. Typically, the USFWS considers a 100-foot disturbance-free buffer around elderberry shrubs complete avoidance. However, a buffer of as little as 20 feet may be arranged in consultation with the USFWS. The buffer will be clearly delineated with orange construction fencing with the appropriate signage posted. This elderberry avoidance area will be clearly marked with signs, fencing, and/or flagging, and maintained for the duration of work in that area. No construction personnel or equipment shall enter the elderberry avoidance area, except for as	Prior to start of construction.	Once within 30 days of construction, unless pre-construction survey results in new recommendation for further study and mitigation. Then mitigation should occur as recommended following coordination with Tulare County RMA	County of Tulare	Field survey by a qualified Biologist.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
provided under *Mitigation Measure 3.3.3b* below.							
***3.4-1b* (*Construction Monitoring*)** If project activities necessitate temporary entry into the elderberry avoidance area, approval will first be obtained from the USFWS and a qualified biologist will be on-site to monitor such activities for their duration within the avoidance area.	Prior to and during construction-related activities.	As needed if special status species are detected.	County of Tulare	Qualified biologist.			
3.4-1c (Employee Education Program). Prior to implementation of projects with elderberry shrubs on site, construction personnel will receive worker environmental awareness training in the identification of the VELB and its host plant.	Prior to construction-related activities.	As needed if special status species are detected.	County of Tulare	Qualified biologist working with USFS and/or CFW			
3.4-1d (Compensation). If it is not feasible to completely avoid all elderberry shrubs, then impacts to the shrubs will be mitigated in accordance with the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (USFWS 1999). This generally involves 1) conducting a protocol-level elderberry survey to assess the degree of "take" that will occur, 2) transplanting the shrubs to on-site or off-site lands protected in perpetuity under conservation easement ("conservation area"), or to a VELB mitigation bank, and 3) replacing each impacted stem with new elderberry plantings at a ratio of	During construction-related activities.	On-going during construction-related activities	County of Tulare	Construction manager with oversight by qualified biologist.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
1:1 to 1:8 (depending on stem diameter, presence of beetle exit holes, and habitat type) *or* purchasing an equivalent number of credits at a VELB mitigation bank.							
San Joaquin Kit Fox							
Impact*: The San Joaquin kit fox is unlikely to occur within the PPSA. However, based on past occurrences of kit fox in the 10-mile vicinity of the PPSA, it is remotely possible that individual foxes may pass through and possibly forage on the site from time to time during dispersal movements. If a kit fox were present at the time of future construction activities in the PPSA, then it would be at risk of project-related injury or mortality. Kit fox mortality as a result of future development of the PPSA would violate the state and federal Endangered Species Acts, and is considered a potentially significant impact under CEQA.*							
3.4-2a (Pre-construction Surveys). Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance, construction activities, and/or any project activity likely to impact the San Joaquin kit fox. These surveys will be conducted in accordance with the USFWS *Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance* (2011). Specifically the survey will include the project site and a minimum of a 200-foot area outside of all project impact areas.. 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 through use of remote monitoring techniques such as motion-triggered cameras and tracking medium. If an active kit fox den is detected within or	Prior to start of construction.	Once within 30 days of construction, unless pre-construction survey results in new recommendation for further study and mitigation. Then mitigation should occur as recommended following coordination with Tulare County RMA	County of Tulare	Field survey by a qualified Biologist.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
immediately adjacent to the area of work, the den shall not be disturbed or destroyed and the USFWS and CDFW shall be contacted immediately to determine the best course of action and to initiate the take authorization/permit process if required.							
3.4-2b (Avoidance). Should a kit fox or evidence of a potential den be found using any of the sites during pre-construction surveys, the project will avoid the habitat occupied by the kit fox. In accordance with the USFWS, *Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance* (2011), a minimum 50-foot no-disturbance buffer area shall be established around potential and atypical (man-made) dens and a minimum 100-foot no-disturbance buffer area shall be established around known den sites. The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified immediately to determine the best course of action and to initiate the take authorization/permit process if required.	Implemented only if sensitive species are encountered.	Throughout construction.	County of Tulare	Determination by qualified biologist.			
3.4-2c (Minimization). In accordance with the USFWS *Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance* (2011), construction activities shall be carried	During construction.	As needed during construction.	County of Tulare	Determination by qualified biologist.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
out in a manner that minimizes disturbance to kit foxes. Minimization measures include, but are not limited to: restriction of project-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash.							
***3.4-2d (Employee Education Program)*.** Prior to the start of construction the applicant will retain a qualified biologist to conduct a tailgate meeting to train all construction staff that will be involved with the project on the San Joaquin kit fox. This training will include a description of the 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 the measures being taken to reduce impacts to the species during project construction and implementation.	Prior to construction-related activities.	As needed if special status species are detected.	County of Tulare	Qualified biologist working with USFS and/or CFW			
***3.4-2e (Mortality Reporting)*.** The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified in writing within three working days in case of the accidental death or injury of a San Joaquin kit fox during project-related activities. Notification	During Construction.	Ongoing throughout construction.	County of Tulare	Qualified biologist working with USFS and/or CFW			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.							
Burrowing Owl							
Impact: *As discussed in Section 2.5.4, burrowing owls have the potential to nest or roost in the dry-farmed wheat field and along the margins of Banks Ditch and Road 44 adjacent to that field and the corn field to the north. Although highly unlikely due to lack of nearby foraging habitat and high levels of human disturbance, burrowing owls could also conceivably use small mammal burrows located in and around the industrial complex and along road margins elsewhere in the PPSA. If one or more owls were present in these areas at the time of construction, then construction activities would have the potential to injure or kill these individuals. Mortality of individual burrowing owls would violate California Fish and Game Code and the federal Migratory Bird Treaty Act, and is considered a significant impact of the project under CEQA.*							
3.4-3a (Pre-construction Surveys). A pre-construction survey for burrowing owls will be conducted by a qualified biologist using the California Burrowing Owl Consortium's "Burrowing Owl Survey Protocol and Mitigation Guidelines: (1993) within 30 days of the onset of project-related activities involving ground disturbance or heavy equipment use. The survey area will include all suitable habitat on and within 500 feet of project impact areas, where accessible.	Prior to start of construction.	Once within 30 days of construction, unless pre-construction survey results in new recommendation for further study and mitigation. Then mitigation should occur as recommended following coordination with Tulare County RMA	County of Tulare	Field survey by a qualified Biologist.			
3.4-3b (Avoidance of Active Nests). If pre-construction surveys and subsequent project activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are located within or near project impact areas, a minimum 250-foot construction setback will be established around active owl	Implemented only if sensitive species are encountered.	Throughout construction.	County of Tulare	Determination by qualified biologist.			

Table 8-1
Mitigation Monitoring and Reporting Program

<table>
<tr><th rowspan="2">Mitigation Measure/Condition of Approval</th><th rowspan="2">When Monitoring is to Occur</th><th rowspan="2">Frequency of Monitoring</th><th rowspan="2">Agency Responsible for Monitoring</th><th rowspan="2">Method to Verify Compliance</th><th colspan="3">Verification of Compliance</th></tr>
<tr><th>Initials</th><th>Date</th><th>Remarks</th></tr>
<tr><td>nests, or alternate avoidance measures implemented in consultation with CDFW and in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (2012) to employ the following:

<table>
<tr><th rowspan="2">Location</th><th rowspan="2">Time of Year</th><th colspan="3">Level of Disturbance</th></tr>
<tr><th>Low</th><th>Medium</th><th>High</th></tr>
<tr><td>Nesting sites</td><td>Apr 1 – Aug 15</td><td>200 m</td><td>500 m</td><td>500 m</td></tr>
<tr><td>Nesting sites</td><td>Aug 16 – Oct 15</td><td>200 m</td><td>200 m</td><td>500 m</td></tr>
<tr><td>Nesting sites</td><td>Oct 16 – Mar 31</td><td>50 m</td><td>100 m</td><td>500 m</td></tr>
</table>

The buffer areas will be enclosed with temporary fencing 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.</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>3.4-3c (Passive Relocation of Resident Owls). During the non-breeding season (September 1-January 31), resident owls occupying burrows in project impact areas may be passively relocated to alternative habitat in accordance with a relocation plan prepared by a qualified biologist. Passive relocation may include one or more of</td><td>Implemented only if sensitive species are encountered.</td><td>Throughout construction.</td><td>County of Tulare</td><td>Determination by qualified biologist.</td><td></td><td></td><td></td></tr>
</table>

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
the following elements: 1) establishing a minimum 50 foot buffer around all active burrowing owl burrows, 2) removing all suitable burrows outside the 50 foot buffer and up to 160 feet outside of the impact areas as necessary, 3) installing one-way doors on all potential owl burrows within the 50 foot buffer, 4) leaving one-way doors in place for 48 hours to ensure owls have vacated the burrows, and 5) removing the doors and excavating the remaining burrows within the 50 foot buffer. Burrow exclusion is to be conducted by a qualified biologist and during non-breeding season after the burrow is confirmed empty through surveillance. Surveillance for exclusion through project site activities are to be conducted consistent with any relocation plans.							
Nesting and Migratory Birds							
Impact: *The majority of the PPSA consists of habitat that could be used for nesting by one or more avian species protected by the federal Migratory Bird Treaty Act and related state laws. Two special-status birds, the Swainson's hawk and loggerhead shrike, also have the potential to nest within the PPSA. Orchard trees of the PPSA could be used by mourning doves or American robins, while mature trees bordering the PPSA along the ruderal margin of Highway 99 could be used by the western kingbird, Bullock's and hooded orioles, and various raptors, including the Swainson's hawk. Killdeers may nest on bare ground or gravel surfaces in ruderal or industrial areas of the PPSA, and the house finch may nest in the PPSA's buildings. Cliff swallows could nest in the culverts at Road 44's crossing of Banks Ditch. Raptors and migratory birds nesting within the PPSA at the time that individual projects are implemented have the potential to be injured or killed by project activities. In addition to direct "take" of nesting birds, project activities could disturb birds nesting within or adjacent to work areas such that they would abandon their nests. Project activities that adversely affect the nesting success of raptors and migratory birds or result in the mortality of individual birds constitute a violation of state and federal laws and are considered a potentially significant impact under CEQA.*							

Table 8-1
Mitigation Monitoring and Reporting Program

<table>
<tr><th rowspan="2">Mitigation Measure/Condition of Approval</th><th rowspan="2">When Monitoring is to Occur</th><th rowspan="2">Frequency of Monitoring</th><th rowspan="2">Agency Responsible for Monitoring</th><th rowspan="2">Method to Verify Compliance</th><th colspan="3">Verification of Compliance</th></tr>
<tr><th>Initials</th><th>Date</th><th>Remarks</th></tr>
<tr><td>3.4-4a (Avoidance). In order to avoid impacts to nesting raptors and migratory birds, individual projects within the PPSA will be constructed, where possible, outside the nesting season, or between September 1st and January 31st.</td><td>Implemented only if sensitive species are encountered.</td><td>Throughout construction.</td><td>County of Tulare</td><td>Determination by qualified biologist.</td><td></td><td></td><td></td></tr>
<tr><td>3.4-4b (Pre-construction Surveys). A qualified biologist will conduct pre-construction surveys in accordance with the Swainson’s Hawk Technical Advisory Committee Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (2000) which employs the following:
<table>
<tr><th>Survey Period</th><th>Survey Dates</th><th>Survey Time</th><th>Number of Surveys Needed</th></tr>
<tr><td>I</td><td>January – March 20</td><td>All day</td><td>1</td></tr>
<tr><td>II</td><td>March 20 – April 5</td><td>Sunrise – 1000; 1600 to Sunset</td><td>3</td></tr>
<tr><td>III</td><td>April 5 – April 20</td><td>Sunrise – 1200; 1630 – Sunset</td><td>3</td></tr>
<tr><td>IV</td><td>April 21 – June 10</td><td>Monitoring sites only</td><td>Initiating surveys is not recommended</td></tr>
<tr><td>V</td><td>June 10 – July 30</td><td>Sunrise – 1200; 1600 – Sunset</td><td>3</td></tr>
</table></td><td>Prior to start of construction.</td><td>Once within 30 days of construction, unless pre-construction survey results in new recommendation for further study and mitigation. Then mitigation should occur as recommended following coordination with Tulare County RMA</td><td>County of Tulare</td><td>Field survey by a qualified Biologist.</td><td></td><td></td><td></td></tr>
</table>

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
If project activities must occur during the nesting season (February 1-August 31), the project proponent and/or their contractor is responsible for ensuring that implementation does not violate the Migratory Bird Treaty Act or relevant Fish and Game Code, and a qualified biologist will conduct pre-construction surveys for active raptor and migratory bird nests within 10 days of the onset of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet for all nesting raptors and migratory birds save Swainson's hawk; the Swainson's hawk survey will extend to ½ mile outside of work area boundaries. If no nesting pairs are found within the survey area, no further mitigation is required.							
3.4-4c (Establish Buffers). Should any active nests be discovered near proposed work areas, the biologist will determine appropriate construction setback distances based on applicable CDFW guidelines and/or the biology of the affected species. Construction-free buffers will be identified on the ground with flagging, fencing, or by other easily visible means, and will be maintained until the biologist has determined that the young have fledged.	Implemented only if sensitive species are encountered.	Throughout construction.	County of Tulare	Determination by qualified biologist.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
Roosting Bats							
Impact: *Development of the PPSA may result in the removal of buildings and mature trees that provide potential roosting habitat for bats, including special status species such as the pallid bat and western mastiff bat. If trees or buildings removed by construction activities contain colonial roosts, many individual bats could be killed. Such a mortality event is considered a potentially significant impact of the project under CEQA.*							
3.4-5a (Temporal Avoidance). To avoid potential impacts to maternity bat roosts, removal of buildings and trees should occur outside of the period between April 1 and September 30, the time frame within which colony-nesting bats generally assemble, give birth, nurse their young, and ultimately disperse.	Prior to construction.	Ongoing throughout construction.	County of Tulare	Determination by qualified biologist.			
3.4-5b (Pre-construction Surveys). If removal of buildings or trees is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to these activities, a qualified biologist will survey affected buildings and trees for the presence of bats. The biologist will look for individuals, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.	Prior to start of construction.	Once within 30 days of construction, unless pre-construction survey results in new recommendation for further study and mitigation. Then mitigation should occur as recommended following coordination with Tulare County RMA.	County of Tulare	Field survey by a qualified Biologist.			
3.4-5c (Minimization). If a non-breeding bat colony is detected during pre-construction surveys, *a 50-foot no-disturbance buffer area*	Implemented only if sensitive	Throughout construction.	County of Tulare	Determination by qualified biologist.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
will be established and the CDFW will be notified to determine the best course of action. If avoidance (including a reduced buffer area) is not feasible, a Bat Eviction Plan shall be prepared by a qualified biologist and approved by the CDFW prior to start of construction. The individuals will be humanely evicted via partial dismantlement of trees or structures prior to full removal under the direction of a qualified biologist to ensure that no harm or "take" of any bats occurs as a result of construction activities.	species are encountered.						
3.4-5d (Avoidance of Maternity Roosts). If a maternity colony is detected during pre-construction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist deems that the nursery is no longer active. The disturbance-free buffer will range from a minimum of 50 feet as determined appropriate by the qualified biologist in consultation with the CDFW.	Implemented only if sensitive species are encountered.	Throughout construction.	County of Tulare	Determination by qualified biologist.			
CULTURAL RESOURCES:							
Impact: *There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks However, there is a possibility that subsurface resources could be uncovered during construction-related activities. In such an event, potentially significant impacts to previously unknown subsurface resources may occur. As such, the Mitigation Measures contained Appendix "C" of the IS/MND Traver Community Plan (also Appendix "C" of this document) are incorporated in their entirety by reference and are shown as follows as Mitigation Measures 3.5.-1 and 3.5-2.*							

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
3.5-1 If, in the course of construction or operation within the Project area, any archaeological or historical resources are uncovered, discovered, or otherwise detected or observed, activities within fifty (50) feet of the find shall be ceased. A qualified archaeologist shall be contacted and advise the County of the site's significance. If the findings are deemed significant by the Tulare County Resources Management Agency, appropriate mitigation measures shall be required prior to any resumption of work in the affected area of the proposed Project. Where feasible, mitigation achieving preservation in place will be implemented. Preservation in place may be accomplished by, but is not limited to: planning construction to avoid archaeological sites or covering archaeological sites with a layer of chemically stable soil prior to building on the site. If significant resources are encountered, the feasibility of various methods of achieving preservation in place shall be considered, and an appropriate method of achieving preservation in place shall be selected and implemented, if feasible. If preservation in place is not feasible, other mitigation shall be implemented to minimize impacts to the site, such as data recovery efforts that will adequately recover scientifically consequential information from and about the site. Mitigation shall be consistent with CEQA Guidelines section 15126.4(b)(3).	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare 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.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
3.5-2 If cultural resources are encountered during project-specific construction or land modification activities work shall stop and the County shall be notified at once to assess the nature, extent, and potential significance of any cultural resources. If such resources are determined to be significant, appropriate actions shall be determined. Depending upon the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, activities within 50 feet of the find shall be ceased.	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare 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.			
3.5-3 Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental [that is, unanticipated] discovery or recognition of any human remains in any location other than a	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare 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			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
dedicated cemetery, the following steps should be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of,				remains found, consistent with all applicable laws including CEQA.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his/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. 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.							

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
TRANSPORTATION/TRAFFIC							
Impact: *The Project construction-related activities may temporarily interrupt access to some properties. However, the interruptions would be no longer than a few hours while trenching- and installation-related activities occur at each property's access driveway. It is possible that Project construction-related activities would temporarily impact vehicle travel lanes while the pipelines are being installed underneath roadways.*							
3.16-1 Fences, barriers, lights, flagging, guards, and signs will be installed as determined appropriate by the public agency having jurisdiction to give adequate warning to the public of the construction and of any potentially dangerous condition to be encountered as a result thereof.	During Construction activities	On-going during construction-related activities	County of Tulare via specific contractual requirements and via on-going review of records kept by contractor to document compliance	Maintenance by contractor of documentary evidence of compliance. Such records to be provided to County of Tulare upon request			
16-1 The Project Applicant will be responsible for paying fair share fees as identified in Table 3.16-9 through payment of standard City traffic impact fees and an additional ad hoc mitigation fee of $930.41 per dwelling unit. The Applicant will pay the fee amounts at building permit. This shall be made a condition of Project approval.	Prior to Issuance of Building Permit	N/A	County of Tulare				
TRIBAL CULTURAL RESOURCES							
Impact: *Two on-site resources were identified by the CHRIS and no resources were identified by the Sacred Lands Files (SLF) search. Although all work will be limited to existing, disturbed rights-of-way, it is possible that subsurface discoveries could occur. Also, no responses were received from the tribes that were notified in compliance with*							

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
AB 52 requirements through a list of potentially affected tribes provided by the NAHC. As such, it is not anticipated that Native American tribal cultural resources or remains will be found at any site within the Project planning area.							
3.17-1 If cultural resources are encountered during project-specific construction or land modification activities work shall stop and the County shall be notified at once to assess the nature, extent, and potential significance of any cultural resources. If such resources are determined to be significant, appropriate actions shall be determined. Depending upon the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, activities within 50 feet of the find shall be ceased.	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare 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.			
3.17-2 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 [that is,	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare via field evaluation of the resource finds by a qualified archaeologist, the County Coroner, and tribal representatives.	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
unanticipated] discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as				mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			

Table 8-1
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
					Initials	Date	Remarks
provided in Public Resources Code section 5097.98, or 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. 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.							

ATTACHMENT 3

Reconnaissance-Level Biological Evaluation
Kamansky's Ecological Consulting, April 2015

RECONNAISSANCE-LEVEL BIOLOGICAL EVALUATION OF POTENTIAL IMPACTS SENSITIVE AND LISTED SPECIES ON A 46-ACRE, 225-UNIT RESIDENTIAL SUBDIVISION IN KINGSBURG, FRESNO COUNTY, CALIFORNIA

Prepared for:
Crawford and Bowen Planning, Inc. and Steve Hash Farms

Prepared by:
Bobby Kamansky

Kamansky's Ecological Consulting
innovative solutions to complex problems

April 9, 2015

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EXECUTIVE SUMMARY

Crawford & Bowen Planning, Inc. contacted Kamansky's Ecological Consulting (KEC) for a biological survey at a 46-acre property in Kingsburg, Fresno County, California. The subject site is located east of Hwy 99 in Kingsburg, south of Hwy 201 and west of Rd. 16.

Because the project site is within the range of a variety of sensitive species, the planning firm requested that KEC conduct a biological evaluation to satisfy survey requirements for this site in the counties of Fresno and Tulare. On properties such as this in the Kingsburg area, the United States Department of Interior, Fish and Wildlife Service (USFWS) routinely recommends that a "trained biologist, familiar with the habitat requirements of listed and proposed species, should determine whether these species or habitats suitable for these species may be affected by the proposed action...prior to the environmental review process."

The field component of the biological evaluation was conducted on a site visit on July 21, 2014. Bobby Kamansky, John Kamansky, and Vaughan Williams conducted the initial site visit.

This investigation evaluates the species composition of the 46-acre project site. This will include species observed by KEC biologists as well as CNDDB records.

This report is submitted to the planning firm for its use in proceeding with the CEQA process.

At the time of the survey, all the land included or in close proximity to the site included farms, orchards, housing, and included possible habitat for various species of concern. Various large trees are found on and adjacent to the site that may provide habitat for nesting raptors.

While no Special Status animal or plant species were observed on the site, these species could move into the site prior to construction. Appropriate avoidance measures are proposed in the event that pre-construction surveys detect species in the area and prescribe compensation in the event that impacts cannot be avoided.

A. DESCRIPTION, BACKGROUND AND AGENCY INVOLVEMENT

A.1 Applicant and Project Description

Crawford & Bowen Planning, Inc. contacted Bobby Kamansky, Principal Biologist, Kamansky's Ecological Consulting (KEC) for a survey at Kingsburg subdivision site in Kingsburg, California.

Kamansky's Ecological Consulting was hired to provide a biological evaluation of the site. Sensitive species found on and within close proximity to the site were identified and evaluated in regards to future development.

The proposed project is to subdivide the 46-acre property into a 225-unit residential zone, including the undergrounding of approximately 2,000 feet of Cole Slough Canal.

A.2 Federal Agency Interaction on Resource Issues

Because the project site is within the range of the Swainson's hawk (*Buteo swainsoni*) and other listed and special status species, the Planning Firm requested that KEC conduct a survey of this property in the counties of Tulare and Fresno. On sites such as this in the Kingsburg area, the US Fish and Wildlife Service routinely recommends that a "trained biologist, familiar with the habitat requirements of listed and proposed species, should determine whether these species or habitats suitable for these species may be affected by the proposed action…prior to the environmental review process."

In a 1 April 1996 letter from USFWS to an applicant for a separate project in a neighboring County, USFWS stated:

> If a federal agency is involved with the permitting, funding, or carrying out of this Project, then initiation of formal consultation between the Agency and the Service pursuant to Section 7 of the [Endangered Species] Act is required **if** it is determined that the proposed Project may affect a federally listed species.

In situations where the project has no federal nexus, consultation between the Applicant and USFWS/CDFW pursuant to Section 10 of the [Endangered Species] Act is required **if** it is determined that the proposed project may affect

a federally listed species.

A.3 State Agency Interaction on Resource Issues

California Department of Fish and Wildlife (DFW) routinely recommends that applicants conduct a biological assessment for sensitive species and, in particular, a kit fox and raptor survey and avoidance prior to construction. In its role as a trustee agency, DFW works with project applicants to avoid or minimize adverse effects on fish, wildlife (including raptors), or native plants.

A.4 Project-related Mitigation Guidelines

USFWS and DFW work to avoid land use decisions that might restrict the range or reduce the numbers of rare or endangered species. Under the Endangered Species Act, if it is determined that listed species will be adversely affected (or if a project impact is likely to have an adverse effect on listed species), such impacts will need to be mitigated. Under these circumstances, Applicant should initiate informal consultation with USFWS to determine whether a Section 7 consultation is indicated.

Under CEQA, once a threshold for significance has been established (e.g. significant impacts to a natural community, to special status species, or to common wildlife species), applicant can address a range of mitigation options. In view of CEQA guidelines, DFW encourages project proponents (such as the Applicant) to take the following hierarchical approach to mitigate for any human impacts on natural communities and wildlife:

1) Ideally, any proposed project should be designed to <u>avoid</u> impacts to high quality habitat and sensitive species (e.g. San Joaquin kit fox, raptors, or Valley elderberry longhorn beetle).
2) If avoidance is not possible, DFW encourages project proponent to minimize loss of natural habitat and habitat quality. Habitat improvements, including revegetation with native species or enhancement of degraded habitat (including removal of non-native species), either on-site or off-site may be used as mitigation.
3) Another important component of effective mitigation includes efforts aimed at reducing human disturbance by controlling access to sensitive areas or devising plans for coexistence.
4) Short-term mitigation may be recommended during construction. Construction and maintenance personnel are instructed on "take"

avoidance. Native vegetation may be replanted, and protection recommended on the project site for habitat features critical to endangered and threatened species. Individual plants or animals may be relocated off-site by a qualified biologist.

5) Long-term mitigation may include control of alien and wild predators and invasive plant species, or encouraging growth of forage plants for native animal species.

A.5 Project Background

Crawford & Bowen Planning Inc. (Planning Firm) contacted Kamansky's Ecological Consulting (KEC) for a survey in Kingsburg, California (Figure 1). The subject property is located in northern Tulare County and southern Fresno County, east of Hwy 99 in Kingsburg, south of Hwy 201 and west of Rd. 16.

Kamansky's Ecological Consulting submits this report to the Planning Firm to inform about the site conditions and lay the foundation for the CEQA analysis.

It is agreed that the report of findings produced upon the conclusion of this reconnaissance level and focused biological survey will be used in the following manner ONLY: for consideration during any necessary NEPA/CEQA analysis and mitigation requirements or other permitting processes. It is understood that KEC does NOT make recommendations for approval or denial of the Project.

B. LOCATION OF SUBJECT PROPERTY

The subject property covered by this biological investigation is located in south-central Fresno County and northern Tulare County, California. The site occurs east of Hwy 99 in Kingsburg, south of Hwy 201 and west of Rd. 16. The property is along the south-east border of the Kingsburg city limits. The property Assessment Parcel Numbers are 077-060-009, 077-060-022 and 077-060-024. See Figure 1.

C. CURRENT LAND USE AND SITE CHARACTERISTICS

The site is currently an in a mixed state of agricultural use. Plums, peaches, and grapes are currently being grown on the site. At the time of field survey, a portion of the site in the north was left fallow. The Cole Slough canal runs inside the eastern edge of the site.

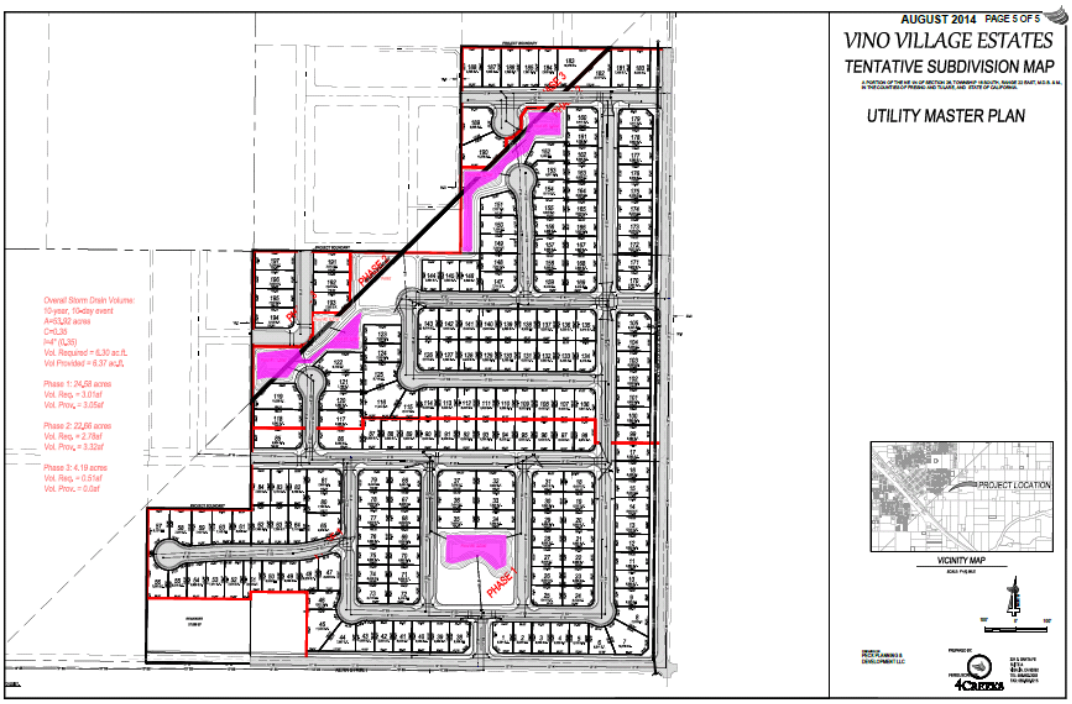


Figure 1. Project site plan and location.

D. SURVEY DATES AND SURVEY PERSONNEL

The field component of the biological evaluation was conducted on a site visit on July 21, 2014. Bobby Kamansky, John Kamansky, and Vaughan Williams conducted the initial site visit and Bobby Kamansky conducted another site visit on August 5, 2014.

E. STUDIES REQUIRED TO SATISFY ENDANGERED SPECIES LAWS

Several species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. State and federal laws have provided DFW and the USFWS with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. Many native plant and animal species have been formally designated as Threatened or Endangered under state and federal endangered species legislation. Others have been designated as "Species of Special Concern" by DFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered (CNPS 2001). Collectively, these plants and animals are referred to as Special Status Species.

F. STUDY METHODOLOGY

F.1 Literature Review

A review of literature was conducted to provide additional information about the relevant species.

F.2 Consultation with Experts on Species

Several biologists were consulted on this study to provide additional information. Kamansky's Ecological Consulting also provided additional species information and records from field notes by Bobby Kamansky to supplement CNDDB information about the area.

F.3 Survey Methods

Survey methods consisted of pedestrian surveys of the site and vehicular surveys on established roads around the site and some of the adjacent sites. Potential raptor nesting trees were identified and surveyed with high-powered optical equipment.

F.2 Consult California Natural Diversity Data Base (CNDDB)

The biological investigation conducted by KEC focused on the status of several Special Status Species. Species and the three habitats listed in the CNDDB are considered Special Status Species and are often treated as if they were listed under Federal or State Endangered Species Acts.

Additional species and records were added from field notes and documented during surveys. The likelihood of the species occurring on the site is categorized as present, absent, possible or unlikely, based on whether they were detected, are known to exist on the site or immediately adjacent (present), were not detected and not expected, owing to lack of habitat (absent), possibly occurring with suitable or suboptimal habitat present but not detected (possible), not likely to occur with no habitat or suboptimal habitat present and not detected (unlikely).

Twenty-five (25) Special Status Species are known to occur in the vicinity. Twenty-two (22) Special Status animal species are known to occur in the general vicinity of the Kingsburg development site (the subject area). All of these species were found in the CNDDB. Various other species are expected utilize the site; red-tailed hawks, great-horned owls and barn owls are all known to forage and nest in the vicinity.

Eight (8) Special Status plant species were included in the CNDDB printout for the nine relevant quadrangles. None of these species are known to occur

in the immediate vicinity of the site. The site and the surrounding areas generally serve as poor habitat for many Special Status Species.

Three native plant communities, valley sacaton grassland, northern claypan vernal pool, great valley mixed riparian forest were listed in the CNDDB.

Table 1 below summarizes the species and habitats that were listed in the California Natural Diversity Database and their occurrence summaries.

G. VEGETATION ON THE PROPOSED KINGSBURG SUBDIVISION

G.1 Natural Communities

Associations of plant species that grow in assemblages under similar ecological conditions are called plant communities (also known as natural communities or biotic communities). Generally, they are named for the dominant species found in the association. Definition of plant communities is important not only because it identifies types of plants that are present, but also because it indicates habitat types and animal species which may be found in the community. In this section, common names and scientific (Latin binomial) names of plants will both be given the first time they are mentioned; thereafter only common names will be used.

G.2 Native Plant Communities

The land on the subject property is disturbed and does not support historical flora. According to the natural community classification scheme used by Holland (1986), the Kingsburg site is located in a part of the southern San Joaquin Valley that originally contained components of two natural communities prior to development: Valley Grassland and Valley Oak Riparian Woodland.

G.3 Plant Species Composition on the Kingsburg site

The subject property currently supports relatively low species richness of wild, native plants. There are no substantial patches of native vegetation on the subject property. A single Valley oak (*Quercus lobata*) grows on the subject property.

G.3.a Valley Grassland

Dominant species observed on the subject property during the field survey, aside from cultivated crops, include the following annuals in the grassland: hare barley (*Hordeum marinum* ssp. *leporinum*), whitestem filaree (*Erodium moschatum*), redstem filaree (*Erodium cicutarium*), ripgut

#	QUAD NAME	SCIENTIFIC NAME	COMMON NAME	FED STATUS	CAL STATUS	CDF W	CNPS	OCCURRENCE SUMMARY
1	Malaga	*Efferia antiochi*	Antioch efferian robberfly	None	None	-	-	Unlikely. The dunes this species inhabits do not exist on or near the site.
2	Laton	*Atriplex depressa*	brittlescale	None	None	-	1B.2	
	Traver	*Atriplex depressa*	brittlescale	None	None	-	1B.2	Unlikely. Little to no undisturbed habitat exists on the site.
3	Traver	*Athene cunicularia*	burrowing owl	None	None	SSC	-	
	Burris Park	*Athene cunicularia*	burrowing owl	None	None	SSC	-	
	Conejo	*Athene cunicularia*	burrowing owl	None	None	SSC	-	
	Selma	*Athene cunicularia*	burrowing owl	None	None	SSC	-	
	Reedley	*Athene cunicularia*	burrowing owl	None	None	SSC	-	Possible. Although a large portion of the site is fallow field, or cultivated, owls could nest on the site.
4	Malaga	*Caulanthus californicus*	California jewelflower	Endangered	Endangered	-	1B.1	Unlikely. Habitat includes chenopod scrub, pinyon and juniper woodland, valley and foothill grassland. Appropriate habitat does not exist on the site.
5	Wahtoke	*Imperata brevifolia*	California satintail	None	None	-	2B.1	
	Malaga	*Imperata brevifolia*	California satintail	None	None	-	2B.1	
	Reedley	*Imperata brevifolia*	California satintail	None	None	-	2B.1	Unlikely. Found in wetland habitat, which could exist on the site. The canal on the east site of the site may provide habitat but the species was not observed during field study.
6	Burris Park	*Ambystoma californiense*	California tiger salamander	Threatened	Threatened	SSC	-	
	Wahtoke	*Ambystoma californiense*	California tiger salamander	Threatened	Threatened	SSC	-	

	Malaga	*Ambystoma californiense*	California tiger salamander	Threatened	Threatened	SSC	-	Unlikely. This species requires aquatic habitat for reproduction and early life stages. Little potential habitat exists on the project site. The canal on the east site of the site may provide habitat but the species was not observed during field study
7	Malaga	*Tropidocarpum capparideum*	caper-fruited tropidocarpum	None	None	-	1B.1	Unlikely. Historical habitat (alkaline hills) is not present and species has not been recorded in over 50 years.
8	Malaga	*Phrynosoma blainvillii*	coast horned lizard	None	None	SSC	-	Unlikely. Although this species could inhabit fallow, undisturbed fields, the frequency and size of this habitat would make this species uncommon.
9	Traver	*Atriplex cordulata var. erecticaulis*	Earlimart orache	None	None	-	1B.2	Unlikely. Very little undisturbed habitat occupies the site.
10	Wahtoke	*Great Valley Mixed Riparian Forest*	Great Valley Mixed Riparian Forest	None	None	-	-	Absent. No undisturbed habitat exists on or near the site.
11	Sanger	*Tuctoria greenei*	Greene's tuctoria	Endangered	Rare	-	1B.1	Unlikely. This species is found in vernal pools. No vernal pools were found on or adjacent to the site.
12	Reedley	*Lasiurus cinereus*	hoary bat	None	None	-	-	Unlikely. Although roosting trees do occupy the site, dense vegetation for foraging is lacking.
13	Malaga	*Metapogon hurdi*	Hurd's metapogon robberfly	None	None	-	-	Absent. This species was not observed during field study.
14	Traver	*Atriplex minuscula*	lesser saltscale	None	None	-	1B.1	Unlikely. Suitable undisturbed habitat does not exist on the site.
15	Traver	*Lanius ludovicianus*	loggerhead shrike	None	None	SSC	-	Possible. Fallow fields occupy a portion of the site. This area may provide foraging habitat for this species.
16	Malaga	*Leptosiphon serrulatus*	Madera leptosiphon	None	None	-	1B.2	Unlikely. Record is out of date. Found on dry slopes; often on decomposed granite in woodland between 80-1575m. Habitat does not exist on site.
17	Malaga	*Lytta molesta*	molestan blister beetle	None	None	-	-	Unlikely. This species is found near vernal pools. No vernal pools were found on or adjacent to the site.
18	Traver	*Northern Claypan Vernal Pool*	Northern Claypan Vernal Pool	None	None	-	-	Absent. Habitat does not exist on the project site.
19	Reedley	*Antrozous pallidus*	pallid bat	None	None	SSC	-	Possible. Site provides little suitable roosting and foraging habitat.

20	Wahtoke	*Pseudobahia peirsonii*	San Joaquin adobe sunburst	Threatened	Endangered	-	1B.1	
	Reedley	*Pseudobahia peirsonii*	San Joaquin adobe sunburst	Threatened	Endangered	-	1B.1	Unlikely. Undisturbed habitat does not exist on the site.
21	Sanger	*Vulpes macrotis mutica*	San Joaquin kit fox	Endangered	Threatened	-	-	
	Laton	*Vulpes macrotis mutica*	San Joaquin kit fox	Endangered	Threatened	-	-	
	Burris Park	*Vulpes macrotis mutica*	San Joaquin kit fox	Endangered	Threatened	-	-	
	Traver	*Vulpes macrotis mutica*	San Joaquin kit fox	Endangered	Threatened	-	-	Possible. Burrows were not observed during field study, some marginal habitat exists on the site and in the area.
22	Wahtoke	*Orcuttia inaequalis*	San Joaquin Valley Orcutt grass	Threatened	Endangered	-	1B.1	Absent. This species is found in vernal pool habitat. No vernal pools were found on or adjacent to the site.
23	Wahtoke	*Convolvulus simulans*	small-flowered morning-glory	None	None	-	4.2	Unlikely. Habitat includes chaparral (openings), coastal scrub, and valley/foothill grassland. Habitat does not exist on site.
24	Wahtoke	*Eryngium spinosepalum*	spiny-sepaled button-celery	None	None	-	1B.2	Unlikely. Found near vernal pools and in grassland habitat, little to none is not found on the site.
25	Traver	*Buteo swainsoni*	Swainson's hawk	None	Threatened	-	-	
	Selma	*Buteo swainsoni*	Swainson's hawk	None	Threatened	-	-	
	Conejo	*Buteo swainsoni*	Swainson's hawk	None	Threatened	-	-	
	Malaga	*Buteo swainsoni*	Swainson's hawk	None	Threatened	-	-	Possible. Roosting trees do exist on or near the site. No nests were identified and individuals were not observed during field study.
26	Traver	*Agelaius tricolor*	tricolored blackbird	None	None	SSC	-	Unlikely. Nesting habitat does not exist, but the fallow field found on site may provide foraging habitat.
27	Sanger	*Desmocerus californicus dimorphus*	valley elderberry longhorn beetle	Threatened	None	-	-	
	Wahtoke	*Desmocerus californicus*	valley elderberry	Threatened	None	-	-	

		dimorphus	longhorn beetle					
	Laton	*Desmocerus californicus dimorphus*	valley elderberry longhorn beetle	Threatened	None	-	-	
	Reedley	*Desmocerus californicus dimorphus*	valley elderberry longhorn beetle	Threatened	None	-	-	Absent. No elderberry plants were identified on or near the site. Elderberry must exist for suitable habitat.
28	Traver	*Valley Sacaton Grassland*	Valley Sacaton Grassland	None	None	-	-	
	Burris Park	*Valley Sacaton Grassland*	Valley Sacaton Grassland	None	None	-	-	Absent. Habitat does not exist on project site.
29	Burris Park	*Branchinecta lynchi*	vernal pool fairy shrimp	Threatened	None	-	-	
	Traver	*Branchinecta lynchi*	vernal pool fairy shrimp	Threatened	None	-	-	
	Wahtoke	*Branchinecta lynchi*	vernal pool fairy shrimp	Threatened	None	-	-	Unlikely. This species is found in vernal pools. No vernal pools were found on or adjacent to the site.
30	Traver	*Lepidurus packardi*	vernal pool tadpole shrimp	Endangered	None	-	-	
	Burris Park	*Lepidurus packardi*	vernal pool tadpole shrimp	Endangered	None	-	-	Unlikely. This species is found in vernal pools. No vernal pools were found on or adjacent to the site.
31	Traver	*Eumops perotis californicus*	western mastiff bat	None	None	SSC	-	
	Selma	*Eumops perotis californicus*	western mastiff bat	None	None	SSC	-	Possible. Although foraging sites may exist in small quantity near the site, no cliffs but a few buildings for roosting do occur.
32	Reedley	*Emys marmorata*	western pond turtle	None	None	SSC	-	
	Wahtoke	*Emys marmorata*	western pond turtle	None	None	SSC	-	Unlikely. This species occupies in streams and ponds. A canal does exist on the border of the property to the east which could provide habitat for this species.
33	Burris Park	*Spea hammondii*	western spadefoot	None	None	SSC	-	
	Traver	*Spea hammondii*	western spadefoot	None	None	SSC	-	Unlikely. Possible wetland habitat was observed on site during field surveys, but this species was not

								observed. A canal does exist on the border of the property to the east
34	Malaga	*Coccyzus americanus occidentalis*	western yellow-billed cuckoo	Proposed Threatened	Endangered	-	-	
	Sanger	*Coccyzus americanus occidentalis*	western yellow-billed cuckoo	Proposed Threatened	Endangered	-	-	Absent. Habitat extirpated and does not exist on site.
35	Conejo	*Pica nuttalli*	yellow-billed magpie	None	None	-	-	Absent. Record may be an error.
36	Malaga	*Xanthocephalus xanthocephalus*	yellow-headed blackbird	None	None	SSC	-	Unlikely. Often nest in marshes/wetlands with tules or cattails. The fallow field on the site may provide some foraging habitat.

**Present – Species observed on the site during the study.
Possible – Species reasonably likely to occur because good habitat exists and/or species observed adjacent to the site.
Absent – No habitat is present on the site and there are no historical records on or near the site.
Unlikely - Species reasonably unlikely to occur because no adequate habitat exists and/or species was not observed adjacent to the site.

Federal status:

FE Listed as endangered under the Federal Endangered Species Act
FT Listed as threatened under the Federal Endangered Species Act
FPT Proposed for listing as threatened under the Federal Endangered Species Act
FSC Species of concern as identified by the U.S. Fish and Wildlife Service

State status:

SE Listed as endangered under the California Endangered Species Act
ST Listed as threatened under the California Endangered Species Act
CFP Listed as fully protected by the California Department of Fish and Game
CSC Species of concern as identified by the California Department of Fish and Game
1B Plant species that are rare, threatened, or endangered in California and elsewhere.

grass (*Bromus diandrus*),

H. INVERTEBRATES

The site is within close proximity (< ¼ mile) to row crop fields where there are rich invertebrate species. These animals provide food for many predators, including hawks, which may be observed in the area.

I. VERTEBRATE ANIMALS ON THE KINGSBURG SITE Thirteen vertebrate species were recorded at the Kingsburg site (See Appendix B). California ground squirrels were observed directly adjacent to the site.

I.1 Amphibians

Two amphibian species were observed on the subject property during field work. Western toad (*Anaxyrus boreas*) and American bullfrog (*Lithobates catesbeianus*) (DOA) were observed along the Cole Slough canal.

I.2 Reptiles

No reptiles were observed on the subject property during field work. The site does provide habitat for common species such as western fence lizards (*Sceloporus occidentalis*).

I.3 Birds

Nine bird species were observed on the site during survey times and dates. The grasslands on the site support common species such as doves and the treed areas support winter resident birds, neotropical migrants such as kingbirds (*Tyrannus verticalis*) and raptors such as red-tailed hawks (*Buteo jamacansis*), barn owls (*Tyto alba*) and for Swainson's hawks.

I.4 Mammals

Tracks were observed along the Cole Sough canal. Tracks determined to be: Racoon (*Procyon lotor*), and grey fox (*Urocyon cinereoargenteus*).

J. RESULTS OF BIOLOGICAL EVALUATION

J.1 SPECIAL STATUS PLANT SPECIES

J.1.a California jewel-flower (*Caulanthus califonrica*) Fed Endangered, State Endangered CNPS 1B.1

There is one quad with records for the California jewel flower: Malaga.

No California jewel flower was found on the site. Habitat for this species

is listed by CNPS as chenopod scrub, valley and foothill grassland, and pinyon-juniper woodland. No habitat of these types and no undisturbed grassland exist along the site.

J.1.b California satintail (*Imperrata brevifolia*) CNPS 2B.1
This species has records in the Wahtoke, Malaga, and Reedley quads.

No California satintail was found on the site. This species is likely to occur in alkali meadows and seeps which are not found on the site.

J.1.c Earlimart orache (*Atriplex erecticalis*) CNPS 1B.2
This CNPS species profile mentions records of Earlimart orache on the Traver quad.

No Earlimart orache, or any annual saltbush (Atriplex) species, was found on the site. Earlimart orache grows on Valley and foothill grassland. This vegetation community does not exist undisturbed on the project site.

J.1.d Lesser saltscale (*Atriplex miniscula*) CNPS 1B.1
There are records of this species from the Traver Quad.

No lesser saltscale, or any annual saltbush (Atriplex) species, was found on the site. Lesser saltscale grows on Chenopod scrub, playas, sandy soils in alkaline areas, and Valley and foothill grassland often in association with slough systems and river floodplains. None of these plant communities occur on the site.

J.1.e San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*) Fed Threatened, State Endangered, CNPS 1B.1
The Wahtoke Quad contains the only record of this plant in the vicinity.

No San Joaquin Orcutt grass was found on the site. This species is a vernal pool obligate. No vernal pools were observed on the on or adjacent to the site.

J.1.f San Joaquin adobe sunburst (*Pseudobahia peirsonii*) Fed Threatened, State Endangered, CNPS 1B.1
The record for the San Joaquin adobe sunburst is in the Wahtoke and Reedley quads.

No San Joaquin adobe sunbursts were found on the site. Habitat for this

species is grasslands and woodlands with heavy adobe clay soils, these elements were not found on the site.

J.1.g Brittlescale (*Atriplex depressa*) CNPS 1B.2
This species was recorded in the Traver and Laton quads.

No brittlescale was found on the site/alignment. Habitat for this species is saline and alkaline soils. Owing to the highly disturbed nature of the site, this species is not expected to occur.

J.1.h Spiny-sepaled button-celery (*Eryngium spinosepalum*) CNPS 1B.2
This species was recorded in the Wahtoke Quad.
No spiny-sepaled button-celery was observed on the site. This species is associated with Valley and foothill grassland and vernal pools. These communities do not exist on or near the site.

J.1.1 SPECIAL STATUS PLANT COMMUNITIES

J1.1.a Northern Claypan Vernal Pool
This community was listed within the Traver Quad.

No Northern Claypan Vernal Pools were found on the site. The site appears to have been deep-ripped. Thus, there does not appear to be duripan or other impermeable layer sub-surface on the site, precluding ponding.

J1.1.b Great Valley Mixed Riparian Forest
This community was recorded in the Wahtoke Quad.

No Great Valley Mixed Riparian Forest was found on the site. No Patches of riparian vegetation exist on the site.

J1.1.c Valley Sacaton Grassland
This community was recorded in the Burris Park and Traver quads.

The site is heavily disturbed and no perennial, native grasses occur on the site. *No Valley Sacaton Grassland was found on the site.*

J.2 SPECIAL STATUS INVERTEBRATES

J.2.a Vernal pool fairy shrimp (*Branchinecta lynchii*) FT

Three quads with records of this species were found: Burris Park, Traver, and Wahtoke.

No vernal pool fairy shrimp were found on the site. No vernal pools were observed during surveys.

Vernal pool fairy shrimp are entirely dependent on vernal pool habitat associated with particular soils. Vernal pool fairy shrimp are unlikely to occur anywhere on the site because there are no vernal pools located anywhere on or adjacent to the site.

J.2.b Vernal pool tadpole shrimp (*Lepidurus packardii*) Fed Threatened

This species was recorded in the Traver and Burris Park quads.

No vernal pool tadpole shrimp were found on the site. No vernal pools occur were observed during surveys.

Vernal pool tadpole shrimp are entirely dependent on vernal pool habitat associated with particular soils. Vernal pool tadpole shrimp are unlikely to occur anywhere on the site because there are no vernal pools located anywhere on or adjacent to the site.

J.2.c Antioch efferian robberfly (*Efferia antiochi*)

Malaga is the only quad in which this species is recorded.

No Antioch efferian robberflies were found on the site. This species is endemic to the Antioch Dunes.

J.2.d Hurd's metapogon robberfly (*Metapogon hurdi*)

The Malaga quad contains records of this species in the vicinity.

No Hurd's efferian robberflies were found on the site. Known only from the sand dunes at Antioch and San Joaquin Valley. No suitable habitat present.

J.2.e Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) Fed Threatened in Fresno County north.

The Sanger, Wahtoke, Laton, and Reedley quads have records of this species.

No valley elderberry longhorn beetles were found on the site. This species relies on the presence of elderberry plants. No elderberries were found on

the site.

J.2.f molestan blister beetle (*Lytta molesta*)
This species has been found in the Malaga quad.

No molestan blister beetles were observed on the site. This species is found in vernal pool habitat. No vernal pools were observed on the site.

J.3 SPECIAL STATUS AMPHIBIANS AND REPTILES

J.3.a Western spadefoot (*Spea Hammondii*) DFW SSC
This species was not observed on the site. The site provides little to no habitat for this species. The twelve quad CNDDB printout includes two quads containing occurrences of western spadefoot: the Burris Park and Traver quads.

No Western spadefoot toads were found on the site. Western spadefoot toads are found primarily in annual grasslands with vernal pools. No vernal pools occur on the site. Western spadefoot toad is unlikely to occur anywhere on the site because there are no grasslands with vernal pools located anywhere on or adjacent to the site. A slough channel with appropriate soil and possible hydrological conditions does exist on eastern edge of the project area.

J.3.b California tiger salamander (*Ambystoma californiense)* Fed Threatened, State Threatened, SSC
This species has been recorded in the Burris Park, Wahtoke, and Malaga quads.

No California tiger salamanders were observed on the site. Possible suitable aquatic habitat was found on the eastern boundary of the site.

J.3.c Coast horned lizard (*Phrynosoma blainvillii*) SSC
This species has been observed within the Malaga Quad.

No coast horned lizards were observed on the site. Because of the disturbed nature of the site and surrounding fields, very little habitat exists on the site for this species.

J.3.d Western pond turtle (*Emys marmorata*) SSC
This species has been found in the Wahtoke and Reedley quads.

No western pond turtles were found on the site. Riparian habitats, pools or flowing water were not observed during field surveys. However, a slough channel with possibly suitable hydrological conditions does exist on the eastern boundary of the project area.

J.4 SPECIAL STATUS BIRDS

J.4.a Swainson's hawk (*Buteo swainsoni*) (nesting) State Threatened

Swainson's hawk records are found in the Traver, Selma, Conejo, and Malaga quads.

In the adjacent Tulare County and Kings County, more than 33 Swainson's hawk nests have been located in isolated trees or small groves of eucalyptus (18), valley oak (8), Fremont's cottonwood (4), Goodding's black willow (3), and deodar cedar (1). Nest trees stand in (or adjacent to) open agricultural land (16), along riparian corridors or irrgation channels (16), or at the edge of a tailwater pond (1). Foraging habitat surrounding the nest trees is chiefly alfalfa or other row crops (30) but also includes expanses of grassland and scrub habitat (3) (Hansen 2005d).

Swainson's hawks prefer open habitats, including mixed and short grass grasslands with scattered trees or shrubs for perching; dry grasslands; irrigated meadows; and edges between two habitat types.

No Swainson's hawks were observed on the site.

Appropriate avoidance measures should be employed such as pre-construction surveys and construction monitoring for this and other raptors. It may be necessary to consult with DFW to determine if additional avoidance is necessary to protect this species during construction.

J.4.b Western burrowing owl (*Athene cunicularia*) SSC

Records for this species are on the Traver, Burris Park, Conejo, Selma, and Reedley quads. This species prefers short grass prairie and other sparsely-vegetated areas where foraging is optimal. Ground squirrel burrows suitable for burrowing owls were observed directly adjacent to the site.

No western burrowing owls were found on or near the site. It is possible that they could be denning and foraging in the fallow fields and farm edges nearby or could move into the proposed Project area prior to construction.

J.4.c Yellow-billed magpie (*Pica nuttalli*)
This species has been observed within the Conejo Quad.

No yellow-billed magpies were seen on the site. As this species is not known to be present in this area, the record is either inaccurate or a vagrant.

J.4.d Yellow-headed blackbird (*Xanthocephalus zanthocephalus*) SSC
This species has been observed in the Malaga Quad.
No yellow-headed blackbirds were observed while surveying the site. This species is known to breed in the San Joaquin Valley near wetlands. They are likely to be found foraging and nesting in active agricultural fields if there are wetlands nearby with suitable hydrology and nesting substrate. KEC did not detect appropriate habitat in the vicinity.

J.4.e Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) Fed Threatened, State Endangered
The Malaga and Sanger quads contain records of this species.

No western yellow-billed cuckoos were observed while surveying the site. This species was extirpated from this area. There are no riparian forests of suitable size and composition to support this species in this part of Fresno County. The nearest population of this species can be found at the Audubon Kern River Preserve in eastern Kern County (B. Kamansky field notes, Reed Tollefson, personal communication).

J.4.f Loggerhead shrike (*Lanius ludovicianus*) SSC
The Traver Quad contains the only record for this species in the area.

No Loggerhead shrikes were observed on the site during the survey. They can typically be seen foraging in fallow fields and grassland habitats and nest in dense vegetation. Small suitable habitat patches exist on and nearby the proposed Project site.

J.4.g Tricolored blackbird (*Agelaius tricolor*) SSC
This species has been observed in the Traver Quad.

No tricolored blackbirds were observed on the site. This species forages and nests in dense riparian vegetation near wetlands and often near dairies. While no such habitat exists on the site, the Kings River lies several miles east of the site and this area provides habitat for this species.

J.5 SPECIAL STATUS MAMMALS

J.5.a Western mastiff bat (*Eumops perotis californicus*) SSC

The Traver and Selma quads contain records of this species.

No western mastiff bats were observed during the field survey. This species is known to forage in a variety of habitats including agricultural lands, which occur on and adjacent to the site. There are also a few suitable potential roosting sites in the area; however, because of the existing site disturbance history, the proposed Project site lacks substantial breeding ground for the bat.

J.5.b San Joaquin kit fox, *Vulpes macrotis mutica* Fed Endangered, State Threatened

Records of San Joaquin kit fox in this part of Tulare County come from eight quads: Visalia, Paige, Goshen, Tulare, Waukena, Traver, Monson, and Remnoy. These widespread occurrences suggest widespread activity in the area.

The Endangered Species Recovery Program (ESRP) text on San Joaquin kit fox below, passages most pertinent to the site are highlighted in *italic* type:

San Joaquin kit foxes inhabit grasslands and scrublands, many of which have been *extensively modified.* Types of modified habitats include…grazed annual grasslands. Oak woodland, alkali sink scrubland, and vernal pool and alkali meadow communities also provide habitat for kit foxes. Dens are scarce in areas with shallow soils because of the proximity to bedrock, high water tables, or impenetrable hardpan [or claypan] layers. Kit foxes are active year-round and are primarily nocturnal. (To view a species profile for San Joaquin kit fox, see the ESRP URL: http://esrpweb.csustan.edu/speciesprofiles/profile.php?sp=vuma

No San Joaquin kit fox were observed during this field survey. San

Joaquin kit fox is a species that is both Federally Endangered and State Threatened. Records of San Joaquin kit fox occurrences are widespread within the proposed Project area. The proposed Project site is sub-optimal kit fox habitat because it does not provide important intrinsic habitat values unique to the area and has an extensive history of disturbance. However, some possible movement corridors are in the area and San Joaquin kit fox may occasionally pass through the site while foraging. Based on habitat characteristics and prey availability, this species would not be expected to den on the site; however, it is within the range of this species and potential kit fox dens were observed on and directly adjacent to the site. It should be noted though that no evidence of kit fox tracks or scat was found anywhere on the site.

J.5.c Hoary bat (*Lasiurus cinereus*)

The Reedley Quad contains records of this species. The records are likely from the Kings River riparian forest.

No Hoary bats were observed during field survey. Possible roosting trees were found on and adjacent to the site and there are foraging opportunities throughout the site and the surrounding areas.

J.5.d Pallid bat (*Antrozous pallidus*) SSC

The Reedley Quad contains records of this species. The records may come from the Kings River riparian forest.

No pallid bats were observed during field study. Pallid bats' habitat includes arid, rocky sites. The site does not contain such habitat.

K. IMPACT ANALYSIS AND MITIGATION

K.1 SIGNIFICANCE CRITERIA

General plans, area plans, and specific projects are subject to the provisions of the California Environmental Quality Act (CEQA) to assess the impacts of proposed projects on the environment before they are constructed. For example, site development may require the removal of some or all of a site's existing vegetation. Animals associated with this vegetation could be destroyed or displaced**.** Plants and animals adapted to humans, roads, buildings, pets, etc. may replace those species which formerly occurred on the site. Plants and animals that are state and/or federally listed as threatened or endangered may be destroyed or displaced. Sensitive habitats such as wetlands and riparian woodlands

may be altered or destroyed. These impacts may be considered significant or not. According to Guide to the California Environmental Quality Act (Remy et al. 1999), "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic interest. Specific project impacts to biological resources may be considered "significant" if they will:

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species (including threatened and endangered species) in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- have a substantial adverse effect on federally protected wetlands as defined by Section 404 of The Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan (Remy et al. 1999).

Furthermore, CEQA Guidelines Section 15065 states that a project may trigger the requirement to make a "mandatory findings of significance" if "the Project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species,

cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory."

In a Draft EIS/EIR prepared for a Project in Kings County by the United States Army Corps of Engineers (USACE), the document states,

> For this section [Section 4.12 Effects on Endangered Species], any project action which would affect the continued existence of an endangered or threatened species or a species of special concern is considered to be a significant adverse affect [*sic*].

If the lead agency can demonstrate that potential impacts to biological resources will be avoided, then these impacts should be considered less-than-significant for the purpose of a CEQA review.

K.2 RELEVANT GOALS, POLICIES, AND LAWS

K.2.1 Threatened and Endangered Species

State and federal "endangered species" legislation has provided DFW and the USFWS with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as "species of special status". Permits may be required from both the DFW and USFWS if activities associated with a proposed project will result in the "take" of a listed species. "Take" is defined by the state of California as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (California Fish and Wildlife Code, Section 86). "Take" is more broadly defined by the federal Endangered Species Act to include "harm" (16 USC, Section 1532 (19), 50 CFR, Section 17.3). Furthermore, the CDF&W and the USFWS are responding agencies under the California Environmental Quality Act (CEQA). Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues to make project-specific recommendations for their conservation.

K.2.2 Migratory Birds

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

Construction disturbances during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the DFW.

K.2.3 Birds of Prey

Birds of prey are also protected in California under provisions of the State Fish and Wildlife Code, Section 3503.5,(1992), which states that it is "unlawful to take, possess, or destroy any birds in the Order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto". Construction disturbances during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the DFW.

K.2.4 Wetlands and Other "Jurisdictional Waters"

Natural drainage channels and wetlands are considered "Waters of the United States" (hereafter referred to as "jurisdictional waters"). The U.S. Army Corps of Engineers (USACE) regulates the filling or grading of such waters under the authority of Section 404 of The Clean Water Act (Wetland Training Institute, Inc. 1990). The extent of jurisdiction within drainage channels is defined by "ordinary high water marks" on opposing channel banks. Wetlands are habitats with soils that are intermittently or permanently saturated, or inundated. The resulting anaerobic conditions select for plant species known as hydrophytes that show a high degree of fidelity to such soils. Wetlands are identified by the presence of hydrophytic vegetation, hydric soils (soils saturated intermittently or permanently saturated by water), and wetland hydrology according to methodologies outlined in the 1987 Corps of Engineers Wetlands Delineation Manual (USACE 1987).

All activities that involve the discharge of fill into jurisdictional waters are subject to the permit requirements of the USACE (Wetland Training Institute, Inc. 1991). Such permits are typically issued on the condition that the applicant agrees to provide mitigation that results in no net loss of wetland functions or values. No permit can be issued until the Regional Water Quality Control Board (RWQCB) issues a certification (or waiver of such certification) that the proposed activity will meet state water quality standards. The RWCQB is also responsible for enforcing National Pollution Discharge Elimination System (NPDES) permits, including the General Construction Activity Storm Water Permit. All projects requiring federal money must also comply with Executive Order 11990 (Protection of Wetlands).

The California Department of Fish and Wildlife has jurisdiction over the bed and bank of natural drainages according to provisions of Section 1601 and 1603 of the California Fish and Wildlife Code (California Department of Fish and Wildlife 1995). Activities that would disturb these drainages are regulated by the DFW via a Streambed Alteration Agreement. Such an agreement typically stipulates that certain measures will be implemented which protect the habitat values of the drainage in question.

K.3 ENVIRONMENTAL IMPACT/MITIGATION

K.3.1 Impacts on Special Status Plant Species?

Impact
The current nature of the site and its long disturbance history does not provide suitable habitat for many of the Special Status plant species that are listed in the CNDDB.

Avoidance
Because no impacts to Special Status plant species were observed, no avoidance of plant species is required.

Minimization
Because no impacts to Special Status plant species are anticipated, no minimization is required.

Compensation
No compensation is required.

Monitoring
No monitoring is required.

K.3.2 Impacts on Special Status Animal Species?
Will the construction or land modification have a substantial adverse effect, either directly or through habitat modifications, on any plant species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact
Twenty-one (21) Special Status animal species are known to occur in the general vicinity of the Kingsburg site. KEC inspected the site and noted that all lands on the Project site have been disturbed to some degree by leveling, disking, farming, etc.

Amphibians were detected along the Cole Slough Canal at the eastern edge of the property. The plan for this water body is to fill and pipe the water for approximately 2000 feet along the eastern edge of the property.

Various large nesting trees border or are present on the site. No raptors or nests were observed on the site, but are present in the general vicinity (see Appendix maps). Although the site is sub-optimal kit fox habitat, it is within the range of this species and potential kit fox dens were observed directly adjacent to the site. Dens could also be used by burrowing owls. Neo-tropical migratory birds occupied the site at the time of the biological surveys. To avoid these protected species, preconstruction surveys will be required to identify and avoid any Special Status Species on the Project Site prior to construction.

Avoidance
Take of Special Status Species as a result of any project-related construction or earth-moving work would be considered a significant environmental impact. Thus, impacts to amphibians such as western spadefoot, raptors in nest trees located on/near the site would need to be avoided, or compensated for to bring impacts below the level of significance. Impacts to burrowing owls and kit foxes that might occupy the site must also be avoided. Because habitat for Special Status animal species occurs on and adjacent the subject property, avoidance and minimization measures are warranted.

In order to avoid impacts, the Applicant shall perform amphibian surveys after approximately 1-2 inches of precipitation in the fall to detect spadefoots, tiger salamanders and construct the project outside of the nesting season for raptors and migratory birds (March - August). Because of the potential kit fox and burrowing owl dens, spadefoots, western pond turtles, the migratory birds and the nests and potential foraging habitat on adjacent agricultural land, standardized preconstruction surveys shall be required to avoid impacts to this species. Preconstruction surveys should follow the San Joaquin kit fox and burrowing owl standardized recommendations for avoiding impacts during ground disturbance (USFWS 1999). If preconstruction surveys detect Swainson's hawks or other raptors nesting on the site or adjacent to the site, the Applicant should initiate consultation with DWF and/or USFWS to clarify the avoidance requirements; ½ mile from nest trees is standard avoidance. Preconstruction avian surveys should also identify if any neotropical migrants nest on the site. If nesting behavior or nests are observed, 500-foot buffer areas will need to be established to protect nests and ensure avoidance. Passive relocation for amphibians, project postponement or other measures shall be required if pre-construction surveys detect sensitive amphibians or reptiles.

Because take of raptors or other Special Status Species as a result of any project-related construction or earth-moving work would be considered a significant environmental impact, impacts to sensitive amphibians, reptiles and raptors in nest trees located on/near the site would need to be avoided, or compensated to bring impacts below the level of significance.

Monitoring

If pre-construction surveys detect species on site or adjacent, a biologist will need to be onsite to educate workers, monitor compliance, best management practices and to identify and protect natural resources while construction occurs. The monitor will be responsible for ensuring that appropriate measures are taken to prevent disturbance of core avoidance areas. Any unauthorized take of Special Status species will be immediately reported to DFW by the monitor. The monitor will also notify the Project Coordinator who will stop work until corrective measures are implemented.

Mitigation

Although San Joaquin kit foxes have been reported in the CNDDB, the site is not considered optimal kit-fox habitat and kits foxes have not been confirmed in the vicinity in some time. Swainson's hawks, burrowing owls or other raptors could forage or nest on the site and in the adjacent agriculture fields and DFW should be consulted in order to determine if proposed measures for those species are adequate as part of the review process. Preconstruction surveys shall be conducted before any ground-disturbing activities begin. If the surveys detect the presence of listed species or migratory birds, then the Project shall be paused until appropriate measures or consultation with the USFWS/DFW can take place.

If preconstruction surveys find that no special-status species are present on or adjacent to the property, then the potential construction may proceed. The Applicant shall implement the following environmental protection measures to reduce environmental consequences associated with construction. Based on this analysis, implementation of mitigation measures would reduce potential Project-specific impacts to less than significant.

Environmental Protection Measures

The United States Fish and Wildlife Service (USFWS) approved pre-construction surveys for San Joaquin kit fox shall be conducted no fewer than 14 days and no more than 30 days prior to the onset of any ground-disturbing activity (USFWS 1999). The Applicant would follow standardized Recommendations for Protection of the San Joaquin kit fox prior to and during ground disturbance (USFWS 1999). These surveys will also detect raptor and migratory songbirds activity in the area and recommend appropriate avoidance and minimization measures.

If activities take place during avian nesting season (March 1 - August 1), a qualified biologist will conduct nest surveys within a 500-ft radius of the construction site, with an emphasis on Swainson's hawks (USFWS 1994), burrowing owls and other raptors. Appropriate measures shall be determined in consultation with the California Department of Fish and Wildlife (DFW) in the event an active nest is located in an area subject to disturbance (within ½ mile). No restrictions are required for avian species for construction activities that occur during the non-breeding season (August 1 through February 28) or after the young have fledged.

Protection of Swainson's hawks and other raptors and migratory birds (including Loggerhead Shrike).

- 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 14 to 30 days prior to the initiation of construction. 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 in consultation with California Department of Fish and Wildlife.
- 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.

If raptor nests such as Swainson's hawk are found during the inspection, then surveys shall be conducted at the following intensities, depending upon dates of initiation of construction:

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 MBTA) are found actively nesting within 250 feet of the construction area, construction should be postponed until after young have fledged. The date of fledging should be determined by a qualified biologist. If construction cannot be delayed within this zone, the CDFW and/or the USFWS shall be consulted and alternative protection measures required by the CDFW and/or the USFWS shall be followed.

Protection of San Joaquin kit fox

A standarized pre-construction/pre-activity survey 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. Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible.

If a natal/pupping den is discovered within the Project area or within 200-feet of the site boundary, USFWS shall be immediately notified and under no circumstances should the den be disturbed or destroyed without prior authorization. If the pre-construction/pre-activity survey reveals an active natal pupping or new information, the Project applicant shall contact USFWS immediately to obtain the necessary take authorization/permit.

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.

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.

Project-related vehicles shall observe a daytime speed limit not to exceed 20-mph throughout the site in all proposed Project areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. Night-time construction shall be minimized to the extent possible. However if it does occur, then the speed limit shall be reduced to 10-mph. Off-road traffic outside of designated project areas shall be prohibited.

To prevent inadvertent entrapment of kit fox or other animals during the

construction phase of the proposed Project, all excavated, steep-walled holes or trenches more than 2-feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS and the California Department of Fish and Wildlife shall be contacted as noted under Mitigation Measure 4-20 referenced below.

Kit fox are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit fox before the pipe is used or moved, buried, or capped in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the CFW has been consulted. If necessary, and under the direct supervision of a qualified biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.

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.

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. 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.

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.
An employee education program shall be conducted to alert employees of potential impacts to kit fox or other species of concern. The program shall consist of a brief presentation by persons knowledgeable in kit fox

biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program shall include the following: A description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the Project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during Project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to the previously referenced people and anyone else who may enter the Project site.
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

New sightings of kit fox shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to Fish and Wildlife at the address below.

Endangered Species Division
2800 Cottage Way, Suite W2605
Sacramento, California 95825-1846
(916) 414-6620 or (916) 414-6600

Protection of burrowing owl
In accordance with DFW's 2012 Staff Report on Burrowing Owl Mitigation, 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 DFG Staff Report and direct consultation with DFW.

Protection of Sensitive Amphibians and Reptiles
Cole Slough provides potential habitat for western spadefoot, California tiger salamander and western pond turtle. Preconstruction surveys shall be conducted during a period of high hydrological activity for the Slough. This may coincide with irrigation deliveries to downstream agriculture, typically an initial release from dams occurs in February-March and May-July. These surveys will detect tiger salamanders (early survey) and western pond turtles (late survey), if present. For spadefoots, survey shall be conducted after they emerge subsequent to 1-2 inches of precipitation at the start of the rainy season (usually around the beginning of December). If surveys detect these species, they shall be allowed to passively relocate of the site before construction on the Slough begins.

K.3.3. Adverse Effects on Riparian Habitat or other Sensitive Natural Communities? Will the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact
No impact to this community is anticipated. However, the canal along the eastern boundary of the project site may be a wetland. The Applicant plans to pipe the canal. If the canal is a wetland, wetland impacts shall be assessed and compensated, if necessary.

Mitigation
None required, but see above.

K.3.4. Adverse Effects on Federally Protected Wetlands? Will the project 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?

Impact
No marshes or vernal pools occur on the property. However, the canal along the eastern edge of the property could be a wetland. It is hydrologically connected to Cole Slough and thus, the Kings River. A wetland determination and delineation may be required to identify if a wetland exists on the site and where the perimeter of the potential wetland is situated. The Applicant should consult with the Army Corps of Engineers and the Regional Water Quality Control Board to determine if a delineation, waiver, certificate or permit is required.

Mitigation
None anticipated. However, if the Cole Slough is a wetland, compensation may be required.

K.3.5. Interference with Wildlife Movement and Wildlife Corridors? Will the project 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 site?

Impact
The Kings River corridor does lie east of the project site several miles. However, the subject property is not situated on any known substantial wildlife corridor, and the proposed actions have limited scope and should not obstruct wildlife movement.

A considerable amount of open space lands in the vicinity of the subject property will continue to be used by native species for home range and dispersal movements. Therefore, potential construction will result in a less than significant effect on regional wildlife movements.

Mitigation
Because this potential Project will result in a less than significant effect on regional wildlife movements, mitigation measures are not considered warranted.

K.3.6. Substantial Reductions in Fish & Wildlife Habitat? Will the project reduce substantially the habitat of a fish or wildlife species, including causing a fish or wildlife population to drop below

self-sustaining levels or threaten to eliminate an animal community?

Impact
The site is already heavily disturbed. Therefore, potential project construction would not result in substantial reduction in fish or wildlife habitat.

Mitigation
Because construction on the site will have a less than significant effect on habitat for common native wildlife occurring in this portion of Tulare County, mitigation measures for common species are not considered warranted. No fish or wildlife populations are likely to drop below self-sustaining levels because of potential activities. The potential project basin does not threaten to eliminate any animal community, so mitigation measures for animal communities are not warranted.

K.3.7 Conflicts with Local Policies or Ordinances?
Will the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact
The project appears to be consistent with the General Plan Policies of Tulare County that are relevant to natural resource protection. No County ordinances protect the types of biological resources found on the subject property, except raptor species. Therefore, as long as the Applicant implements avoidance measures and consults with DFW and any other agencies regarding potential impacts to raptors.

Mitigation
Because the potential project appears to be consistent with the General Plan Policies of Tulare County relevant to natural resource protection, mitigation measures, other than the afore-mentioned avoidance, further protecting biological resources are not considered warranted.

K.3.8 Conflicts with Adopted Conservation Plans?
Will the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat

conservation plan?

Impact
Only three HCPs, and no NCCP, or conservation plan have been instituted (or proposed) for Tulare County. The HCPs do not address the species on the site. Therefore, construction will not conflict with any such plan.

Mitigation
None required.

K.3.9 Degradation of Water Quality?
Will the project result in the degradation of water quality in seasonal creeks, reservoirs and downstream waters?

Impact
The excavation of loose soils often creates conditions conducive to erosion and the concomitant deposition of sediment in adjacent drainages. No known water quality risks area associated with the site or potential project.

Mitigation
Because the potential project construction will result in a less than significant impact on water quality in nearby creeks and rivers, mitigation measures are not considered warranted.

K.3.10 Disturbance to Active Raptor Nests?
Will construction activities during the project disturb any active raptor nests?

Impact
The site and area immediately adjacent to the property currently does provide nesting and foraging habitat for raptor species such as Swainson's and red-tailed hawks. Surveys may be required to avoid any raptor impacts if construction occurs during breeding season.

Avoidance
The Migratory Bird Treaty Act (MBTA) protects raptors from disturbances. Swainson's hawks are found in the grasslands and agricultural lands of California's Central Valley during the spring and

summer. They exhibit a high degree of nest site fidelity and nests are constructed in trees, and include Fremont cottonwood (*Populus fremontia*), willow (*Salix* spp.), Valley oak (*Quercus lobata*), and eucalyptus (*Eucalyptus* spp.) (Bloom 1980). The nesting season for Swainson's hawk occurs from March 1 through September 15. This species spends large amounts of time soaring over grasslands and agricultural fields in the Central Valley and can travel up to 29 kilometers to forage for prey (Estep 1989). Swainson's hawks will forage for prey in row crops (Estep 1989) on small mammals, insects, and birds. Several CNDDB-recorded occurrences, past observations and present survey observations indicate Swainson's hawk occur within a 10 mile radius of the subject property area (See map in Appendix, CNDDB 2014 and B. Kamansky field notes) and other raptors occur or forage on the site or nest adjacent to the site.

Preconstruction surveys will be required to identify and avoid raptors and raptor nest as well as other species (see above). During any construction activities, any raptors will need to be designated as an avoidance area that will need to be protected from disturbance or monitored avoided and/or excavated in coordination with DFW. This avoidance area will be clearly defined by erecting exclusionary fences or flagging with orange geo-webbing nor ribbon prior to construction. Any construction-related disturbance within the buffer zone will be minimized and promptly restored to its original condition following construction. DFW will be provided with a map and written details identifying avoidance areas.

Mitigation
If avoidance measures are implemented appropriately, no mitigation for raptors would be anticipated as a result of a potential project. However, in the event that foraging habitat or nesting areas would be impacted, then mitigation, compensation and consultation will be needed.

K.3.11 Cumulative Impacts?

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

The proposed Project would only contribute to cumulative impacts related to this item if Project-specific impacts were to occur. As the proposed Project does not result in significant loss of habitat or direct impact to these special status species, cumulative impacts will be less than significant.

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Appendix "C"

Cultural & Tribal Cultural Resources

California Historical Resources Information System



Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Hector Guerra
Tulare County Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277

Record Search 20-278

Date: August 11, 2020

Re: General Plan Amendment No. GPA 19-004 – Kingsburg Area 2020 Community Plan

County: Tulare

Map(s): Selma 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been three previous cultural resource studies conducted within the project area. There have been five additional studies conducted within the one-half mile radius. A list is enclosed.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There is one recorded resource within the project area. There are 61 recorded resource within the one-half mile radius. These resources primarily consist of historic buildings and include an historic railroad.

41 resources have been given a National Register status of 2S2, indicating these resources have been determined eligible for listing in the National Register of Historic places by consensus through the Section 106 process. They are all listed in the California Register of Historical Resources. A list of these resources is enclosed. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of a General Plan Amendment for the community of Kingsburg. Further, we understand no immediate ground disturbance will take place as a result of this update. Therefore, no further cultural resource investigation is recommended at this time. However, prior to any future ground disturbance project activities, we recommend a new record search be conducted so our office can then make project specific recommendations for further cultural resources study, if needed. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator **Date**: August 11, 2020

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Reports in PA:	Reports in .25 Mi:	Resources in PA:	Resources in .25 Mi:	
FR-00135 (TU-00102)	FR-00669	P-54-004626 (P-10-003930)	P-10-004801	P-10-004870
FR-01940 (TU-01158)	FR-00670		P-10-004802	P-10-004871
FR-02287 (TU-01324)	FR-00671		P-10-004803	P-10-004872
	FR-02168		P-10-004809	P-10-004873
	TU-01498		P-10-004810	P-10-004874
			P-10-004811	P-10-004875
			P-10-004812	P-10-004876
			P-10-004813	P-10-004877
			P-10-004814	P-10-004878
			P-10-004815	P-10-004879
			P-10-004816	P-10-004880
			P-10-004817	P-10-004881
			P-10-004818	P-10-004882
			P-10-004819	P-10-004883
			P-10-004820	P-54-004611
			P-10-004821	
			P-10-004822	
			P-10-004823	
			P-10-004824	
			P-10-004825	
			P-10-004826	
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			P-10-004865	
			P-10-004866	
			P-10-004867	
			P-10-004868	
			P-10-004869	

Number	Name	Location	NR Status Code
P-10-004809	No Name	1801 20th Street	2S2
P-10-004810	No Name	1781 20th Street	2S2
P-10-004811	No Name	1741 20th Street	2S2
P-10-004812	Banks House	1721 20th Street	2S2
P-10-004813	Wilson House	1701 20th Street	2S2
P-10-004814	Bartel House	1661 20th Street	2S2
P-10-004815	Johnson House	1981 Plumas Street	2S2
P-10-004816	Freeman House	1949 Plumas Street	2S2
P-10-004817	Whitemore House	1579 20th Street	2S2
P-10-004818	Matic House	1516 20th Street	2S2
P-10-004819	Heineman House	1524 20th Street	2S2
P-10-004820	Jensen House	1548 20th Street	2S2
P-10-004821	McCreary House	1560 20th Street	2S2
P-10-004822	No Name	1580 20th Street	2S2
P-10-004823	Amorino House	2033 Plumas Street	2S2
P-10-004826	Brady House	1660 20th Street	2S2
P-10-004829	Carlson House	1780 20th Street	2S2
P-10-004836	Harris House	1891 21st Street	2S2
P-10-004837	Sanchez/Escovedo House	1873 21st Street	2S2
P-10-004838	No Name	1849 21st Street	2S2
P-10-004839	Havenstein House	1831 21st Street	2S2
P-10-004840	Adams House	1801 21st Street	2S2
P-10-004841	Malek House	1771 21st Street	2S2
P-10-004842	Hussey House	1731 21st Street	2S2
P-10-004843	Apperson House	1701 21st Street	2S2
P-10-004863	Britton House	1549 21st Street	2S2
P-10-004865	Sorenson House	1490 21st Street	2S2
P-10-004867	Cauwels House	1536 21st Street	2S2
P-10-004869	Shoebridge House	1578 21st Street	2S2
P-10-004870	Morton House	1584 21st Street	2S2
P-10-004871	Horton House	1600 21st Street	2S2
P-10-004872	Atchley House	1640 21st Street	2S2
P-10-004874	Nielsen House	1680 21st Street	2S2
P-10-004875	Grandal House	1730 21st Steet	2S2
P-10-004876	Horiachi House	1770 21st Street	2S2
P-10-004878	Jacobson House	1812 21st Street	2S2
P-10-004879	Plagenza House	1830 21st Street	2S2
P-10-004880	Havenstein House (2)	1842 21st Street	2S2
P-10-004881	Perry House	1854 21st Street	2S2
P-10-004882	No Name	1872 21st Street	2S2
P-10-004883	Cronin House	1890 21st Street	2S2

NATIVE AMERICAN HERITAGE COMMISSION

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[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

July 30, 2020

Jessica Willis

Tulare County Resource Management Agency

Via Email to: jwillis@co.tulare.ca.u

Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, Kingsburg Area 2020 Community Plan, Tulare County

Dear Ms. Willis:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

    - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
    - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
    - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
    - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez

Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
7/30/2020

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella , CA 93240
(661) 340-0032 Cell

Kawaiisu
Tubatulabal

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella , CA 93240
bbutterbredt@gmail.com
(760) 378-2915 Cell

Tubatulabal
Kawaiisu

Kern Valley Indian Community
Brandy Kendricks
30741 Foxridge Court
Tehachapi , CA 93561
krazykendricks@hotmail.com
(661) 821-1733

Kawaiisu
Tubatulabal

Santa Rosa Rancheria Tachi Yokut Tribe
Leo Sisco, Chairperson
P.O. Box 8
Lemoore , CA 93245
(559) 924-1278

Tache
Tachi
Yokut

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Tribal Chairperson
P.O. Box 226
Lake Isabella , CA 93240
(760) 379-4590

Tubatulabal

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville , CA 93258
neil.peyron@tulerivertribe-nsn.gov
(559) 781-4271

Yokuts

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas , CA 93906
kwood8934@aol.com
(831) 443-9702

Foothill Yokuts
Mono
Wuksache

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.
This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed:
Kingsburg Area 2020 Community Plan, Tulare County.

Consultation Notice – KINGSBURG AREA SPECIFIC PLAN PROJECT CHRIS & SLF REQUESTS COMPLETED FOR THE ENTIRE KINGSBURG COMMUNITY AREA (AB52 & SB18)														
TRIBE CONTACTED	**REQUEST TYPE**			**ITEMS & DOCUMENTS SUBMITTED**					**DELIVERY METHOD**			**CONSULTATION PERIOD**		**CONSULTATION / ACTIONS**
	AB 52	**SB 18**	**Sec 106**	**Map**	**Project Description**	**SLF Search Results**	**CHRIS Results**	**Other**	**E-mail**	**FedEx**	**Certified US Mail**	**Return Receipt**	**Period Ends**	**Summary**
SACRED LAND FILE (SLF) REQUEST														
Native American Heritage Commission	X			X	X				7/28/20					7/30/20 SLF was requested for entire Kingsburg Specific Plan Area; NAHC SLF records search returned with "negative" results and listing of tribal representatives
CONSULTATION REQUEST LETTERS														
Kern Valley Indian Community Robert Robinson, Co-Chairperson P.O. Box 1010 Lake Isabella, CA 93240 bbutterbredt@gmail.com	X	X		X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2258	9/21/20	10/21/20	1/12/22, D.Folk called and left message ; also sent follow up email
Kern Valley Indian Community Julie Turner, Secretary P. Box 1010 Lake Isabella, CA 93240 meindiangirl@sbcglobal.net	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2234	9/21/20	10/21/20	1/12/22, D.Folk called and left message ; also sent follow up email
Kern Valley Indian Community Brandi Kendricks 30741 Foxridge Court Tehachapi, CA 93561 krazykendricks@hotmail.com	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2265	9/19/20	10/2/20	1/12/22, D.Folk called and left message ; also sent follow up email
Santa Rosa Rancheria Tachi Yokut Tribe Leo Sisco, Chairperson P. O. Box 8 Lemoore, CA 93245 LSisco@tachi-yokut-nsn.gov	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2197	9/15/20	10/15/20	
Santa Rosa Rancheria Tachi Yokut Tribe Robert Jeff, Vice-Chair P. O. Box 8 Lemoore, CA 93245 RGJeff@tachi-yokut-nsn.gov	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2210			---
Santa Rosa Rancheria Tachi Yokut Tribe Bianca Arias, Admin. Assistant. P. O. Box 8 Lemoore, CA 93245 BArias@tachi-yokut-nsn.gov	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2241	9/15/20	10/15/20	----

Consultation Notice – KINGSBURG AREA SPECIFIC PLAN PROJECT CHRIS & SLF REQUESTS COMPLETED FOR THE ENTIRE KINGSBURG COMMUNITY AREA (AB52 & SB18)														
TRIBE CONTACTED	**REQUEST TYPE**			**ITEMS & DOCUMENTS SUBMITTED**					**DELIVERY METHOD**			**CONSULTATION PERIOD**		**CONSULTATION / ACTIONS**
	AB 52	**SB 18**	**Sec 106**	**Map**	**Project Description**	**SLF Search Results**	**CHRIS Results**	**Other**	**E-mail**	**FedEx**	**Certified US Mail**	**Return Receipt**	**Period Ends**	**Summary**
Santa Rosa Rancheria Cultural Department Shana Powers, Director P. O. Box 8 Lemoore, CA 93245 SPowers@tachi-yokut-nsn.gov	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2203	9/15/20	10/15/20	1/12/2022 DFolk called and Shana thinks she had no comment for this project but will check and respond to the follow up email. 1/14/22 SPowers emailed DFolk in response to the phone call; email indicated concerns and requested mitigation for the Plan (for project-by-project specific measures)
Santa Rosa Rancheria Tachi Yokut Tribe Cultural Department Greg Cuara, Cultural Specialist P. O. Box 8 Lemoore, CA 93245 GCuara@tachi-yokut-nsn.gov	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2227	9/15/20	10/15/20	---
Tubatulabals of Kern Valley Robert L. Gomez, Jr., Chairperson P.O. Box 226 Lake Isabella, CA 93240 rgomez@tubatulabal.org	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2180	---	---	10/5/20, envelope returned "Unclaimed, Unable to Forward" 1/12/2022 DFolk called. He said that they had "**No Comment"** for this project. He usually does not comment on projects out of their county.
Tule River Indian Tribe Neil Peyron, Chairperson P. O. Box 589 Porterville, CA 93258 neil.peyron@tulerivertribe-nsn.gov	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2296	9/21/20	10/21/20	
Tule River Indian Tribe Environmental Department Kerri Vera, Director P. O. Box 589 Porterville, CA 93258 tuleriverenv@yahoo.com	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2302	9/21/20	10/21/20	1/12/2022 DFolk called. She doesn't remember the specifics of the project but will make sure to reply back to the follow up email. Just need to send to her.
Tule River Indian Tribe Dept. of Environmental Protection Felix Christman, Archaeological Monitor P. O. Box 589 Porterville, CA 93258 tuleriverarchmon1@gmail.com	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2289	9/21/20	10/21/20	

Consultation Notice – KINGSBURG AREA SPECIFIC PLAN PROJECT CHRIS & SLF REQUESTS COMPLETED FOR THE ENTIRE KINGSBURG COMMUNITY AREA (AB52 & SB18)														
TRIBE CONTACTED	**REQUEST TYPE**			**ITEMS & DOCUMENTS SUBMITTED**					**DELIVERY METHOD**			**CONSULTATION PERIOD**		**CONSULTATION / ACTIONS**
	AB 52	**SB 18**	**Sec 106**	**Map**	**Project Description**	**SLF Search Results**	**CHRIS Results**	**Other**	**E-mail**	**FedEx**	**Certified US Mail**	**Return Receipt**	**Period Ends**	**Summary**
Wuksache Indian Tribe/ Eshom Valley Band Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas, CA 93906 kwood8934@aol.com	X			X	X	X	X		9/14/20		9/11/20 7014 0150 0001 1537 2272	9/18/20	10/18/20	1/12/22, D.Folk called and left message ; also sent follow up email

AB 52 & SB 18 PROJECT NOTIFICATION AND TRIBAL CONSULTATION REQUEST

Project Title: Kingsburg Area and Specific Plan (GPA 19-004)

Project Location: Kingsburg Urban Development Boundary (UDB) is located in the central San Joaquin Valley, approximately 20 miles southeast of the City of Fresno and 80 miles northwest of the City of Bakersfield. It is in the northern portion of Tulare County, within the City of Kingsburg UDB and encompasses approximately 0.8 square miles of land.

USGS 7.5 Minute Quadrangle(s): Selma

APN(s): All within the proposed boundary

PLSS: Sections 25, 26, & 35, Township 16 South, Range 22 East, MDB&M.

Project Description: On October 15, 2019, the Tulare County Board of Supervisors (BOS) by Resolution NO. 2019-0884, approved the Planning Branch proposal to update the Tulare County General Plan Planning Framework Element, Land Use Element, Environmental Resources Management, Open Space Element (SB 2), Water Resources Element (AB 1739), Transportation and Circulation Element (SB 743), Health and Safety Element, Adaptation and Resiliency Element (SB 379), and Environmental Justice Element (SB 1000). The proposed 2020 Kingsburg Area and Specific Plan **(KASP)** is consistent with the Tulare County General Plan 2030 Update (2012) and will include the following primary goals and objectives:

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional SR 99 Corridor in order to implement the following General Plan goals:

- Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters, such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
- Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
- Reduce development pressure on agriculturally designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
- Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
- Help to improve the circulation and transit transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

- With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
- Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the General Plan 2030 Update (August 2012) and the recently adopted Housing Element 2015 Update (November 2015). With updated

community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs, such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

Request for Consultation: Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places and tribal cultural resources.

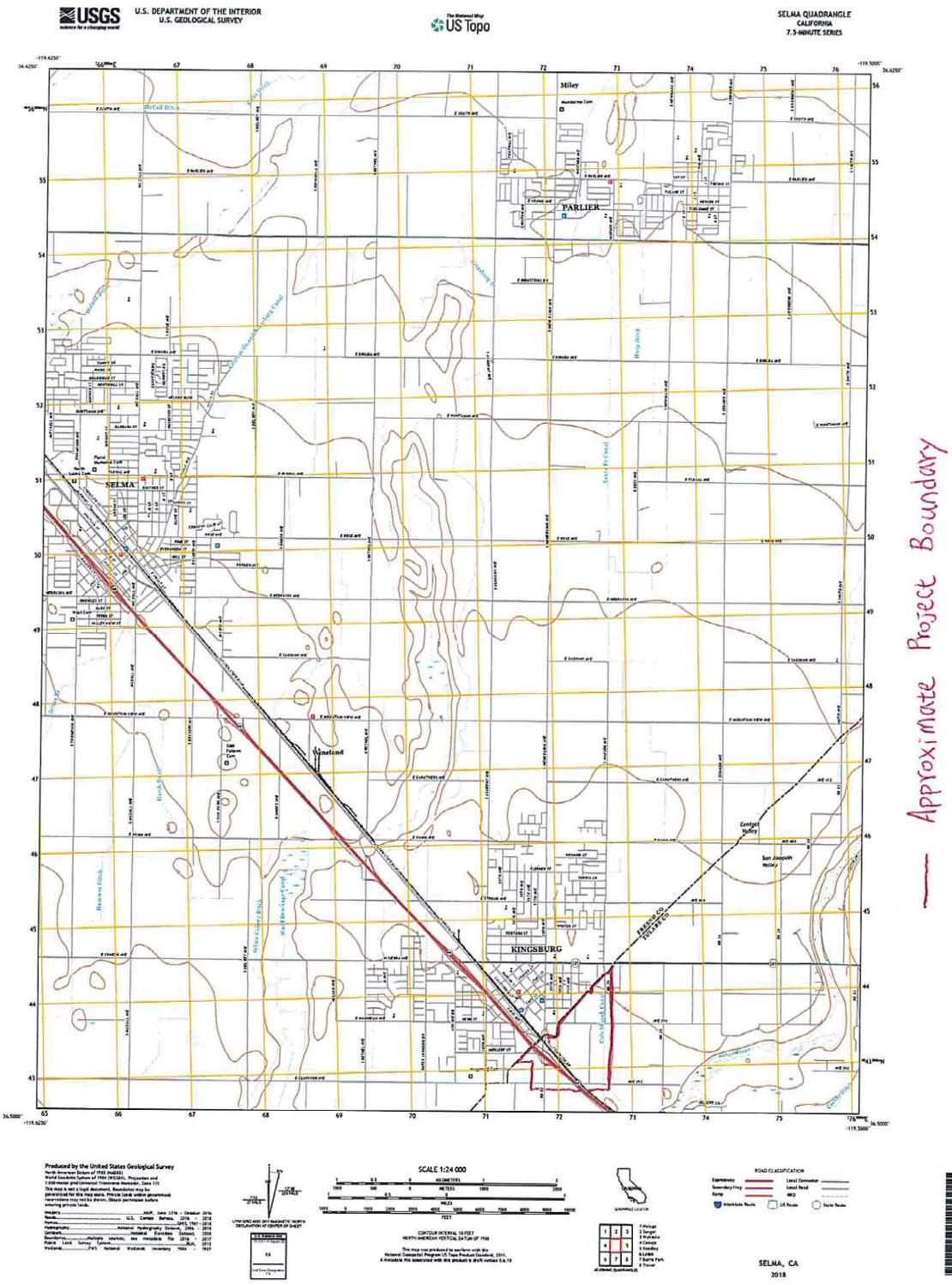
Ifyour Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days of receipt of this notification. Written correspondence can be mailed to the following addresses:

US Post: Tulare County Resource Management Agency
Environmental Planning Division
Attn: Jessica Willis / Hector Guerra
5961 S. Mooney Blvd.
Visalia, CA 93277-9394

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

If you need further assistance or have any questions, please feel free to contact Jessica Willis by phone at (559) 624-7122, or Hector Guerra at (559) 624-7121.

If the County does not receive a response to this notification, it will be presumed that your Tribe has declined the opportunity to consult on this project pursuant to AB 52 and SB 18.


USGS
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
US Topo
SELMA QUADRANGLE
CALIFORNIA
7.5-MINUTE SERIES
Miley
PARLIER
SELMA
Kingsburg
KINGSBURG
Approximate Project Boundary
SCALE 1:24 000
SELMA, CA
2018

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 10, 2020

Tule River Indian Tribe
Environmental Department
Kerri Vera, Director
P. O. Box 589
Porterville, CA 93258

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Ms. Vera,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; and
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources including historic or prehistoric ruins and any burial ground, archaeological, or historic site.

In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing Draft Environmental Impact Report (DEIR) to evaluate the environmental effects associated with the Project.

Sacred Lands File Search

The County requested a SLF search through the Native American Heritage Commission (NAHC) on July 28, 2020, for the **KASP** (which encompasses the area included in this project). The SLF search returned with negative results on July 30, 2020. As such, the SLF search results will be made available upon the release of the DEIR. for public review. However, the results may be made available to your Tribal Representatives if a written request for consultation is submitted to the County within thirty (30) days of receipt of this letter.

California Historical Resources Information System

A CHRIS search for the **KASP** (which encompasses the area included in this project) was requested through the Southern San Joaquin Valley Information Center (SSJVIC) on July 28, 2020. The CHRIS search dated August 11, 2020, indicated that there is one (1) recorded resource within the project area and sixty one (61) recorded resources within the ½ mile radius of the **KASP** (which encompasses the area included in this project). These resources primarily consist of historic buildings and include an historic railroad. The CHRIS search also indicated that there are no recorded cultural resources within the project area; however, the SSJVIC recommended that a field survey be conducted to determine if cultural resources are present on the project site. As such, the County is requesting consultation with your Tribe to determine whether a Cultural Resources Study will be required. The results of the CHRIS search may be made available to your Tribal Representatives if a written request for consultation is received. Should the County not receive a response to this request within thirty (30) days of receipt of this letter, it will be presumed that there are no cultural resources of concern and a Cultural Resources Study will not be required.

If your Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days of receipt of this letter. Written correspondence can be mailed to the address provided above or e-mailed to the addresses provided below.

If the County does not receive a response to this notification, it will be presumed that your Tribe has declined the opportunity to consult on this project pursuant to AB 52 and SB 18.

Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Jessica Willis, Planner IV, by phone at (559) 624-7122, or by email at JWillis@co.tulare.ca.us.

Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

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 10, 2020

Tule River Indian Tribe
Neil Peyron, Chairperson
P. O. Box 589
Porterville, CA 93258

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Chairperson Peyron,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; and
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In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing Draft Environmental Impact Report (DEIR) to evaluate the environmental effects associated with the Project.

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Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Jessica Willis, Planner IV, by phone at (559) 624-7122, or by email at JWillis@co.tulare.ca.us.

Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

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

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Tule River Indian Tribe
Dept. of Environmental Protection
Felix Christman, Archaeological Monitor
P. O. Box 589
Porterville, CA 93258

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Mr. Christman,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing Draft Environmental Impact Report (DEIR) to evaluate the environmental effects associated with the Project.

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Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Jessica Willis, Planner IV, by phone at (559) 624-7122, or by email at JWillis@co.tulare.ca.us.

Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

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VISALIA, CA 93277
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Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Chairperson
P.O. Box 226
Lake Isabella, CA 93240

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Chairperson Gomez,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

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

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Santa Rosa Rancheria Tachi Yokut Tribe
Leo Sisco, Chairperson
P. O. Box 8
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Chairperson Sisco,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
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Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Santa Rosa Rancheria
Cultural Department
Shana Powers, Director
P. O. Box 8
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Ms. Powers,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Jessica Willis, Planner IV, by phone at (559) 624-7122, or by email at JWillis@co.tulare.ca.us.

Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

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 10, 2020

Santa Rosa Rancheria Tachi Yokut Tribe
Robert Jeff, Vice-Chair
P. O. Box 8
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Vice-Chair Jeff,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; and
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources including historic or prehistoric ruins and any burial ground, archaeological, or historic site.

In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing Draft Environmental Impact Report (DEIR) to evaluate the environmental effects associated with the Project.

Sacred Lands File Search

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
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Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Santa Rosa Rancheria Tachi Yokut Tribe
Cultural Department
Greg Cuara, Cultural Specialist
P. O. Box 8
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Mr. Cuara,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

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 10, 2020

Santa Rosa Rancheria Tachi Yokut Tribe
Bianca Arias, Admin. Assistant.
P. O. Box 8
Lemoore, CA 93245

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Ms. Arias,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing Draft Environmental Impact Report (DEIR) to evaluate the environmental effects associated with the Project.

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

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 10, 2020

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella, CA 93240

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Ms. Turner,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
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Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Kern Valley Indian Community
Robert Robinson, Co-Chairperson
P.O. Box 1010
Lake Isabella, CA 93240

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Chairperson Robinson,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
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Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Kern Valley Indian Community
Brandi Kendricks
30741 Foxridge Court
Tehachapi, CA 93561

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Ms. Kendricks,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

RESOURCE MANAGEMENT AGENCY

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

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

September 10, 2020

Wuksache Indian Tribe/
Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA 93906

RE: Project Notification Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Kingsburg Area and Specific Plan Project

Dear Chairperson Woodrow,

Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan **(KASP)** Project (GPA 19-004) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,

Hector Guerra
Chief of Environmental Planning
(559) 624-7121
hguerra@co.tulare.ca.us

Attachments: Project Notification and Tribal Consultation Request

AB 52 & SB 18 PROJECT NOTIFICATION AND TRIBAL CONSULTATION REQUEST

Project Title: Kingsburg Area and Specific Plan (GPA 19-004)

Project Location: Kingsburg Urban Development Boundary (UDB) is located in the central San Joaquin Valley, approximately 20 miles southeast of the City of Fresno and 80 miles northwest of the City of Bakersfield. It is in the northern portion of Tulare County, within the City of Kingsburg UDB and encompasses approximately 0.8 square miles of land.

USGS 7.5 Minute Quadrangle(s): Selma

APN(s): All within the proposed boundary

PLSS: Sections 25, 26, & 35, Township 16 South, Range 22 East, MDB&M.

Project Description: On October 15, 2019, the Tulare County Board of Supervisors (BOS) by Resolution NO. 2019-0884, approved the Planning Branch proposal to update the Tulare County General Plan Planning Framework Element, Land Use Element, Environmental Resources Management, Open Space Element (SB 2), Water Resources Element (AB 1739), Transportation and Circulation Element (SB 743), Health and Safety Element, Adaptation and Resiliency Element (SB 379), and Environmental Justice Element (SB 1000). The proposed 2020 Kingsburg Area and Specific Plan **(KASP)** is consistent with the Tulare County General Plan 2030 Update (2012) and will include the following primary goals and objectives:

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional SR 99 Corridor in order to implement the following General Plan goals:

- Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters, such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
- Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
- Reduce development pressure on agriculturally designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
- Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
- Help to improve the circulation and transit transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

- With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
- Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the General Plan 2030 Update (August 2012) and the recently adopted Housing Element 2015 Update (November 2015). With updated

community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs, such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

Request for Consultation: Pursuant to the provisions of AB 52 and SB 18, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Kingsburg Area and Specific Plan Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places and tribal cultural resources.

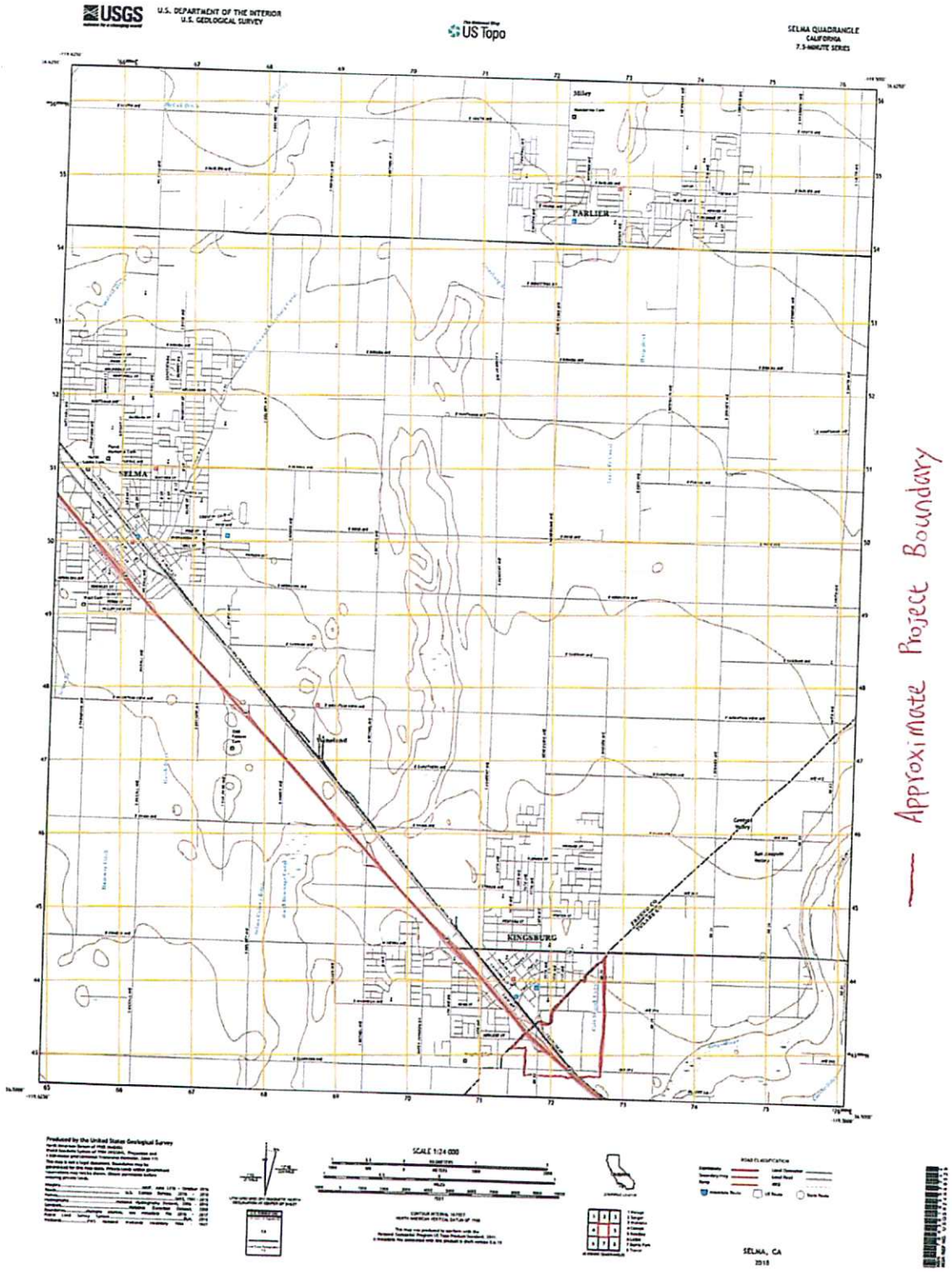
If your Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days of receipt of this notification. Written correspondence can be mailed to the following addresses:

US Post: Tulare County Resource Management Agency
Environmental Planning Division
Attn: Jessica Willis / Hector Guerra
5961 S. Mooney Blvd.
Visalia, CA 93277-9394

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

If you need further assistance or have any questions, please feel free to contact Jessica Willis by phone at (559) 624-7122, or Hector Guerra at (559) 624-7121.

If the County does not receive a response to this notification, it will be presumed that your Tribe has declined the opportunity to consult on this project pursuant to AB 52 and SB 18.


USGS
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
US Topo
SELMA QUADRANGLE
CALIFORNIA
7.5-MINUTE SERIES
PARLIER
SELMA
KINGSBURG
SCALE 1:24 000
SELMA, CA
2018
Approximate Project Boundary

From: Cheng Chi
To: bbutterbredt@gmail.com; meindiangirl@sbcglobal.net; krazykendricks@hotmail.com
CC: Jessica Willis
Date: 9/14/2020 10:31 AM
Subject: Kingsburg Area and Specific Plan_AB 52 & SB 18 Project Notification and Tribal Consultation Request
Attachments: Kingsburg Specific Plan_Consultation Letter-Kern Valley_Robinson.docx; 2020 Kingsburg_Project Notification and Consult Request_AB52+SB18.docx

Good morning all.

Please be informed that the physical copies of these consultation requests were mailed out to you the past Friday through certified mails.
Allow me to send you these materials in email too.
Please take a look and let us know if you have any concerns.
Thank you.

Sincerely,

Cheng (Tim) Chi
Planner II
County Of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7086
cchi@co.tulare.ca.us

From: Cheng Chi
To: Jessica Willis
Date: 9/28/2020 11:30 AM
Subject: Fwd: Kingsburg Area and Specific Plan_AB 52 & SB 18 Project Notification and Tribal Consultation Request
Attachments: Kingsburg Specific Plan_Consultation Letter-Santa Rosa_Sisco.docx; 2020 Kingsburg_Project Notification and Consult Request_AB52+SB18.docx

Hi Jess,

Here is the email to Santa Rosa on Kingsburg Area and Specific Plan tribal letters.

Best Regards,

Cheng (Tim) Chi
Planner II
County Of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7086
cchi@co.tulare.ca.us

>>> Cheng Chi 9/14/2020 10:37 AM >>>
Good morning all.

Please be informed that the physical copies of these consultation requests were mailed out to you the past Friday through certified mails.
Allow me to send you these materials in email too.
Please take a look and let us know if you have any concerns.
Thank you.

Sincerely,

Cheng (Tim) Chi
Planner II
County Of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7086
cchi@co.tulare.ca.us

From: Cheng Chi
To: rgomez@tubatulabal.org
CC: Jessica Willis
Date: 9/14/2020 10:40 AM
Subject: Kingsburg Area and Specific Plan_AB 52 & SB 18 Project Notification and Tribal Consultation Request
Attachments: Kingsburg Specific Plan_Consultation Letter-Tubatulabals_Gomez.docx; 2020 Kingsburg_Project Notification and Consult Request_AB52+SB18.docx

Good morning Mr. Gomez.

Please be informed that the physical copy of this consultation request was mailed out to you the past Friday through certified mail.

Allow me to send you these materials in email too.
Please take a look and let us know if you have any concerns.
Thank you.

Sincerely,

Cheng (Tim) Chi
Planner II
County Of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7086
cchi@co.tulare.ca.us

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CC: Jessica Willis
Date: 9/14/2020 10:44 AM
Subject: Kingsburg Area and Specific Plan_AB 52 & SB 18 Project Notification and Tribal Consultation Request
Attachments: Kingsburg Specific Plan_Consultation Letter-Tule_Peyron.docx; 2020 Kingsburg_Project Notification and Consult Request_AB52+SB18.docx

Good morning all.

Please be informed that the physical copies of these consultation requests were mailed out to you the past Friday through certified mails.
Allow me to send you these materials in email too.
Please take a look and let us know if you have any concerns.
Thank you.

Sincerely,

Cheng (Tim) Chi
Planner II
County Of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7086
cchi@co.tulare.ca.us

From: Cheng Chi
To: kwood8934@aol.com
CC: Jessica Willis
Date: 9/14/2020 10:50 AM
Subject: Kingsburg Area and Specific Plan_AB 52 & SB 18 Project Notification and Tribal Consultation Request
Attachments: Kingsburg Specific Plan_Consultation Letter-Wuksache_Woodrow.docx; 2020 Kingsburg_Project Notification and Consult Request_AB52+SB18.docx

Good morning Mr. Woodrow.

Please be informed that the physical copy of this consultation request was mailed out to you the past Friday through certified mail.
Allow me to send you these materials in email too.
Please take a look and let us know if you have any concerns.
Thank you.

Sincerely,

Cheng (Tim) Chi
Planner II
County Of Tulare
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7086
cchi@co.tulare.ca.us

Appendix "D"

Traffic Impact Study

Kingsburg Area Community Plan Update

Traffic and Vehicle Miles Traveled Study Report
April 2022

Prepared for:
Tulare County RMA
5961 South Mooney Boulevard
Visalia, California 93277

Prepared by:
VRPA Technologies, Inc.
4630 W. Jennifer, Suite 105
Fresno, CA 93722

Kingsburg Area Community Plan Update Traffic Impact Study

Study Team

- ✓ Georgiena Vivian, President, VRPA Technologies, Inc., gvivian@vrpatechnologies.com, (559) 259-9257
- ✓ Erik Ruehr, Dir. of Traffic Engineering, VRPA Technologies, Inc., eruehr@vrpatechnologies.com, (858) 566-1766
- ✓ Nisha Pathak, Transportation Engineer, VRPA Technologies, Inc., npathak@vrpatechnologies.com, (559) 271-1200

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1.0 Introduction

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to preparation of the Kingsburg Area Community Plan (KACP). The TIS will provide a policy framework to address potential traffic impacts encountered in the planning process. The TIS shall be used as a guide for establishing land use patterns that minimize traffic impacts on the community and shall include measures and solutions to address existing and foreseeable traffic conflicts.

1.1 Description of the Region/Project

The Kingsburg Community lies within the central portion of the San Joaquin Valley. The communities are located on the Valley floor at an elevation of approximately 302 feet above sea level with the surrounding area mostly flat. Figure 1-1 shows the Kingsburg community in the context of its region. The transportation system within the planning area includes State Route (SR) 99 in addition to several County routes and a grid of local streets as shown in Figure 1-2. The Kingsburg Community is located at the border of Fresno and Tulare county inside the City of Kingsburg Sphere of Influence (SOI) and 5 miles south of the City of Selma.

1.1.1 *Study Area*

The following intersections and adjoining roadway segments included in this TIS were determined in consultation with Tulare County Resource Management Agency (RMA) and California Department of Transportation (Caltrans) staff and include:

Intersections

1. Road 12 & Frontage road- SR 99 NB Off Ramp
2. Road 12 & Avenue 394- SR 99 SB On Ramp
3. Road 12 & Avenue 392
4. SR 99 SB Off Ramp & Avenue 394 (Mehlert Street)
5. Road 16 & Avenue 396

1.1.2 *Study Scenarios*

The TIS completed for the proposed Project includes level of service (LOS) analysis for the following traffic scenarios:

- ✓ Existing Year 2022 Conditions
- ✓ Future Year 2030 No Build Conditions

1.2 Methodology

When preparing a TIS, guidelines set by affected agencies are followed. In analyzing street and intersection capacities the Level of Service (LOS) methodologies are applied. LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. In addition, safety concerns are analyzed to determine the need for appropriate mitigation resulting from increased traffic near sensitive uses and other evaluations such as the need for signalized intersections or other improvements.

1.2.1 *Intersection Analysis*

Intersection LOS analysis was conducted using the Synchro 10 software program. Synchro 10 supports the Highway Capacity Manual (HCM) 6th Edition methodologies and is an accepted program by Tulare County staff for assessment of traffic impacts. Levels of Service can be determined for both signalized and unsignalized intersections.

Tables 1-1 and 1-2 indicate the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from LOS "A" to "F". LOS "A" represents the best operating conditions and LOS "F" represents the worst operating conditions. For signalized intersections, LOS operations are based on an intersection's average control delay expressed in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 1-1.

At two-way or one-way stop-controlled intersections, LOS is calculated for each controlled movement in addition to the overall LOS of the entire intersection. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

The signalized LOS standards applied to calculate intersection LOS are in accordance with the current edition of the HCM. Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1.

Table 1-1
Signalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

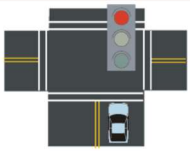
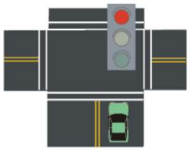
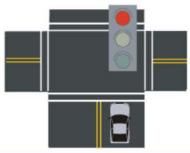
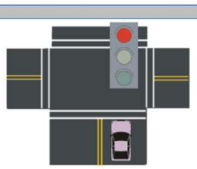
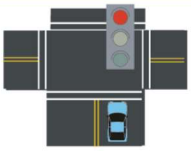
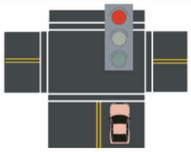
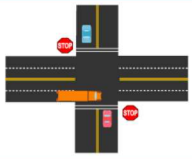
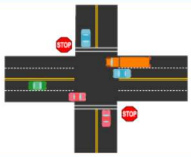
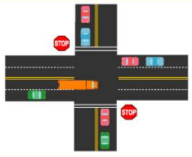
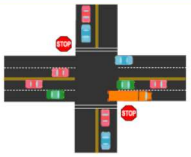
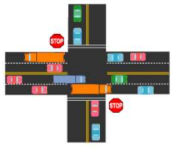
LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.		≤ 10.0
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.		> 10.0 - 20.0
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.		> 20.0 - 35.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.		> 35.0 - 55.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.		> 55.0 - 80.0
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over- saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.		> 80.0

Table 1-2
Unsignalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION	AVERAGE TOTAL DELAY (sec/veh)
A	No delay for stop-controlled approaches. 	0 - 10.0
B	Describes operations with minor delay. 	> 10.0 - 15.0
C	Describes operations with moderate delays. 	> 15.0 - 25.0
D	Describes operations with some delays. 	> 25.0 - 35.0
E	Describes operations with high delays and long queues. 	> 35.0 - 50.0
F	Describes operations with extreme congestion, with very high delays and long queues unacceptable to most drivers. 	> 50.0

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The latest edition of the California Manual on Uniform Traffic Control Devices (California MUTCD) introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified. The California MUTCD Peak Hour Warrant (Warrant 3) will be used, as necessary, to determine if a traffic signal is warranted at unsignalized intersections that fall below current LOS standards.

1.3 Policies to Maintain Level of Service

An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, Tulare County and Caltrans adopt minimum levels of service in an attempt to control congestion that may result as new development occurs.

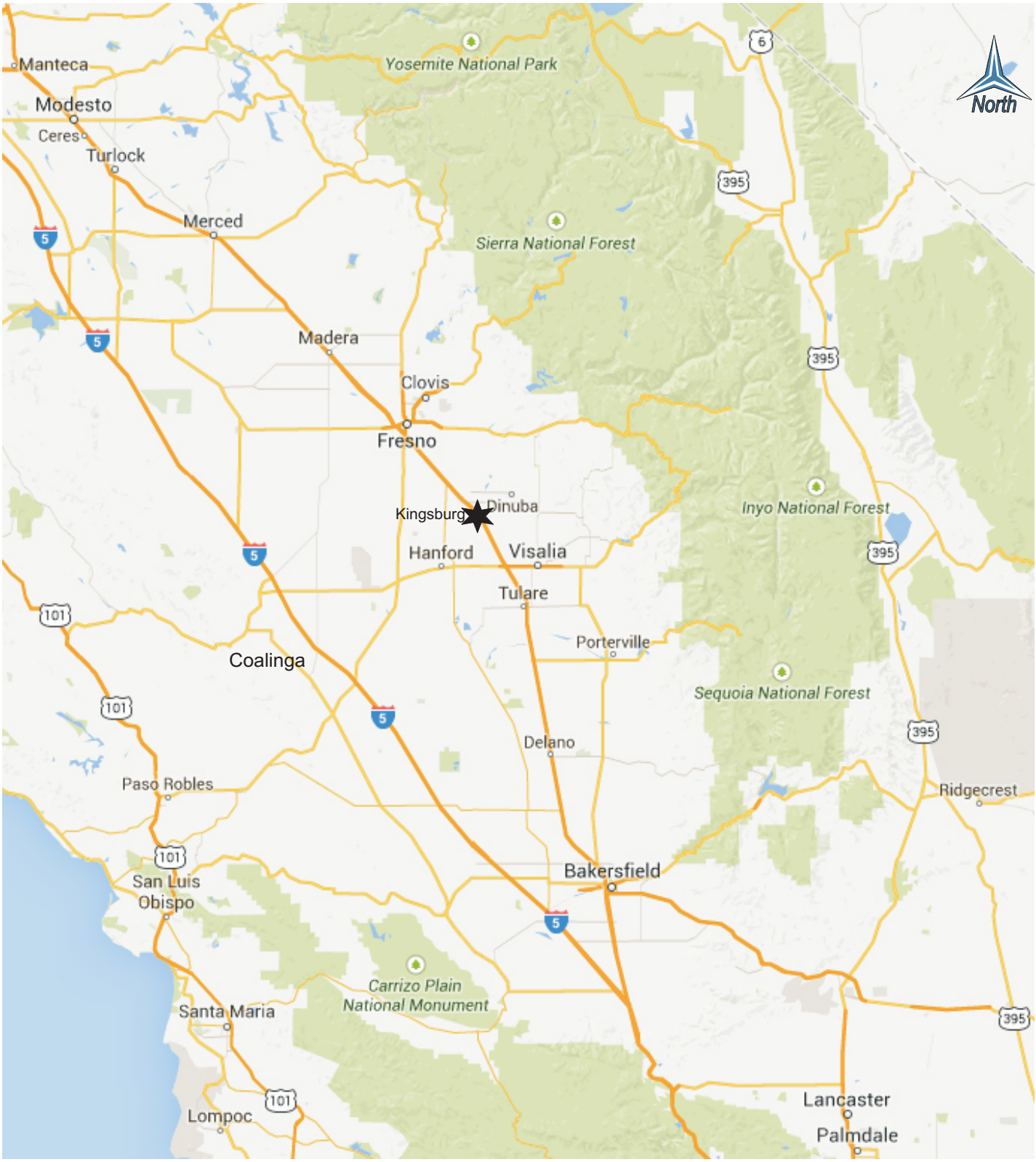
Tulare County's 2030 General Plan, policy number TC-1.16, identifies a minimum LOS standard of "D" on the County roadway system (both segments and intersections).

Given the LOS standards of the various agencies in the Project area, the goal of the Project is to provide LOS results that meet the minimum LOS "D" for all intersections.

Kingsburg Community Plan Traffic Impact Study

Regional Location

Figure 1-1



LEGEND

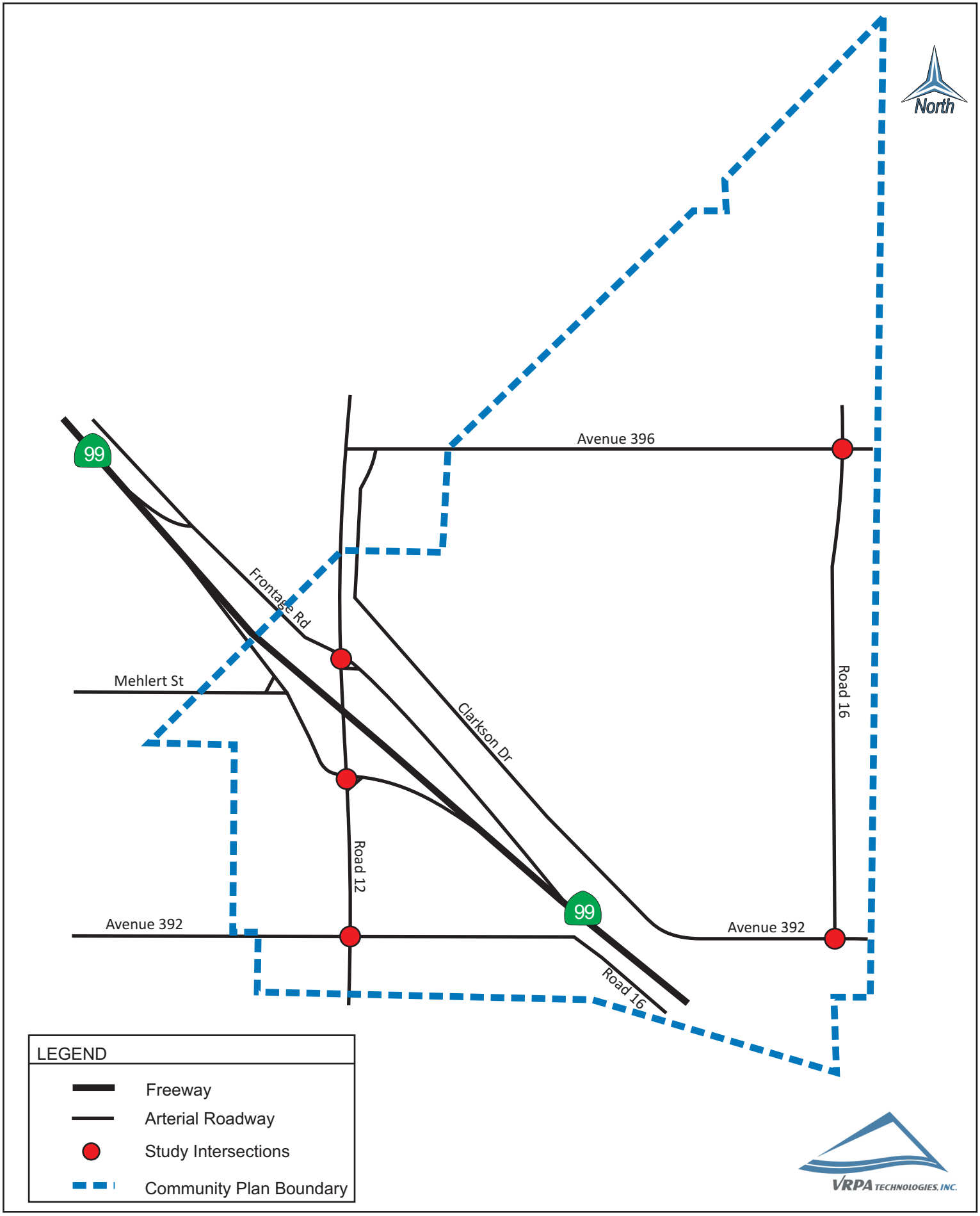
★ Project Location

VRPA TECHNOLOGIES, INC.

Kingsburg Community Plan Traffic Impact Study

Project Study Location

Figure 1-2



2.0 Existing Conditions

2.1 Existing Traffic Counts and Roadway Geometrics

The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Existing AM and PM peak hour turning movements were collected at each study intersection by National Data and Surveying Services. Intersection turning movement counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM for all study area intersections in January 2022. Traffic count data worksheets are provided in Appendix B.

Existing lane geometry is shown in Figure 2-1. Existing (2022) AM and PM peak hour traffic volumes are shown in Figures 2-2 and 2-3.

2.2 Existing Functional Roadway Classification System

Functional classification is the process by which streets and highways are grouped into classes according to the type of service they provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

- ✓ **State Highways (which may be freeways, expressways or conventional highways)** – Connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

  State Route (SR) 99 is the principle state highway serving the Kingsburg Community. SR 99 primarily exists as a divided six-lane. The State Route runs north to south along the California. The posted speed limit is generally 65 mph throughout the community. According to Caltrans' website, the average annual daily traffic (AADT) along SR 69 in the study area was approximately 11300 towards north and 9200 toward south of Avenue 18 in 2017.

- ✓ **Arterials** – Serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.

  Road 12/ Mendocino Ave serves an Arterial in the study area.

- ✓ **Collectors** – Provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers and limited direct access to abutting properties.

Avenues 392, Avenue 394/Mehlert Street and Avenue 396/Kern Street are classified as collector streets in the study area.

- ✓ **Local Streets** – Provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

In recent years the concept of "Complete Streets" has evolved. Under this concept, while streets may still carry a primary functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions.

2.3 Affected Streets and Highways

Major street and highway intersections in KACP planning area were analyzed to determine levels of service utilizing HCM-based methodologies described previously. The study intersections and street and highway segments included in this TIS are listed below.

Intersections

1. Road 12 & Frontage road- SR 99 NB Off Ramp
2. Road 12 & Avenue 394- SR 99 SB On Ramp
3. Road 12 & Avenue 392
4. SR 99 SB Off Ramp & Avenue 394 (Mehlert Street)
5. Road 16 & Avenue 396 (Kern Street)

2.4 Level of Service

2.4.1 *Intersection Capacity Analysis*

All intersection LOS analyses were estimated using Synchro 10 Software. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc.) were input into the Synchro 10 Software program in order to accurately determine the travel delay and LOS for each Study scenario. The intersection LOS and delays reported represent the 6th Edition HCM outputs.

Results of the analysis show that all of the study intersections are currently operating at acceptable levels of service. Table 2-1 shows the intersection LOS for the existing conditions. Synchro 10 (HCM 6th Edition) Worksheets are provided in Appendix C.

2.5 Public Transit and Active Transport Systems

While the private automobile is the dominant mode of travel within Kingsburg Community Plan, as it is throughout Tulare County, other modes of transportation are important. The latest available data from American Community Survey (ACS) conducted in year 2019 indicates that

that about 87 percent of commuters drive alone to work, while 13 percent use other means: 6 percent carpool or vanpool, 0 percent used public transportation and 3 percent worked at home.[1] The basis of the data is the 2010 census with new data from the 2020 expected to be available in the near future. The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips.

Although congestion is not a major issue in Kingsburg, overreliance on automobiles creates other costs for both society and households and means that many in the communities who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycling and walking. The public transit system alternatives for Kingsburg include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

The intra-city operation is provided by Kingsburg Transit. The closest Greyhound intercity bus stop to Kingsburg is in Goshen (in Tulare County), approximately 12 miles south of Kingsburg.

Tulare County Area Transit (TCaT)

"TCaT has been providing rural route service between various cities and towns in Tulare County since 1981. TCaT retains MV Transportation to provide all of its transit services, which includes fixed route and demand responsive services for inter-city and intra-city service in many small communities throughout the County. TCaT is the most extensive transit system in Tulare County and connects with Dinuba Area Regional Transit (DART), Visalia City Coach (VCC), Tulare InterModal Express (TIME), Porterville City Operated Local Transit (COLT), Kings Area Rural Transit (KART), Kern Regional Transit, Orange Belt and Greyhound bus."[2] "TCaT provides reliable and convenient public transit service between cities and within many small communities throughout Tulare County. Fixe route service is offered every day. Demand-response Dial-A-Ride is offered Monday through Friday…"[3] The nearest fixed route service area is in the unincorporated community of Traver approximately five (5) miles south of the Project site. Traver is part of Route 50 (Dinuba-London-Traver-Delft Colony Route). Although fixed-route service is not available within the proposed Project site, demand responsive (Dial-A-Ride) service is available to transport General fare riders to the nearest route. Also, TCaT provides a summary of how their fixed route service is available in their "Catching a Ride" information, to wit; "For your safety we recommend catching the bus at designated bus stops. You may board or leave the bus at any point along the route where the driver can make a safe stop. Wave or flag down the bus at a safe pullout location. For your convenience, you may call a day in advance to let us know you

[1] https://datausa.io/profile/geo/kingsburg
[2] TCAG Transportation Plan. Page 1-14.
[3] TCaT website which can be accessed at: http://www.tularecounty.ca.gov/rma/index.cfm/public-works/tulare-county-area-transit-tcat/route-50-dinuba-london-traver/

will be waiting for the bust somewhere other than a bus stop."4 To provide a reasonable accommodation, TCaT provides Americans Disability Act (ADA)-eligible riders curb-to-curb or door-to-door service when service is requested a day to fourteen days in advance; if scheduling can accommodate, same day service is also available.[5]

2.6 AMTRAK

The Hanford AMTRAK station, located 13 miles southwest in Kings County, is the closest station to Kingsburg providing passenger rail service; the Fresno Amtrak station is 23 miles to the northwest. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies including TCAG. They currently oversee the operation of six trains daily serving each of these stations. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and Los Angeles.

2.7 High Speed Rail

The California High-Speed Rail Authority (HSRA) has determined that high-speed rail is technically, environmentally and economically feasible once constructed, and would be operationally self-sufficient. The Authority's purpose is to fund and construct the high-speed rail system throughout California. The proposed service would serve new stations in Fresno and Kings Counties near Tulare.

2.8 Aviation

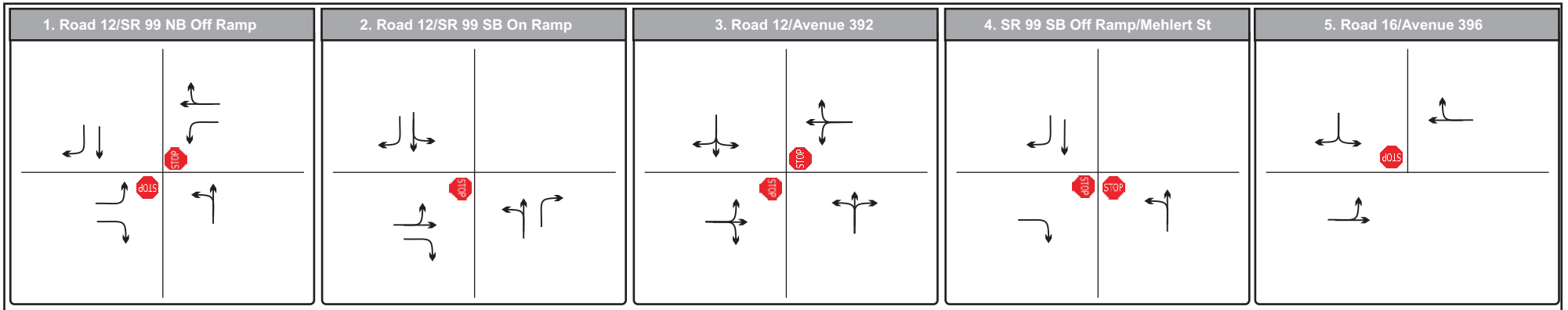
Airports near Kingsburg Community is Fresno Yosemite International Airport (FAT), 23 miles northwest of Kingsburg, is the principal passenger airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport, 20 miles southeast, offers passenger service to Los Angeles.

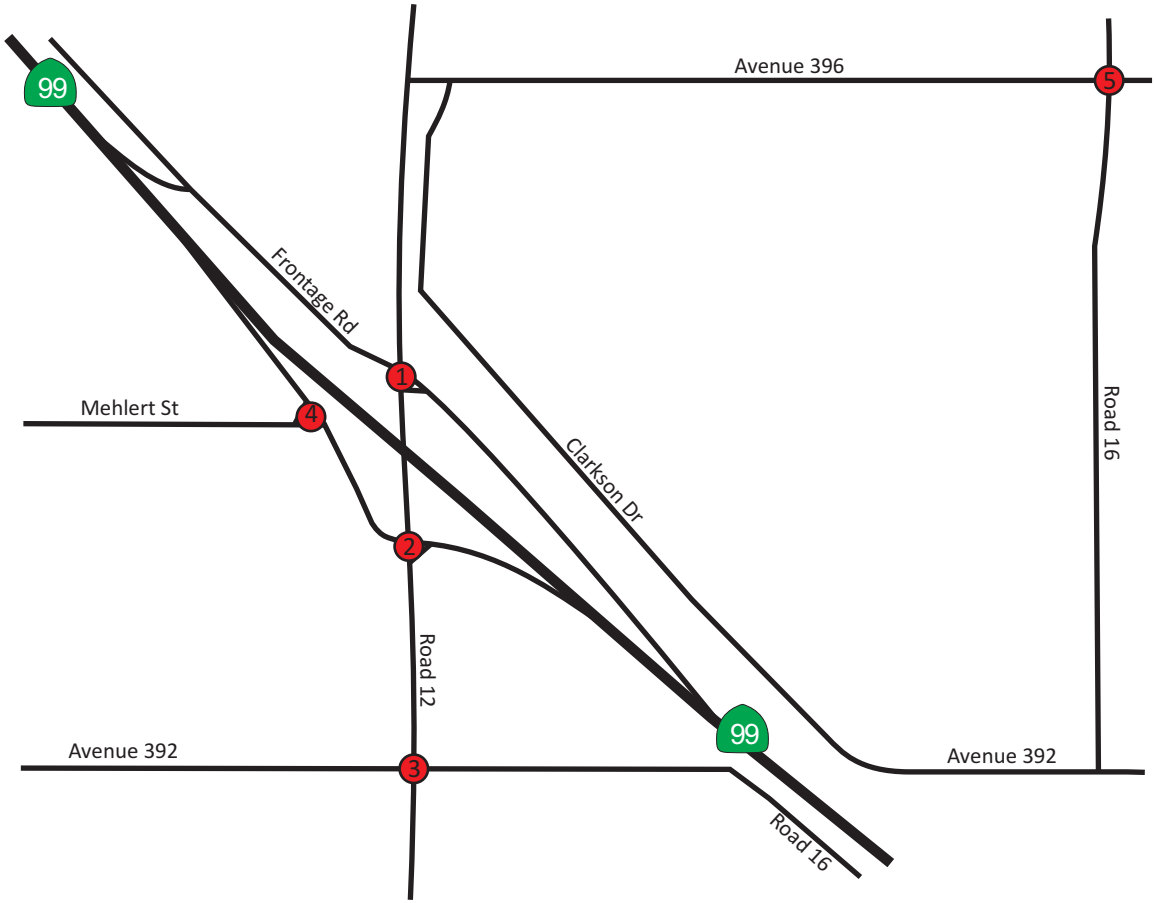
[4] Ibid.
[5] Ibid.

Kingsburg Community Plan Traffic Impact Study

Existing Lane Geometry

Figure 2-1





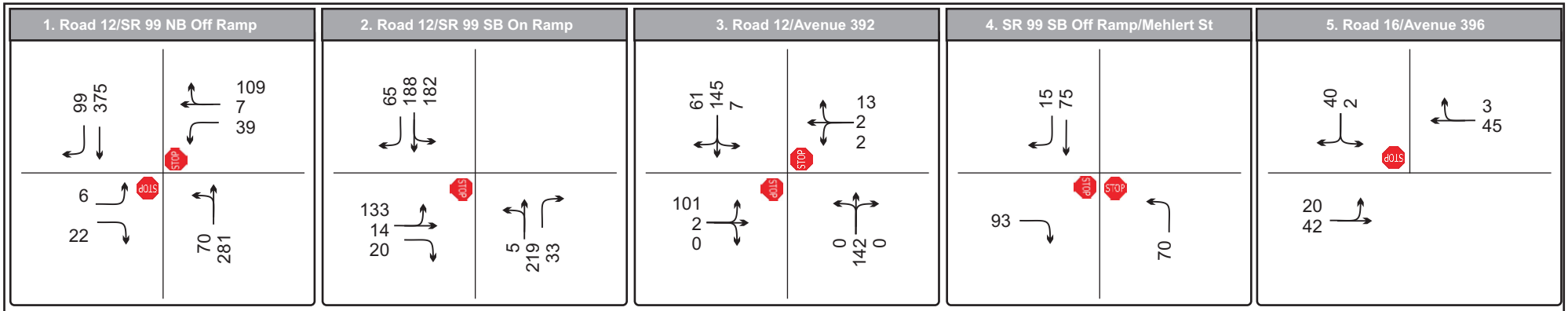
LEGEND

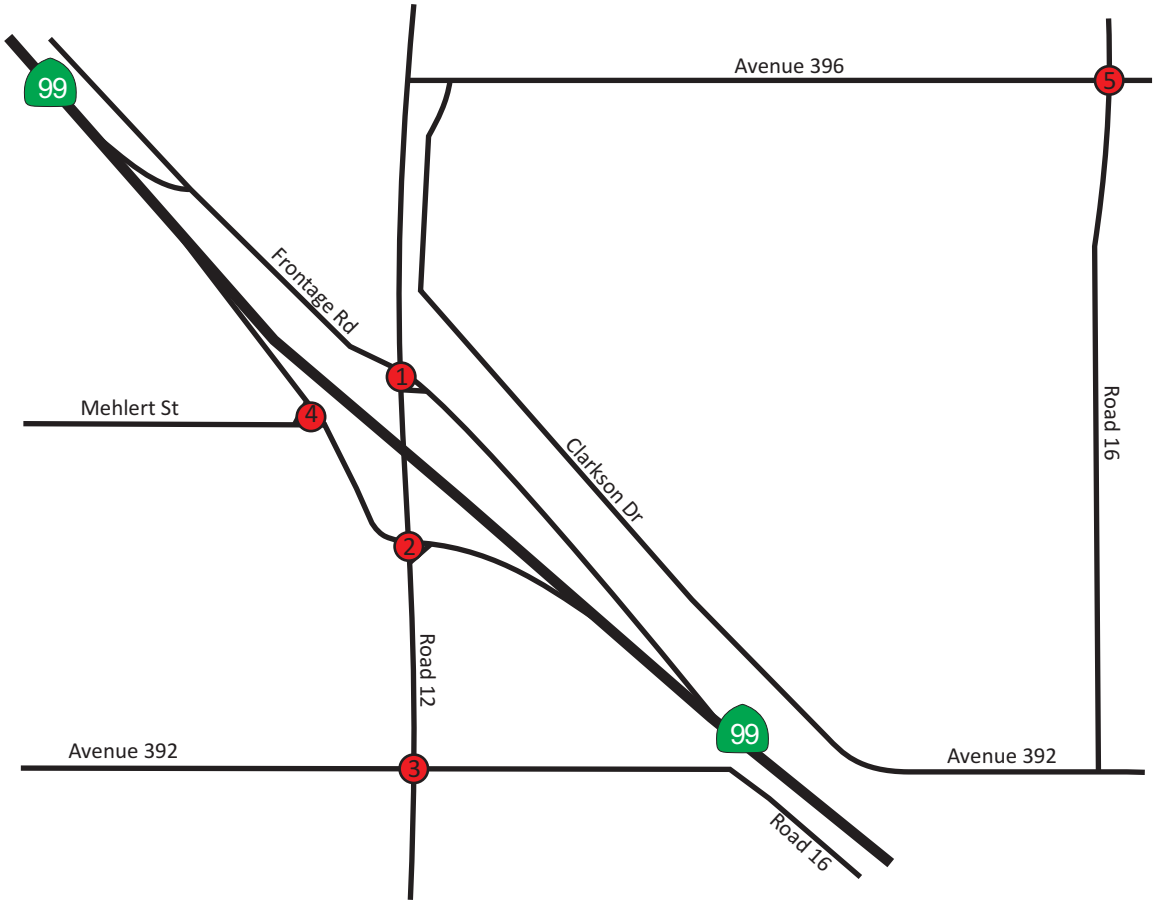
- Freeway
- Arterial Roadway
- Study Intersections
- Lane Geometry
- Stop Sign
- Community Plan Boundary

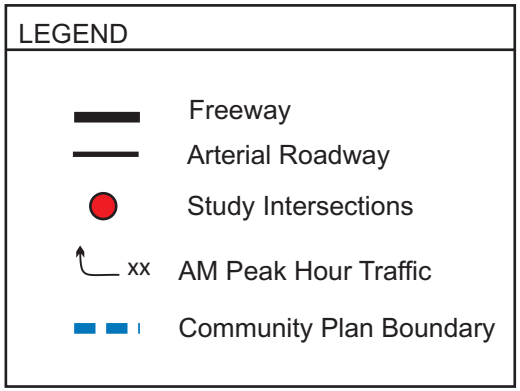
VRPA TECHNOLOGIES, INC.

Kingsburg Community Plan Traffic Impact Study
Existing AM Peak Hour Traffic

Figure 2-2





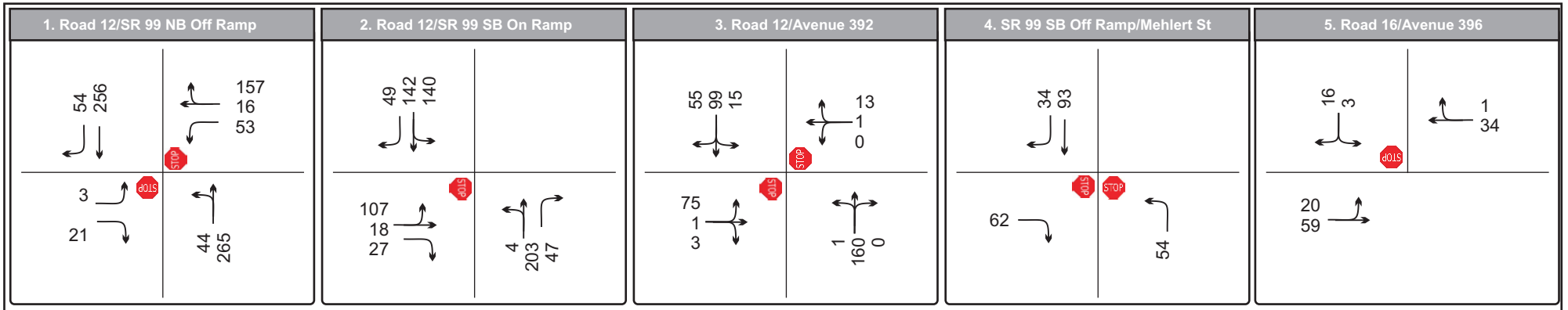


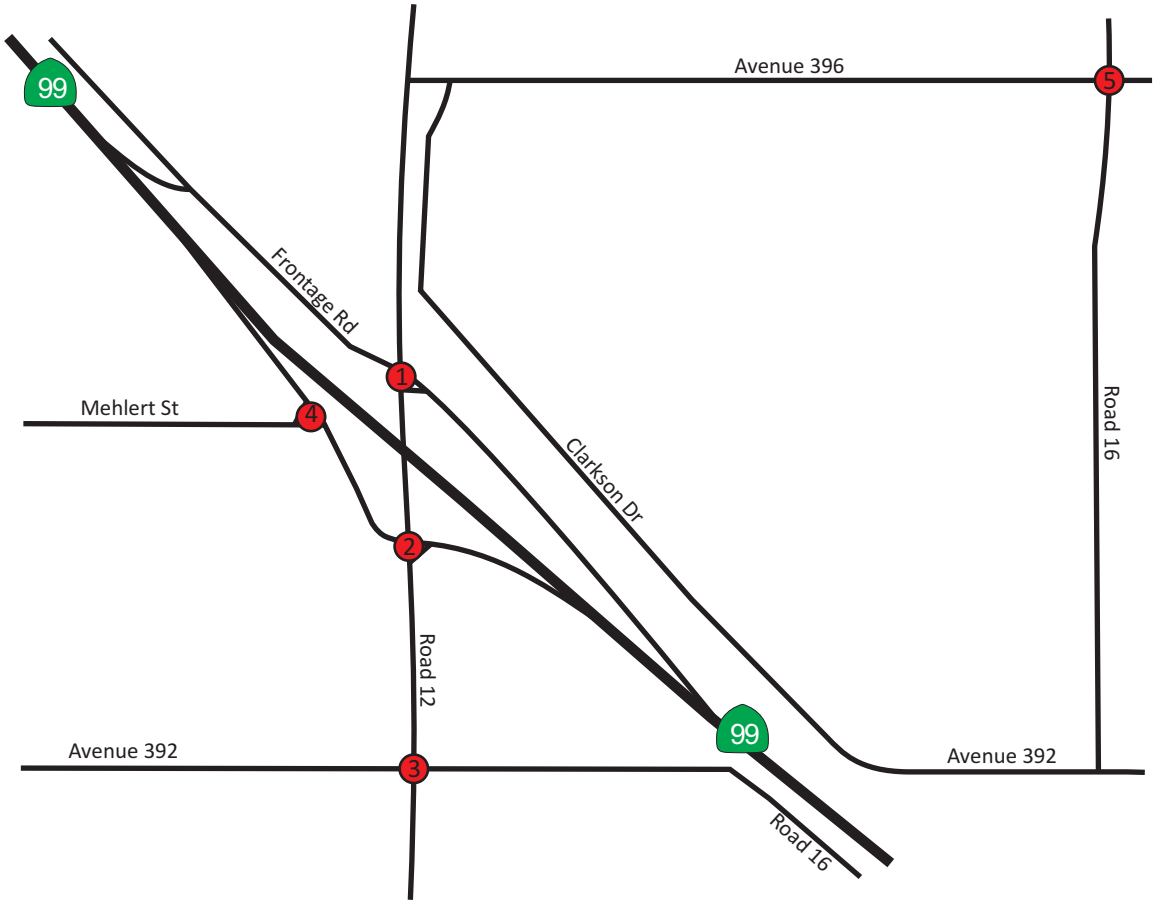
North

VRPA TECHNOLOGIES, INC.

Kingsburg Community Plan Traffic Impact Study
Existing PM Peak Hour Traffic

Figure 2-3





LEGEND

- Freeway
- Arterial Roadway
- Study Intersections
- xx AM Peak Hour Traffic
- Community Plan Boundary

North

VRPA TECHNOLOGIES, INC.

Table 2-1
Intersection Operations

	Intersection	Sign Control	Peak Hour	Existing Year (2022)	
				DELAY (a)	LOS (b)
1	Road 12 & Frontage road-SR 99 NB Off Ramp	Two way stop	AM	14.2	B
			PM	11.3	B
2	Road 12 & Avenue 394 -SR 99 SB On Ramp	Two way stop	AM	13.6	B
			PM	11.1	B
3	Road 12 & Avenue 392	All way stop	AM	12.8	B
			PM	12.1	B
4	Avenue 394 & SR 99 SB Off Ramp	Two way stop	AM	7.5	A
			PM	7.6	A
5	Road 16 & Avenue 396	Two way stop	AM	8.8	A
			PM	8.7	A

Notes:
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement
(b) LOS calculations are based on the methodology outline in the Highway Capacity Manual 6th Edition.

3.0 Traffic Impacts and Circulation Analysis

This chapter provides an assessment of the anticipated traffic as it relates to the Kingsburg Area and the impact of that traffic on the surrounding street system.

3.1 Future Year Traffic Forecasts

To assess the impacts that the Kingsburg Area Community Land Use Plan may have on the surrounding street and highway segments and intersections, the first step is to evaluate the future year traffic growth and the historic population growth within the community. The horizon year for this analysis was 2030. Although there is no change in development levels associated with the Community Plan update, traffic increases are expected based on development in growth in traffic generated at external locations and traffic generated by two development projects within the community plan area, the GPA 19-001 General Plan Initiation project and the Hash Farms/Andersen Village project. Traffic growth from external sources was estimated using a typical historical growth factor of 2.0% per year. Traffic growth from the two development projects was obtained from the traffic impact studies conducted for these projects.

3.1.1 *Future Year 2030*

The Future Year 2030 traffic, resulting from the process described above, is shown in Figures 3-1 and 3-2.

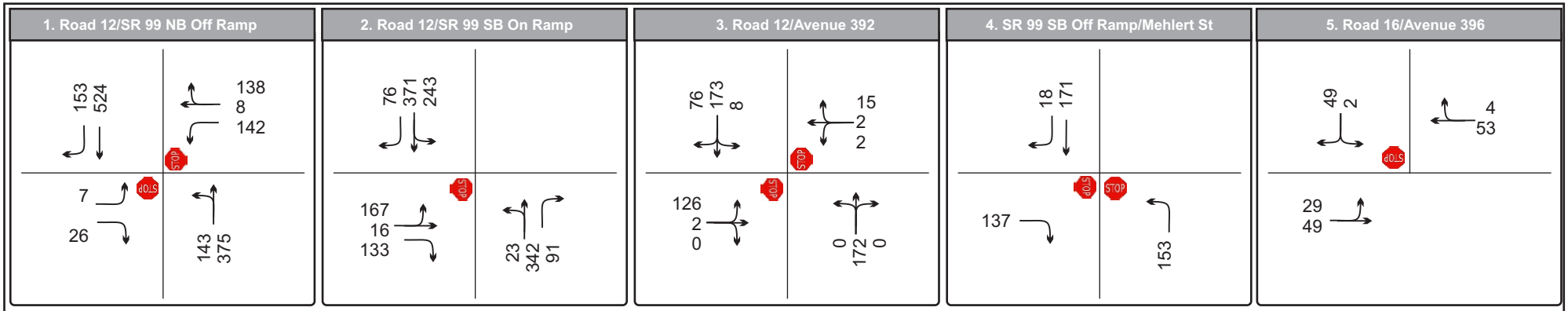
3.2 Impacts

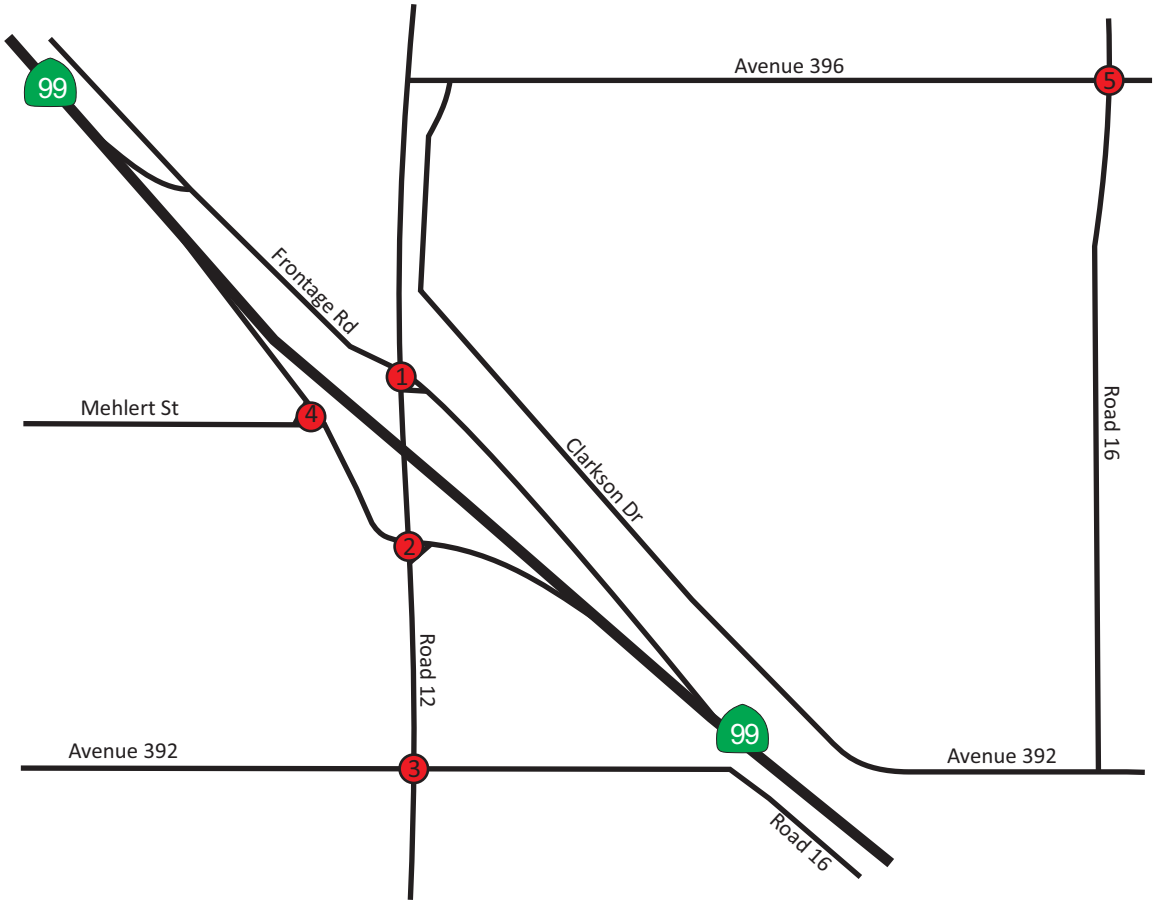
3.2.1 *Intersection Capacity Analysis*

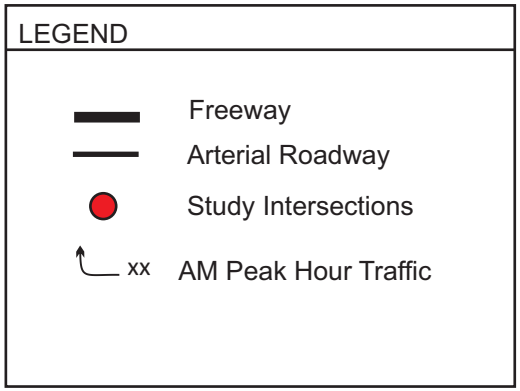
Table 3-1 shows the anticipated level of service conditions at study intersections for the Future Year 2030 scenario. Results of the analysis show that two (2) of the study intersections will exceed level of service standards. The improvement projects listed in Chapter 4 will alleviate level of service deficiencies at study intersections for all Future Year 2030 conditions.

Kingsburg Area Community Plan Update Traffic Impact Study
2030 AM Peak Hour Traffic

Figure 3-1





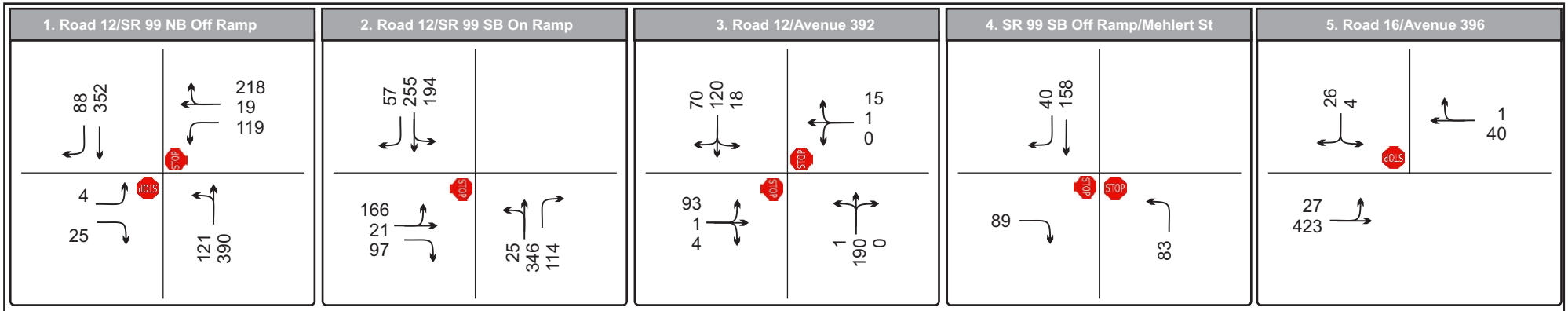


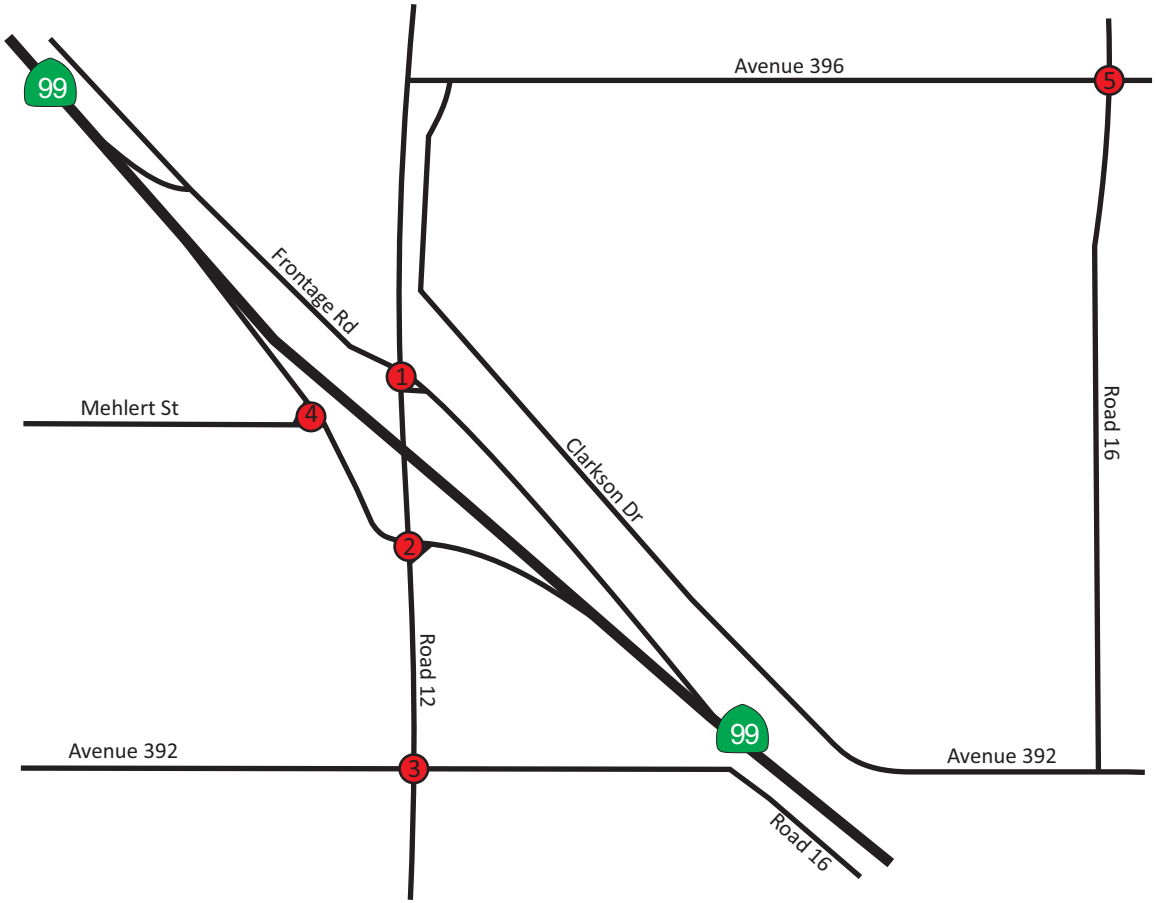
North

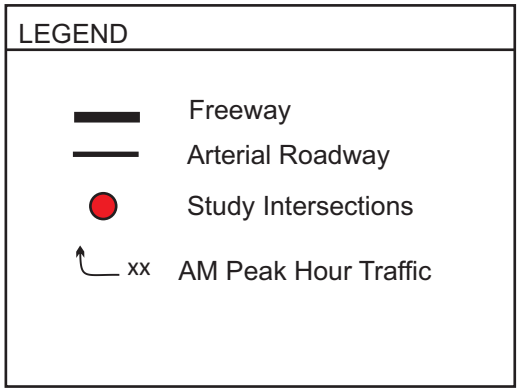
VRPA TECHNOLOGIES, INC.

Kingsburg Area Community Plan Update Traffic Impact Study
2030 PM Peak Hour Traffic

Figure 3-2







North

VRPA TECHNOLOGIES, INC.

Table 3-1
2030 Intersection operations

Intersection		Sign Control	Peak Hour	Cumulative year 2030	
				DELAY (a)	LOS (b)
1	Road 12 & Frontage road-SR 99 NB Off Ramp	Two way stop	AM	225.2	F
			PM	53.4	F
2	Road 12 & Avenue 394 -SR 99 SB On Ramp	Two way stop	AM	87.9	F
			PM	35.1	E
3	Road 12 & Avenue 392	All way stop	AM	14.8	B
			PM	13.6	B
4	Avenue 394 & SR 99 SB Off Ramp	Two way stop	AM	8.7	A
			PM	8.2	A
5	Road 16 & Avenue 396	Two way stop	AM	8.8	A
			PM	9.2	A

Notes:
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement
(b) LOS calculations are based on the methodology outline in the Highway Capacity Manual 6th Edition.

4.0 Standards of Significance

Results of the analysis show that all of the study intersections and roadway segments will meet Tulare County's LOS "D" criteria and Caltrans' LOS "C" criteria through the year 2040 with the development of specific roadway improvements.

CEQA Environmental Checklist

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Implementation of the Kingsburg Area Community Plan would result in a significant impact if it would:

- ✓ Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- ✓ Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- ✓ Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (eg., farm equipment)?
- ✓ Result in inadequate emergency access?

4.1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact After Mitigation **-** The traffic analysis provided in Chapters 1 through 3 indicates that there is the potential for traffic congestion at the SR 99/Road 12/Mendocino Avenue interchange. However, Caltrans has a plan for improvement of the interchange in place through the Mendocino (18th Avenue)/SR 99 Safety and Capacity Study (Caltrans 2019). Traffic operations with improvement of the interchange are shown in Table 4-1. Results of the traffic analysis show that the Kingsburg Area Community Plan is in harmony with both the Tulare County General Plan and the TCAG Regional Transportation Plan. The General Plan currently calls for all intersections and roadway segments to be maintained at LOS "D" or better; this objective would be obtained given implementation of the Community Plan and the assumed roadway improvements included in the Mendocino (18th Avenue)/SR 99 Safety and Capacity Study. Furthermore, any increases in traffic would be expected to occur with or without the implementation of the Community Plan. The Kingsburg Area Community Plan also meets Caltrans' acceptable level of service criteria in the study area with the development of specific

roadway improvements noted below. As a result, the Kingsburg Area Community Plan will not conflict with a program, 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.

4.2 Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact – Senate Bill 743 (SB 743) was implemented throughout California on July 1, 2020 resulting in new CEQA guidance described in section 15064.3, subdivision (b). This legislation requires that transportation analysis conducted under the California Environmental Quality Act (CEQA) be conducted using VMT or other similar performance measures rather than vehicle level of service and delay which was the traditional performance measure. SB 743 applies to both land development and transportation projects. In addition, it applies to projects initiated by public agencies as well as projects that are initiated by private companies and individuals.

Chapter 5 of this report provides a vehicle miles traveled analysis that indicates a less than significant impact with respect to VMT. As a result, the Project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

4.3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (eg., farm equipment)?

Less Than Significant Impact - The Kingsburg Area Community Plan would not result in hazards due to design features, since all proposed improvements would be built to County and Caltrans design standards. The proposed Community Plan land uses would not increase the use of farm equipment on streets and roads in the Kingsburg Area Community. As a result, the Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, no mitigation is needed.

4.4 Result in inadequate emergency access?

Less Than Significant Impact - The Kingsburg Area Community Plan would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the study intersections and roadway segments will meet acceptable levels of service with the development of specific roadway improvements. As a result, the Project will not result in inadequate emergency access. Therefore, no mitigation is needed.

Table 4-1
2030 Intersection Operations with Improvements

	Intersection	Sign Control	Peak Hour	Cumulative year 2030	
				DELAY (a)	LOS (b)
1	Road 12 & Frontage road-SR 99 NB Off Ramp	Traffic Signal (c)	AM	19.8	B
			PM	14.6	B
2	Road 12 & Avenue 394 -SR 99 SB On Ramp	Traffic Signal (c)	AM	21.0	C
			PM	11.7	B
3	Road 12 & Avenue 392	All way stop	AM	14.8	B
			PM	13.6	B
4	Avenue 394 & SR 99 SB Off Ramp	Two way stop	AM	8.7	A
			PM	8.2	A
5	Road 16 & Avenue 396	Two way stop	AM	8.8	A
			PM	9.2	A

Notes:

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition.
(c) Traffic Signal and intersection improvements assumed per Caltrans Mountain View/SR 99 & Mendocino (18th Avenue)/SR 99 Safety and Capacity Study.

5.0 Vehicle Miles Traveled Analysis

5.1 Background Information

Senate Bill 743 (SB 743) was implemented throughout California on July 1, 2020. This legislation requires that transportation analysis conducted under the California Environmental Quality Act (CEQA) be conducted using VMT or other similar performance measures rather than vehicle level of service and delay which was the traditional performance measure. SB 743 applies to both land development and transportation projects. In addition, it applies to projects initiated by public agencies as well as projects that are initiated by private companies and individuals.

In response to SB 743, Tulare County prepared SB 743 Guidelines (Tulare County, 2020) for conducting VMT studies. The thresholds of significance and screening criteria included in the guidelines were approved by the Board of Supervisors in August 2020. The County's guidelines were used in consideration of VMT for this project.

5.2 VMT Methodology

The adoption of the Tulare County SB 743 Guidelines established a significance threshold of VMT/capita in the horizon year higher than the VMT/capita for existing conditions. The following methodologies were considered for conducting the VMT analysis:

- ✓ Quantitative analysis using the TCAG regional travel demand model
- ✓ Quantitative analysis using sketch planning techniques
- ✓ Qualitative analysis

The first two methodologies listed above are specifically mentioned in the Tulare County SB 743 Guidelines. The third, qualitative analysis, can be used for any CEQA technical analysis, when applicable. Considerations for use of each of these methodologies are described below.

The potential use of the TCAG regional travel model for VMT analysis of Community Plan Updates is mentioned in Section 4.1 on page 20 of the Tulare County SB 743 Guidelines. In the case of the Kingsburg Area Community Plan Update, there is no new development expected as a result of adoption of the project and the VMT differences and therefore no need to run the TCAG model.

Use of qualitative VMT analysis for roadway projects is supported by Section 15064.3 of the CEQA Guidelines (Association of Environmental Professionals, 2021). The guidance includes the following "If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc."

5.3 VMT Analysis

As stated above, the project's transportation impacts based on VMT were analyzed qualitatively. With respect to the different transportation modes, the project can be evaluated as follows:

- ✓ The roadway improvements assumed in Chapter 4 include the installation of traffic signals and intersection improvements. Although the roadway improvements assumed in Chapter 4 are not associated with the adoption of the KACP, it can also be noted that they would not be associated with a VMT increase. Other than these recommended improvements, no changes in the roadway system are expected to occur with the project. As described in Chapter 5 of the Tulare County SB 743 Guidelines, the installation of traffic signals and intersection improvements would be screened out of consideration for conducting a VMT analysis. The lack of changes in the roadway system and the lack of a change in land use leads to a conclusion that there will be no change in VMT/capita as a result of adoption of the project. Over time, through the Year 2030 planning horizon, development proposals will be evaluated on a case by case to determine VMT impacts and applicable mitigation where warranted.

- ✓ No changes in the transit system are expected as a result of the adoption of the Community Plan. This leads to a conclusion that there will be no change in VMT/capita in the future with respect to transit ridership.

- ✓ There are no bikeway facilities proposed in the Community Plan and no change in VMT associated with this travel mode.

- ✓ No changes in the pedestrian system are expected as a result of the adoption of the Community Plan. This leads to a conclusion that there will be no change in VMT/capita in the future with respect to travel by walking.

Based on the County's SB 743 Guidelines, the significance thresholds for Community Plan is the following:

- ✓ A significant impact would result if the VMT/capita of the study area within the planning horizon year exceeds the VMT/capita of the study area in the base year.

In a quantitative analysis, the determination of whether the threshold for significance is met would be determined based on the numerical increase or decrease in VMT associated with the project. In a qualitative analysis, the determination of whether the threshold is met would be based on whether the project qualitatively indicates a net increase or decrease in VMT. In the case of the proposed project, the analysis indicates no increase in VMT/capita with respect to the automobile, transit, bicycle, and pedestrian travel modes. Therefore, the project does not meet the significance threshold and the project has a less than significant impact.

Appendix - A

Traffic Counts

Prepared by National Data & Surveying Services

Rd 12 & SR 99 NB Off Ramp

Peak Hour Turning Movement Count

ID: 22-090013-001
City: Kingsburg

Day: Tuesday
Date: 1/25/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

Rd 12

SOUTHBOUND

AM	99	375	0	0	396	AM
NOON	0	0	0	0	0	NOON
PM	54	256	0	0	425	PM

EASTBOUND

AM	NOON	PM	
176	0	113	
0	0	0	0
6	0	3	0
0	0	0	1
22	0	21	0
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
157	0	109	0
16	0	7	1
53	0	39	1
0	0	0	0
0	0	0	
PM	NOON	AM	

NORTHBOUND

PM	331	1	43	265	0	PM
NOON	0	0	0	0	0	NOON
AM	436	0	70	281	0	AM

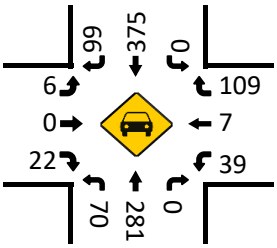
Rd 12

CONTROL			
2-Way Stop(EB/WB)			
TEV	1008 AM	0 NOON	869 PM
PHF	0.79		0.92

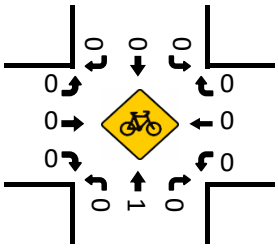
SR 99 NB Off Ramp

SR 99 NB Off Ramp

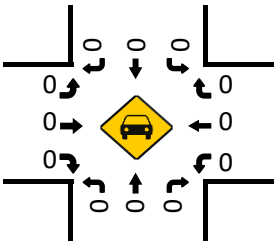
Totals (AM)



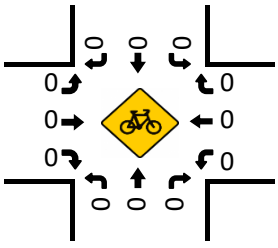
Total Bikes (AM)



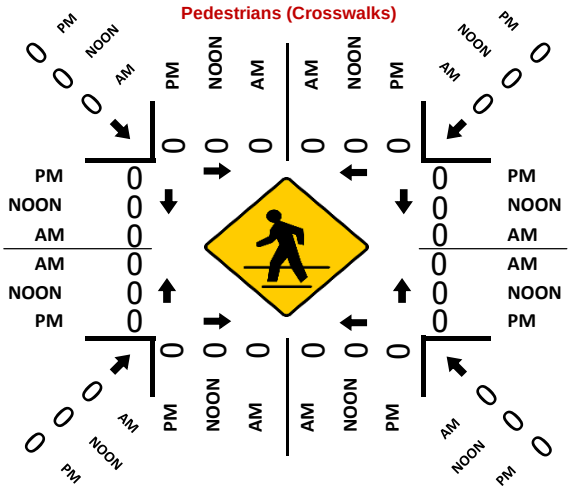
Totals (NOON)



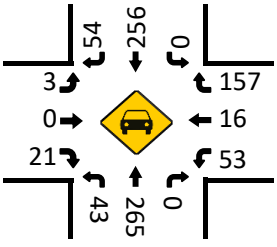
Total Bikes (NOON)



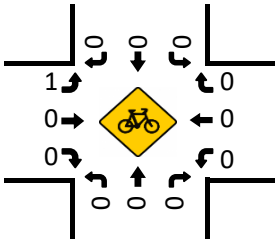
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Rd 12 & SR 99 SB On Ramp

Peak Hour Turning Movement Count

ID: 22-090013-002
City: Kingsburg

Day: Tuesday
Date: 1/25/2022

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Rd 12)

AM	65	188	182	0	352	AM
NOON	0	0	0	0	0	NOON
PM	49	142	140	0	310	PM

EASTBOUND (SR 99 SB On Ramp)

AM	NOON	PM	
70	0	53	⇦
0	0	0	↶ 0
133	0	107	↱ 0
14	0	18	→ 1
20	0	27	↳ 0

WESTBOUND (SR 99 SB On Ramp)

PM	NOON	AM	
0	0	0	0 ↳
0	0	0	0 ←
0	0	0	0 ↰
0	0	0	0 ↶
205	0	229	⇨

NORTHBOUND (Rd 12)

PM	169	0	4	203	47	PM
NOON	0	0	0	0	0	NOON
AM	208	0	5	219	33	AM

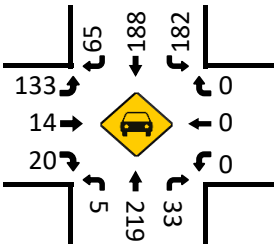
	0	1	0	0
	0	0	1	1

CONTROL

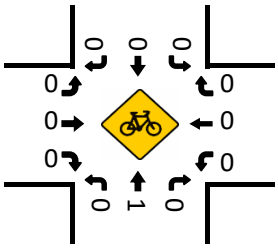
1-Way Stop(EB)

TEV	859 AM	0 NOON	737 PM
PHF	0.81		0.93

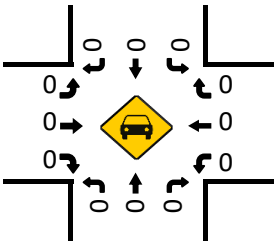
Totals (AM)



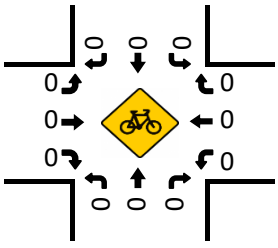
Total Bikes (AM)



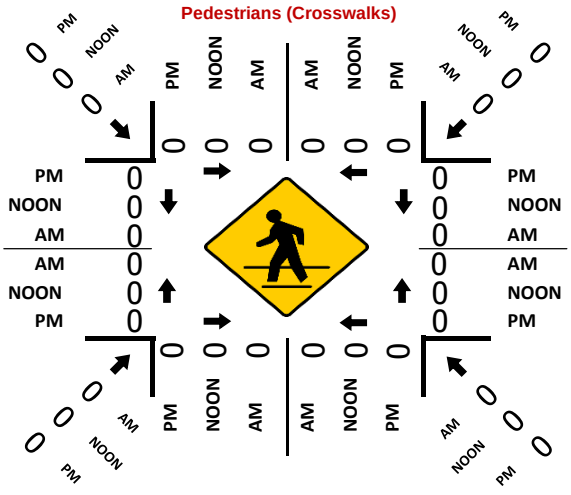
Totals (NOON)



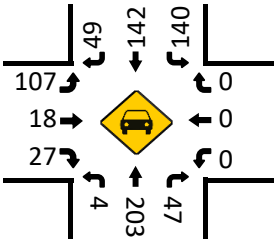
Total Bikes (NOON)



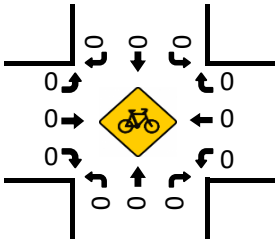
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Rd 12 & Ave 392

Peak Hour Turning Movement Count

ID: 22-090013-003
City: Kingsburg

Day: Tuesday
Date: 1/25/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Rd 12)

AM	61	145	7	0	256	AM
NOON	0	0	0	0	0	NOON
PM	55	99	15	0	248	PM

EASTBOUND (Ave 392)

AM	NOON	PM	
63	0	57	
0	0	0	0
101	0	75	0
2	0	1	1
0	0	3	0
AM	NOON	PM	

WESTBOUND (Ave 392)

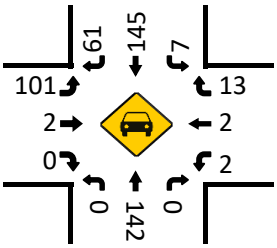
PM	NOON	AM	
13	0	13	0
1	0	2	1
0	0	2	0
0	0	0	0
16	0	9	
PM	NOON	AM	

NORTHBOUND (Rd 12)

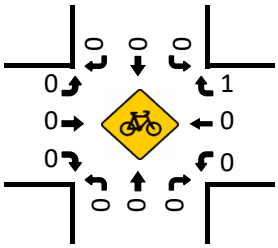
PM	102	0	1	160	0	PM
NOON	0	0	0	0	0	NOON
AM	147	0	0	142	0	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	475 AM	0 NOON	423 PM
PHF	0.76		0.97

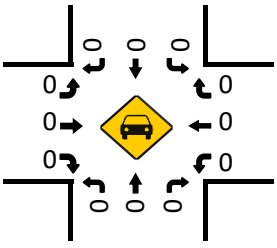
Totals (AM)



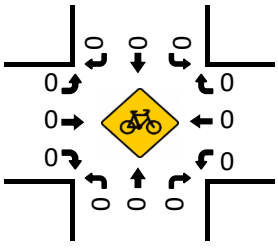
Total Bikes (AM)



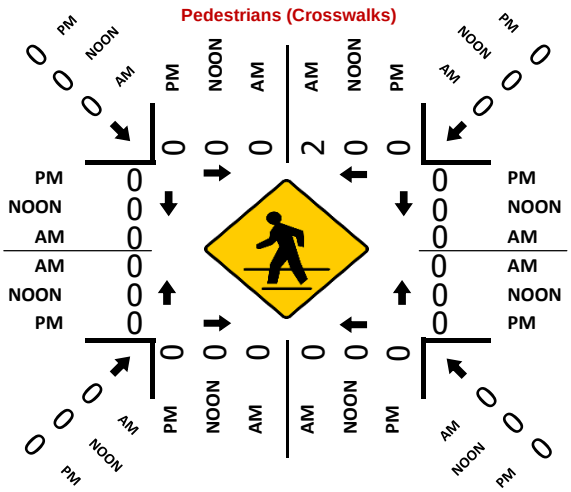
Totals (NOON)



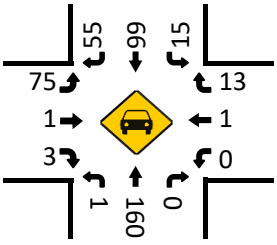
Total Bikes (NOON)



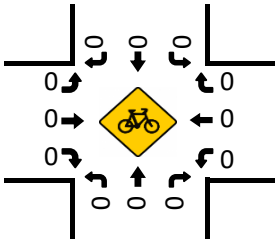
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

SR 99 SB Ramp & Mehlert St/Ave 394

Peak Hour Turning Movement Count

ID: 22-090013-004
City: Kingsburg

Day: Tuesday
Date: 1/25/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SR 99 SB Ramp

SOUTHBOUND

	L	T	R	U	
AM	15	0	75	0	0
NOON	0	0	0	0	0
PM	34	0	93	0	0

EASTBOUND

	AM	NOON	PM
	85	0	88
	0	0	0
	0	0	0
	93	0	62
	0	0	0

WESTBOUND

	PM	NOON	AM
	0	0	0
	54	0	70
	0	0	0
	0	0	0
	155	0	168

NORTHBOUND

	L	T	R	U	
PM	0	0	0	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

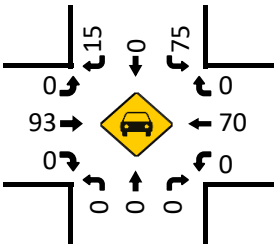
SR 99 SB Ramp

Mehlert St/Ave 394

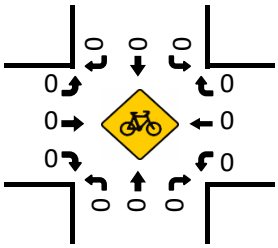
Mehlert St/Ave 394

CONTROL			
2-Way Stop(EB/WB)			
TEV	253 AM	0 NOON	243 PM
PHF	0.80		0.81

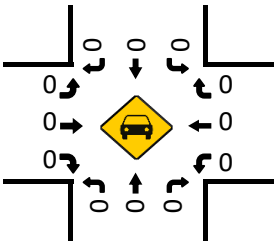
Totals (AM)



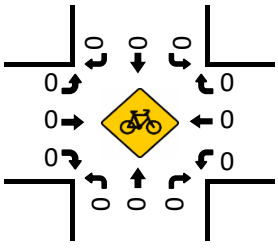
Total Bikes (AM)



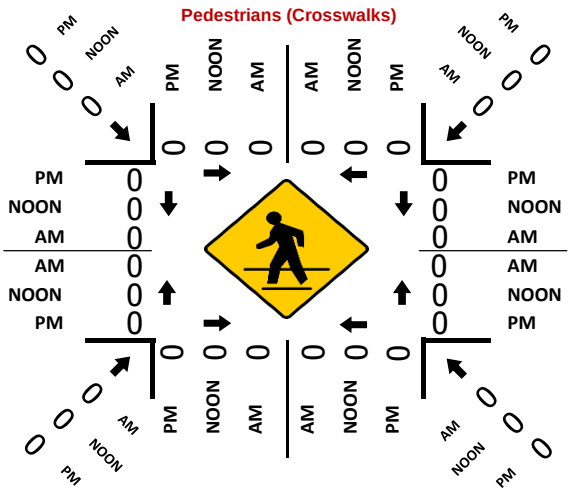
Totals (NOON)



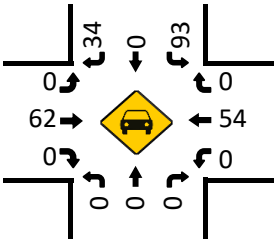
Total Bikes (NOON)



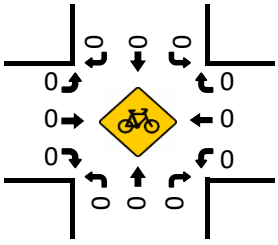
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Rd 16 & Ave 396

Peak Hour Turning Movement Count

ID: 22-090013-005
City: Kingsburg

Day: Tuesday
Date: 1/25/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Rd 16)

	L	T	R	U		
AM	40	0	2	0	22	AM
NOON	0	0	0	0	0	NOON
PM	16	0	3	0	21	PM

EASTBOUND (Ave 396)

	AM	NOON	PM
	86	0	50
0	1	0	0
0	19	0	20
1	42	0	59
0	0	0	0
	AM	NOON	PM

WESTBOUND (Ave 396)

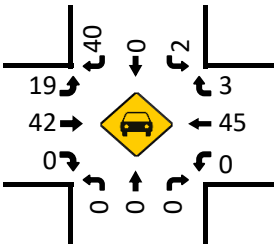
	PM	NOON	AM
0	1	0	3
1	34	0	45
0	0	0	0
0	0	0	0
	62	0	44
	PM	NOON	AM

NORTHBOUND (Rd 16)

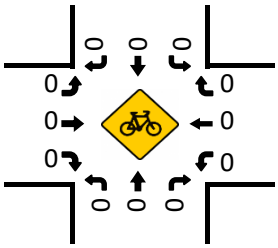
	L	T	R	U		
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
1-Way Stop(SB)			
TEV	152 AM	0 NOON	133 PM
PHF	0.79		0.79

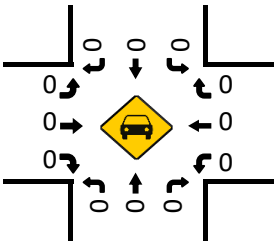
Totals (AM)



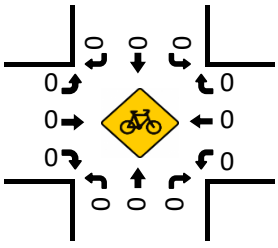
Total Bikes (AM)



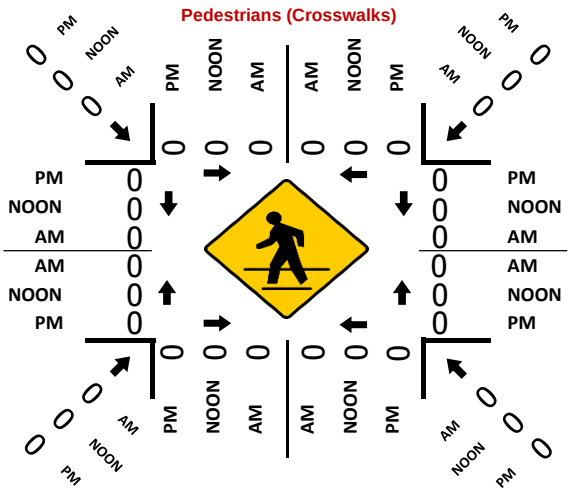
Totals (NOON)



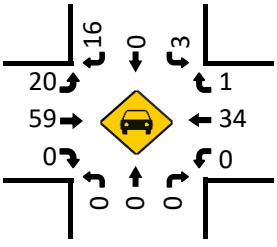
Total Bikes (NOON)



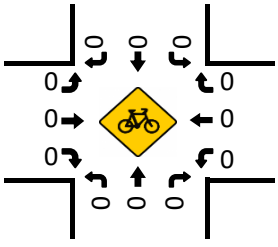
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Appendix - B

Synchro 10(HCM 6th Edition) Worksheets

Existing Traffic Count

AM Peak Hour

Intersection	
Int Delay, s/veh	3.2

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	70	281	0	0	375	99	6	0	22	39	7	109
Future Vol, veh/h	70	281	0	0	375	99	6	0	22	39	7	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	0	-	0	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	76	305	0	0	408	108	7	0	24	42	8	118

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	516	0	-	-	-	0	923	-	462	931	973	305
Stage 1	-	-	-	-	-	-	462	-	-	457	457	-
Stage 2	-	-	-	-	-	-	461	-	-	474	516	-
Critical Hdwy	4.13	-	-	-	-	-	7.13	-	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	-	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1045	-	0	0	-	-	249	0	598	246	251	732
Stage 1	-	-	0	0	-	-	578	0	-	581	566	-
Stage 2	-	-	0	0	-	-	579	0	-	569	533	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1045	-	-	-	-	-	190	-	598	220	229	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	-	-	220	229	-
Stage 1	-	-	-	-	-	-	527	-	-	530	516	-
Stage 2	-	-	-	-	-	-	436	-	-	546	533	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	1.7	0	14.2	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBL	NBT	NWLn1	NWLn2	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1045	-	220	746	190	598	-	-
HCM Lane V/C Ratio	0.073	-	0.193	0.169	0.034	0.04	-	-
HCM Control Delay (s)	8.7	0	25.2	10.8	24.6	11.3	-	-
HCM Lane LOS	A	A	D	B	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	0.6	0.1	0.1	-	-

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	133	14	20	0	0	0	5	219	33	182	188	65
Future Vol, veh/h	133	14	20	0	0	0	5	219	33	182	188	65
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
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	145	15	22	0	0	0	5	238	36	198	204	71
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.3	11.3	15.9
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	2%	80%	42%
Vol Thru, %	85%	8%	43%
Vol Right, %	13%	12%	15%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	257	167	435
LT Vol	5	133	182
Through Vol	219	14	188
RT Vol	33	20	65
Lane Flow Rate	279	182	473
Geometry Grp	1	1	1
Degree of Util (X)	0.393	0.295	0.631
Departure Headway (Hd)	5.064	5.859	4.806
Convergence, Y/N	Yes	Yes	Yes
Cap	715	615	742
Service Time	3.064	3.871	2.904
HCM Lane V/C Ratio	0.39	0.296	0.637
HCM Control Delay	11.3	11.3	15.9
HCM Lane LOS	B	B	C
HCM 95th-tile Q	1.9	1.2	4.5

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	101	2	0	2	2	13	0	142	0	7	145	61
Future Vol, veh/h	101	2	0	2	2	13	0	142	0	7	145	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	110	2	0	2	2	14	0	154	0	8	158	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	369	361	191	362	394	154	224	0	0	154	0	0
Stage 1	207	207	-	154	154	-	-	-	-	-	-	-
Stage 2	162	154	-	208	240	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	586	565	848	592	541	889	1339	-	-	1420	-	-
Stage 1	793	729	-	846	768	-	-	-	-	-	-	-
Stage 2	838	768	-	792	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	573	562	848	587	538	889	1339	-	-	1420	-	-
Mov Cap-2 Maneuver	573	562	-	587	538	-	-	-	-	-	-	-
Stage 1	793	725	-	846	768	-	-	-	-	-	-	-
Stage 2	822	768	-	785	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	9.7	0	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	573	782	1420	-	-
HCM Lane V/C Ratio	-	-	-	0.195	0.024	0.005	-	-
HCM Control Delay (s)	0	-	-	12.8	9.7	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	93	75	15	70	0
Future Vol, veh/h	0	93	75	15	70	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	101	82	16	76	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	SE		EB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	NW	EB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.2	7.6	7.9
HCM LOS	A	A	A

Lane	NWLn1	EBLn1	SELn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	83%
Vol Right, %	0%	100%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	70	93	90
LT Vol	70	0	0
Through Vol	0	0	75
RT Vol	0	93	15
Lane Flow Rate	76	101	98
Geometry Grp	1	1	1
Degree of Util (X)	0.093	0.102	0.111
Departure Headway (Hd)	4.405	3.648	4.088
Convergence, Y/N	Yes	Yes	Yes
Cap	810	963	873
Service Time	2.45	1.741	2.133
HCM Lane V/C Ratio	0.094	0.105	0.112
HCM Control Delay	7.9	7.2	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	42	45	3	2	40
Future Vol, veh/h	20	42	45	3	2	40
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, %	3	3	3	3	3	3
Mvmt Flow	22	46	49	3	2	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	141	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1548	-	-	-	850	1014
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1548	-	-	-	837	1014
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1548	-	-	-	1004
HCM Lane V/C Ratio	0.014	-	-	-	0.045
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Existing Traffic Count

PM Peak Hour

Intersection	
Int Delay, s/veh	3.7

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	44	265	0	0	256	54	3	0	21	53	16	157
Future Vol, veh/h	44	265	0	0	256	54	3	0	21	53	16	157
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	0	-	0	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	48	288	0	0	278	59	3	0	23	58	17	171

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	337	0	-	-	-	0	701	-	308	703	721	288
Stage 1	-	-	-	-	-	-	308	-	-	384	384	-
Stage 2	-	-	-	-	-	-	393	-	-	319	337	-
Critical Hdwy	4.13	-	-	-	-	-	7.13	-	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	-	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1217	-	0	0	-	-	352	0	730	351	352	749
Stage 1	-	-	0	0	-	-	700	0	-	637	610	-
Stage 2	-	-	0	0	-	-	630	0	-	690	639	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1217	-	-	-	-	-	252	-	730	328	335	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	-	-	328	335	-
Stage 1	-	-	-	-	-	-	667	-	-	607	581	-
Stage 2	-	-	-	-	-	-	450	-	-	668	639	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	1.2	0	11.3	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBL	NBT	NWLn1	NWLn2	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1217	-	328	1078	252	730	-	-
HCM Lane V/C Ratio	0.039	-	0.176	0.174	0.013	0.031	-	-
HCM Control Delay (s)	8.1	0	18.3	9	19.5	10.1	-	-
HCM Lane LOS	A	A	C	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.6	0	0.1	-	-

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	18	27	0	0	0	4	203	47	140	142	49
Future Vol, veh/h	107	18	27	0	0	0	4	203	47	140	142	49
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
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	116	20	29	0	0	0	4	221	51	152	154	53
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.3	10.4	12
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	2%	70%	42%
Vol Thru, %	80%	12%	43%
Vol Right, %	19%	18%	15%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	254	152	331
LT Vol	4	107	140
Through Vol	203	18	142
RT Vol	47	27	49
Lane Flow Rate	276	165	360
Geometry Grp	1	1	1
Degree of Util (X)	0.361	0.248	0.472
Departure Headway (Hd)	4.712	5.414	4.718
Convergence, Y/N	Yes	Yes	Yes
Cap	759	658	759
Service Time	2.775	3.497	2.775
HCM Lane V/C Ratio	0.364	0.251	0.474
HCM Control Delay	10.4	10.3	12
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.6	1	2.6

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	1	3	0	1	13	1	160	0	15	99	55
Future Vol, veh/h	75	1	3	0	1	13	1	160	0	15	99	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	82	1	3	0	1	14	1	174	0	16	108	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	354	346	138	348	376	174	168	0	0	174	0	0
Stage 1	170	170	-	176	176	-	-	-	-	-	-	-
Stage 2	184	176	-	172	200	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	599	576	908	605	554	867	1404	-	-	1397	-	-
Stage 1	830	756	-	823	752	-	-	-	-	-	-	-
Stage 2	815	752	-	828	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	582	568	908	595	546	867	1404	-	-	1397	-	-
Mov Cap-2 Maneuver	582	568	-	595	546	-	-	-	-	-	-	-
Stage 1	829	746	-	822	751	-	-	-	-	-	-	-
Stage 2	800	751	-	813	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	9.4	0	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	590	832	1397	-	-
HCM Lane V/C Ratio	0.001	-	-	0.146	0.018	0.012	-	-
HCM Control Delay (s)	7.6	0	-	12.1	9.4	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	62	93	34	54	0
Future Vol, veh/h	0	62	93	34	54	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	67	101	37	59	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	SE		EB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	NW	EB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.1	7.7	7.8
HCM LOS	A	A	A

Lane	NWLn1	EBLn1	SELn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	73%
Vol Right, %	0%	100%	27%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	54	62	127
LT Vol	54	0	0
Through Vol	0	0	93
RT Vol	0	62	34
Lane Flow Rate	59	67	138
Geometry Grp	1	1	1
Degree of Util (X)	0.071	0.069	0.152
Departure Headway (Hd)	4.375	3.687	3.953
Convergence, Y/N	Yes	Yes	Yes
Cap	815	954	906
Service Time	2.419	1.777	1.987
HCM Lane V/C Ratio	0.072	0.07	0.152
HCM Control Delay	7.8	7.1	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	59	34	1	3	16
Future Vol, veh/h	20	59	34	1	3	16
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, %	3	3	3	3	3	3
Mvmt Flow	22	64	37	1	3	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	146	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1566	-	-	-	844	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	831	1031
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	914	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	993
HCM Lane V/C Ratio	0.014	-	-	-	0.021
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Future Year 2030

AM Peak Hour

Intersection	
Int Delay, s/veh	44.2

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	143	375	0	0	524	153	7	0	26	142	8	138
Future Vol, veh/h	143	375	0	0	524	153	7	0	26	142	8	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	0	-	0	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	155	408	0	0	570	166	8	0	28	154	9	150

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	736	0	-	-	-	0	1376	-	653	1385	1454	408
Stage 1	-	-	-	-	-	-	653	-	-	718	718	-
Stage 2	-	-	-	-	-	-	723	-	-	667	736	-
Critical Hdwy	4.13	-	-	-	-	-	7.13	-	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	-	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	865	-	0	0	-	-	122	0	466	~ 120	129	641
Stage 1	-	-	0	0	-	-	455	0	-	419	432	-
Stage 2	-	-	0	0	-	-	416	0	-	447	424	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	865	-	-	-	-	-	72	-	466	~ 93	99	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	-	-	~ 93	99	-
Stage 1	-	-	-	-	-	-	349	-	-	322	332	-
Stage 2	-	-	-	-	-	-	238	-	-	420	424	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	2.8	0	23.3	225.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBL	NBT	NWLn1	NWLn2	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	865	-	93	262	72	466	-	-
HCM Lane V/C Ratio	0.18	-	1.66	0.606	0.106	0.061	-	-
HCM Control Delay (s)	10.1	0$	417.8	37.8	60.8	13.2	-	-
HCM Lane LOS	B	A	F	E	F	B	-	-
HCM 95th %tile Q(veh)	0.7	-	12.4	3.6	0.3	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	87.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	167	16	133	0	0	0	23	342	91	243	371	76
Future Vol, veh/h	167	16	133	0	0	0	23	342	91	243	371	76
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
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	182	17	145	0	0	0	25	372	99	264	403	83
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	21.9	34.4	153.5
HCM LOS	C	D	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	5%	53%	35%
Vol Thru, %	75%	5%	54%
Vol Right, %	20%	42%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	456	316	690
LT Vol	23	167	243
Through Vol	342	16	371
RT Vol	91	133	76
Lane Flow Rate	496	343	750
Geometry Grp	1	1	1
Degree of Util (X)	0.837	0.637	1.267
Departure Headway (Hd)	6.495	7.185	6.082
Convergence, Y/N	Yes	Yes	Yes
Cap	560	505	600
Service Time	4.495	5.185	4.137
HCM Lane V/C Ratio	0.886	0.679	1.25
HCM Control Delay	34.4	21.9	153.5
HCM Lane LOS	D	C	F
HCM 95th-tile Q	8.7	4.4	29.1

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	126	2	0	2	2	15	0	172	0	8	173	76
Future Vol, veh/h	126	2	0	2	2	15	0	172	0	8	173	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	137	2	0	2	2	16	0	187	0	9	188	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	444	435	230	436	476	187	271	0	0	187	0	0
Stage 1	248	248	-	187	187	-	-	-	-	-	-	-
Stage 2	196	187	-	249	289	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	522	513	807	529	486	852	1287	-	-	1381	-	-
Stage 1	754	699	-	812	743	-	-	-	-	-	-	-
Stage 2	803	743	-	753	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	507	509	807	524	482	852	1287	-	-	1381	-	-
Mov Cap-2 Maneuver	507	509	-	524	482	-	-	-	-	-	-	-
Stage 1	754	693	-	812	743	-	-	-	-	-	-	-
Stage 2	785	743	-	745	666	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	10	0	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	507	743	1381	-	-
HCM Lane V/C Ratio	-	-	-	0.274	0.028	0.006	-	-
HCM Control Delay (s)	0	-	-	14.8	10	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	137	171	18	153	0
Future Vol, veh/h	0	137	171	18	153	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	149	186	20	166	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	SE		EB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	NW	EB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	8.9	9
HCM LOS	A	A	A

Lane	NWLn1	EBLn1	SELn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	90%
Vol Right, %	0%	100%	10%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	153	137	189
LT Vol	153	0	0
Through Vol	0	0	171
RT Vol	0	137	18
Lane Flow Rate	166	149	205
Geometry Grp	1	1	1
Degree of Util (X)	0.217	0.174	0.252
Departure Headway (Hd)	4.697	4.202	4.408
Convergence, Y/N	Yes	Yes	Yes
Cap	765	855	816
Service Time	2.724	2.226	2.434
HCM Lane V/C Ratio	0.217	0.174	0.251
HCM Control Delay	9	8.1	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.6	1

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	49	53	4	2	49
Future Vol, veh/h	29	49	53	4	2	49
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, %	3	3	3	3	3	3
Mvmt Flow	32	53	58	4	2	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	62	0	-	0	177	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1535	-	-	-	810	1003
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	793	1003
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	993
HCM Lane V/C Ratio	0.021	-	-	-	0.056
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Future Year 2030

PM Peak Hour

Intersection	
Int Delay, s/veh	15.4

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	121	390	0	0	352	88	4	0	25	119	19	218
Future Vol, veh/h	121	390	0	0	352	88	4	0	25	119	19	218
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	0	-	0	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	132	424	0	0	383	96	4	0	27	129	21	237

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	479	0	-	-	-	0	1130	-	431	1133	1167	424
Stage 1	-	-	-	-	-	-	431	-	-	688	688	-
Stage 2	-	-	-	-	-	-	699	-	-	445	479	-
Critical Hdwy	4.13	-	-	-	-	-	7.13	-	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	-	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1078	-	0	0	-	-	180	0	622	179	193	628
Stage 1	-	-	0	0	-	-	601	0	-	435	445	-
Stage 2	-	-	0	0	-	-	429	0	-	590	553	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1078	-	-	-	-	-	89	-	622	150	162	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	-	-	150	162	-
Stage 1	-	-	-	-	-	-	505	-	-	365	374	-
Stage 2	-	-	-	-	-	-	212	-	-	564	553	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	2.1	0	16.1	53.4
HCM LOS			C	F

Minor Lane/Major Mvmt	NBL	NBT	NWLn1	NWLn2	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1078	-	150	391	89	622	-	-
HCM Lane V/C Ratio	0.122	-	0.862	0.659	0.049	0.044	-	-
HCM Control Delay (s)	8.8	0	99.4	30.3	47.5	11.1	-	-
HCM Lane LOS	A	A	F	D	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	5.8	4.6	0.2	0.1	-	-

Intersection	
Intersection Delay, s/veh	35.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	21	97	0	0	0	25	346	114	194	255	57
Future Vol, veh/h	166	21	97	0	0	0	25	346	114	194	255	57
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
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	180	23	105	0	0	0	27	376	124	211	277	62
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	18.8	35.6	43.7
HCM LOS	C	E	E

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	5%	58%	38%
Vol Thru, %	71%	7%	50%
Vol Right, %	24%	34%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	485	284	506
LT Vol	25	166	194
Through Vol	346	21	255
RT Vol	114	97	57
Lane Flow Rate	527	309	550
Geometry Grp	1	1	1
Degree of Util (X)	0.866	0.58	0.917
Departure Headway (Hd)	5.913	6.761	6.001
Convergence, Y/N	Yes	Yes	Yes
Cap	612	534	605
Service Time	3.953	4.801	4.041
HCM Lane V/C Ratio	0.861	0.579	0.909
HCM Control Delay	35.6	18.8	43.7
HCM Lane LOS	E	C	E
HCM 95th-tile Q	9.8	3.7	11.6

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	1	4	0	1	15	1	190	0	18	120	70
Future Vol, veh/h	93	1	4	0	1	15	1	190	0	18	120	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	101	1	4	0	1	16	1	207	0	20	130	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	426	417	168	420	455	207	206	0	0	207	0	0
Stage 1	208	208	-	209	209	-	-	-	-	-	-	-
Stage 2	218	209	-	211	246	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	537	525	874	542	500	831	1359	-	-	1358	-	-
Stage 1	792	728	-	791	727	-	-	-	-	-	-	-
Stage 2	782	727	-	789	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	516	874	531	491	831	1359	-	-	1358	-	-
Mov Cap-2 Maneuver	518	516	-	531	491	-	-	-	-	-	-	-
Stage 1	791	716	-	790	726	-	-	-	-	-	-	-
Stage 2	765	726	-	771	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	9.6	0	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1359	-	-	527	797	1358	-	-
HCM Lane V/C Ratio	0.001	-	-	0.202	0.022	0.014	-	-
HCM Control Delay (s)	7.7	0	-	13.6	9.6	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	89	158	40	83	0
Future Vol, veh/h	0	89	158	40	83	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	97	172	43	90	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	SE		EB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	NW	EB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	8.5	8.2
HCM LOS	A	A	A

Lane	NWLn1	EBLn1	SELn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	80%
Vol Right, %	0%	100%	20%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	83	89	198
LT Vol	83	0	0
Through Vol	0	0	158
RT Vol	0	89	40
Lane Flow Rate	90	97	215
Geometry Grp	1	1	1
Degree of Util (X)	0.112	0.108	0.243
Departure Headway (Hd)	4.487	4.023	4.069
Convergence, Y/N	Yes	Yes	Yes
Cap	788	897	872
Service Time	2.579	2.023	2.141
HCM Lane V/C Ratio	0.114	0.108	0.247
HCM Control Delay	8.2	7.5	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.4	1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	423	40	1	4	26
Future Vol, veh/h	27	423	40	1	4	26
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, %	3	3	3	3	3	3
Mvmt Flow	29	460	43	1	4	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	562	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1558	-	-	-	486	1023
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	474	1023
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	886
HCM Lane V/C Ratio	0.019	-	-	-	0.037
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Future Year 2030 Improvements

AM Peak Hour

HCM 6th Signalized Intersection Summary
1: Road 12 & SR 99 NB off ramp/Frontage Road

04/07/2022

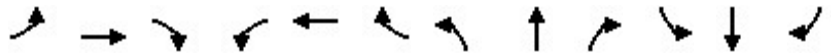
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	143	375	0	0	524	153	7	0	26	142	8	138
Future Volume (veh/h)	143	375	0	0	524	153	7	0	26	142	8	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856	1856	1930	1930
Adj Flow Rate, veh/h	155	408	0	0	570	166	8	0	28	154	9	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, %	3	3	0	0	3	3	3	0	3	3	3	3
Cap, veh/h	193	1343	0	0	758	221	18	0	0	192	134	
Arrive On Green	0.11	0.72	0.00	0.00	0.55	0.55	0.01	0.00	0.00	0.11	0.07	0.00
Sat Flow, veh/h	1767	1856	0	0	1381	402	1767	8		1767	1930	0
Grp Volume(v), veh/h	155	408	0	0	0	736	8	49.5		154	9	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	0	0	1783	1767	D		1767	1930	0
Q Serve(g_s), s	5.9	5.4	0.0	0.0	0.0	21.8	0.3			5.8	0.3	0.0
Cycle Q Clear(g_c), s	5.9	5.4	0.0	0.0	0.0	21.8	0.3			5.8	0.3	0.0
Prop In Lane	1.00		0.00	0.00		0.23	1.00			1.00		0.00
Lane Grp Cap(c), veh/h	193	1343	0	0	0	979	18			192	134	
V/C Ratio(X)	0.80	0.30	0.00	0.00	0.00	0.75	0.44			0.80	0.07	
Avail Cap(c_a), veh/h	229	1343	0	0	0	979	129			226	612	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00			1.00	1.00	0.00
Uniform Delay (d), s/veh	29.9	3.4	0.0	0.0	0.0	11.9	33.8			29.9	29.9	0.0
Incr Delay (d2), s/veh	15.8	0.6	0.0	0.0	0.0	5.3	15.8			16.0	0.2	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
%ile BackOfQ(50%),veh/ln	3.2	1.2	0.0	0.0	0.0	8.3	0.2			3.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	3.9	0.0	0.0	0.0	17.2	49.5			45.9	30.1	0.0
LnGrp LOS	D	A	A	A	A	B	D			D	C	
Approach Vol, veh/h		563			736						163	A
Approach Delay, s/veh		15.4			17.2						45.1	
Approach LOS		B			B						D	

Timer - Assigned Phs		2	3		5	6	7	8				
Phs Duration (G+Y+Rc), s		54.2	12.0		12.0	42.2	5.2	9.3				
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		49.7	8.8		8.9	36.3	5.0	21.8				
Max Q Clear Time (g_c+I1), s		7.4	7.8		7.9	23.8	2.3	2.3				
Green Ext Time (p_c), s		2.5	0.0		0.0	4.2	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	16	133	0	0	0	23	342	91	243	371	76
Future Volume (veh/h)	167	16	133	0	0	0	23	342	91	243	371	76
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	182	17	145				25	372	0	264	403	83
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3				3	3	3	3	3	3
Cap, veh/h	201	19	160				87	1151		381	526	105
Arrive On Green	0.23	0.23	0.23				0.66	0.66	0.00	0.66	0.66	0.66
Sat Flow, veh/h	891	83	710				59	1742	0	484	796	159
Grp Volume(v), veh/h	344	0	0				397	0	0	750	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	0				1801	0	0	1439	0	0
Q Serve(g_s), s	15.8	0.0	0.0				0.0	0.0	0.0	20.8	0.0	0.0
Cycle Q Clear(g_c), s	15.8	0.0	0.0				7.3	0.0	0.0	28.1	0.0	0.0
Prop In Lane	0.53		0.42				0.06		0.00	0.35		0.11
Lane Grp Cap(c), veh/h	380	0	0				1239	0		1012	0	0
V/C Ratio(X)	0.90	0.00	0.00				0.32	0.00		0.74	0.00	0.00
Avail Cap(c_a), veh/h	392	0	0				1239	0		1012	0	0
HCM Platoon Ratio	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	0.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.9	0.0	0.0				5.8	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	23.5	0.0	0.0				0.7	0.0	0.0	4.9	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
%ile BackOfQ(50%),veh/ln	8.5	0.0	0.0				2.3	0.0	0.0	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	0.0				6.5	0.0	0.0	13.9	0.0	0.0
LnGrp LOS	D	A	A				A	A		B	A	A
Approach Vol, veh/h		344						397	A		750	
Approach Delay, s/veh		53.4						6.5			13.9	
Approach LOS		D						A			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	57.0	22.4	57.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	52.5	18.5	52.5
Max Q Clear Time (g_c+I1), s	9.3	17.8	30.1
Green Ext Time (p_c), s	2.6	0.2	6.0

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	126	2	0	2	2	15	0	172	0	8	173	76
Future Vol, veh/h	126	2	0	2	2	15	0	172	0	8	173	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	137	2	0	2	2	16	0	187	0	9	188	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	444	435	230	436	476	187	271	0	0	187	0	0
Stage 1	248	248	-	187	187	-	-	-	-	-	-	-
Stage 2	196	187	-	249	289	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	522	513	807	529	486	852	1287	-	-	1381	-	-
Stage 1	754	699	-	812	743	-	-	-	-	-	-	-
Stage 2	803	743	-	753	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	507	509	807	524	482	852	1287	-	-	1381	-	-
Mov Cap-2 Maneuver	507	509	-	524	482	-	-	-	-	-	-	-
Stage 1	754	693	-	812	743	-	-	-	-	-	-	-
Stage 2	785	743	-	745	666	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	10	0	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	507	743	1381	-	-
HCM Lane V/C Ratio	-	-	-	0.274	0.028	0.006	-	-
HCM Control Delay (s)	0	-	-	14.8	10	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	137	171	18	153	0
Future Vol, veh/h	0	137	171	18	153	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	149	186	20	166	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	SE		EB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	NW	EB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	8.9	9
HCM LOS	A	A	A

Lane	NWLn1	EBLn1	SELn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	90%
Vol Right, %	0%	100%	10%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	153	137	189
LT Vol	153	0	0
Through Vol	0	0	171
RT Vol	0	137	18
Lane Flow Rate	166	149	205
Geometry Grp	1	1	1
Degree of Util (X)	0.217	0.174	0.252
Departure Headway (Hd)	4.697	4.202	4.408
Convergence, Y/N	Yes	Yes	Yes
Cap	765	855	816
Service Time	2.724	2.226	2.434
HCM Lane V/C Ratio	0.217	0.174	0.251
HCM Control Delay	9	8.1	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.6	1

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	49	53	4	2	49
Future Vol, veh/h	29	49	53	4	2	49
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, %	3	3	3	3	3	3
Mvmt Flow	32	53	58	4	2	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	62	0	-	0	177	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1535	-	-	-	810	1003
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	793	1003
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	993
HCM Lane V/C Ratio	0.021	-	-	-	0.056
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Future Year 2030 Improvements

PM Peak Hour

HCM 6th Signalized Intersection Summary
1: Road 12 & SR 99 NB off ramp/Frontage Road

04/07/2022

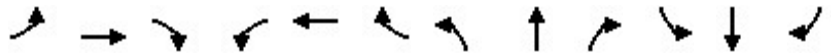
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	121	390	0	0	352	88	4	0	25	119	19	218
Future Volume (veh/h)	121	390	0	0	352	88	4	0	25	119	19	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856	1856	1930	1930
Adj Flow Rate, veh/h	132	424	0	0	383	96	4	0	27	129	21	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, %	3	3	0	0	3	3	3	0	3	3	3	3
Cap, veh/h	169	1231	0	0	694	174	10	0	0	165	159	
Arrive On Green	0.10	0.66	0.00	0.00	0.48	0.48	0.01	0.00	0.00	0.09	0.08	0.00
Sat Flow, veh/h	1767	1856	0	0	1432	359	1767	4		1767	1930	0
Grp Volume(v), veh/h	132	424	0	0	0	479	4	53.7		129	21	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	0	0	1791	1767	D		1767	1930	0
Q Serve(g_s), s	4.0	5.4	0.0	0.0	0.0	10.2	0.1			3.9	0.5	0.0
Cycle Q Clear(g_c), s	4.0	5.4	0.0	0.0	0.0	10.2	0.1			3.9	0.5	0.0
Prop In Lane	1.00		0.00	0.00		0.20	1.00			1.00		0.00
Lane Grp Cap(c), veh/h	169	1231	0	0	0	868	10			165	159	
V/C Ratio(X)	0.78	0.34	0.00	0.00	0.00	0.55	0.42			0.78	0.13	
Avail Cap(c_a), veh/h	244	1231	0	0	0	868	163			244	729	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00			1.00	1.00	0.00
Uniform Delay (d), s/veh	24.0	4.0	0.0	0.0	0.0	9.8	26.9			24.1	23.1	0.0
Incr Delay (d2), s/veh	9.7	0.8	0.0	0.0	0.0	2.5	26.8			9.2	0.4	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
%ile BackOfQ(50%),veh/ln	1.9	1.2	0.0	0.0	0.0	3.7	0.1			1.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	4.8	0.0	0.0	0.0	12.3	53.7			33.3	23.5	0.0
LnGrp LOS	C	A	A	A	A	B	D			C	C	
Approach Vol, veh/h		556			479						150	A
Approach Delay, s/veh		11.6			12.3						31.9	
Approach LOS		B			B						C	

Timer - Assigned Phs		2	3		5	6	7	8				
Phs Duration (G+Y+Rc), s		40.5	9.6		9.7	30.8	4.8	9.0				
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		36.0	7.5		7.5	24.0	5.0	20.5				
Max Q Clear Time (g_c+I1), s		7.4	5.9		6.0	12.2	2.1	2.5				
Green Ext Time (p_c), s		2.6	0.0		0.0	2.3	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	21	97	0	0	0	25	346	114	194	255	57
Future Volume (veh/h)	166	21	97	0	0	0	25	346	114	194	255	57
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	180	23	105				27	376	0	211	277	62
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3				3	3	3	3	3	3
Cap, veh/h	223	29	130				103	1072		390	488	100
Arrive On Green	0.22	0.22	0.22				0.61	0.61	0.00	0.61	0.61	0.61
Sat Flow, veh/h	994	127	580				53	1761	0	490	801	164
Grp Volume(v), veh/h	308	0	0				403	0	0	550	0	0
Grp Sat Flow(s),veh/h/ln	1701	0	0				1814	0	0	1454	0	0
Q Serve(g_s), s	9.3	0.0	0.0				0.0	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	0.0				5.9	0.0	0.0	10.9	0.0	0.0
Prop In Lane	0.58		0.34				0.07		0.00	0.38		0.11
Lane Grp Cap(c), veh/h	382	0	0				1176	0		978	0	0
V/C Ratio(X)	0.81	0.00	0.00				0.34	0.00		0.56	0.00	0.00
Avail Cap(c_a), veh/h	570	0	0				1176	0		978	0	0
HCM Platoon Ratio	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	0.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	0.0				5.3	0.0	0.0	6.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0				0.8	0.0	0.0	2.3	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
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0				1.6	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0				6.1	0.0	0.0	8.4	0.0	0.0
LnGrp LOS	C	A	A				A	A		A	A	A
Approach Vol, veh/h		308						403	A		550	
Approach Delay, s/veh		25.0						6.1			8.4	
Approach LOS		C						A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	37.4	16.6	37.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.9	18.1	32.9
Max Q Clear Time (g_c+I1), s	7.9	11.3	12.9
Green Ext Time (p_c), s	2.4	1.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	1	4	0	1	15	1	190	0	18	120	70
Future Vol, veh/h	93	1	4	0	1	15	1	190	0	18	120	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	101	1	4	0	1	16	1	207	0	20	130	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	426	417	168	420	455	207	206	0	0	207	0	0
Stage 1	208	208	-	209	209	-	-	-	-	-	-	-
Stage 2	218	209	-	211	246	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	537	525	874	542	500	831	1359	-	-	1358	-	-
Stage 1	792	728	-	791	727	-	-	-	-	-	-	-
Stage 2	782	727	-	789	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	516	874	531	491	831	1359	-	-	1358	-	-
Mov Cap-2 Maneuver	518	516	-	531	491	-	-	-	-	-	-	-
Stage 1	791	716	-	790	726	-	-	-	-	-	-	-
Stage 2	765	726	-	771	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	9.6	0	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1359	-	-	527	797	1358	-	-
HCM Lane V/C Ratio	0.001	-	-	0.202	0.022	0.014	-	-
HCM Control Delay (s)	7.7	0	-	13.6	9.6	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	89	158	40	83	0
Future Vol, veh/h	0	89	158	40	83	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	97	172	43	90	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	SE		EB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	NW	EB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	8.5	8.2
HCM LOS	A	A	A

Lane	NWLn1	EBLn1	SELn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	80%
Vol Right, %	0%	100%	20%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	83	89	198
LT Vol	83	0	0
Through Vol	0	0	158
RT Vol	0	89	40
Lane Flow Rate	90	97	215
Geometry Grp	1	1	1
Degree of Util (X)	0.112	0.108	0.243
Departure Headway (Hd)	4.487	4.023	4.069
Convergence, Y/N	Yes	Yes	Yes
Cap	788	897	872
Service Time	2.579	2.023	2.141
HCM Lane V/C Ratio	0.114	0.108	0.247
HCM Control Delay	8.2	7.5	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.4	1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	423	40	1	4	26
Future Vol, veh/h	27	423	40	1	4	26
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, %	3	3	3	3	3	3
Mvmt Flow	29	460	43	1	4	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	562	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1558	-	-	-	486	1023
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	474	1023
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

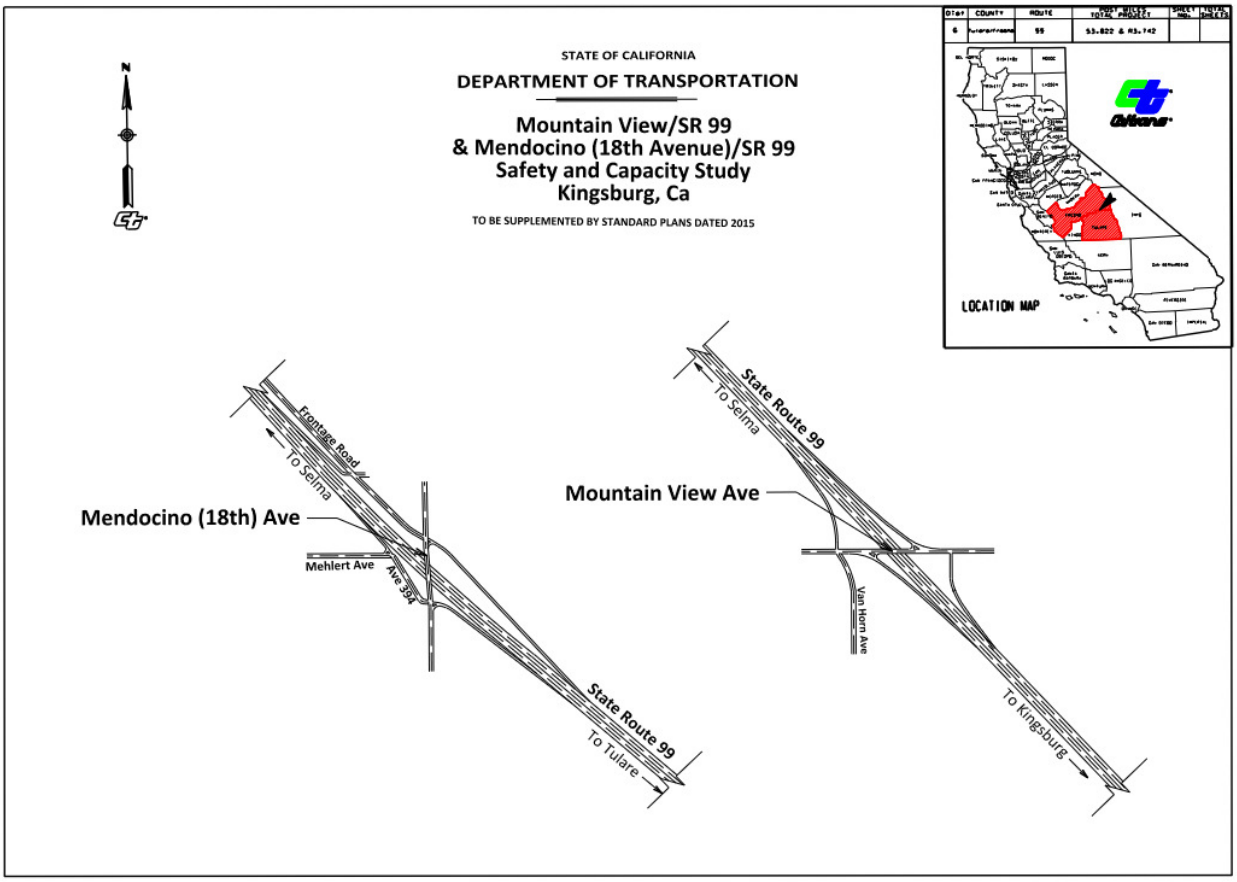
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	886
HCM Lane V/C Ratio	0.019	-	-	-	0.037
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Appendix - C

Caltrans Feasibility Study Study
Mendocino(18th Avenue)/SR 99
Safety and Capacity Study- May 2019

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Feasibility Study
Volume 1 of 2



IN FRESNO AND TULARE COUNTIES
WITHIN THE CITY OF KINGSBURG AND SELMA
State Route 99- Mendocino (18th) Ave (PM 53.822)
State Route 99-Mountain View Ave (PM R3.742)

May 2019

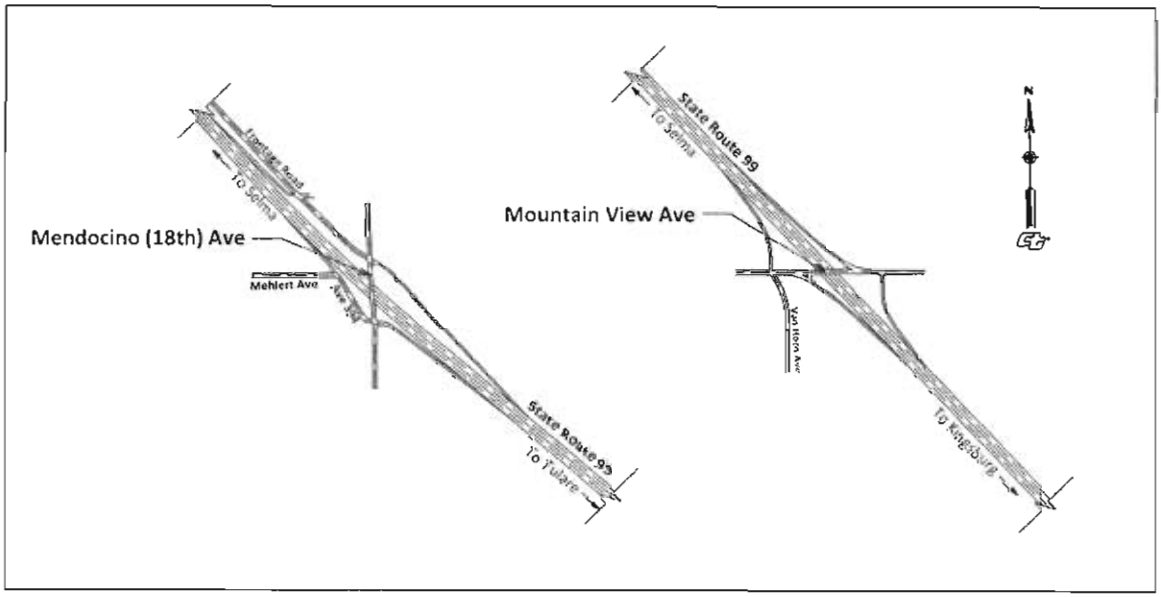
CALIFORNIA DEPARTMENT OF TRANSPORTATION

District 6

Feasibility Study

Mountain View/SR 99 & Mendocino (18th Avenue)/SR 99
Safety and Capacity Study
Kingsburg, Ca

May 2019



IN FRESNO/TULARE COUNTIES, WITHIN THE CITY OF KINGSBURG AND SELMA
Mountain View Ave (PM R3.742) and Mendocino Ave (PM R53.822)

APPROVAL RECOMMENDED:

CURT R. HATTON
Project Manager

5/6/19
DATE

APPROVED:

GAIL MILLER
Deputy District Director
Planning, Local Programs, and Environmental Analysis - District 6

5/7/19
DATE

This Corridor Study has been prepared under the direction of the following Registered Engineer. The Registered Civil Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations for scoping of projects and long-term planning for the corridor are based.

5/7/19

MOHAMMED D. AL-AHMED
REGISTERED CIVIL ENGINEER

DATE

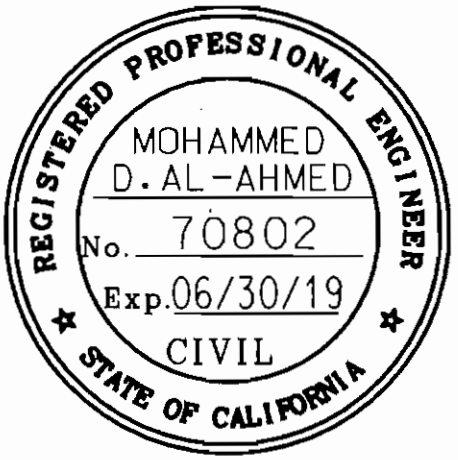


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Executive Summary

The purpose of the traffic safety/capacity study is to determine the future transportation needs on the State Route (SR) 99 / Mendocino (18th Avenue) Interchange and SR 99 / Mountain View Avenue Interchange within the areas of Kingsburg and Selma in Fresno County. The study identifies and recommends alternatives for future traffic demands and complements the Cities of Kingsburg and Selma General Plans. The study provides decision-makers with recommendations for design year 2045 and time frames when improvements are needed, as well as planning level cost estimates.

Acknowledging the role that Mountain View Avenue Interchange and Mendocino (18th Avenue) Interchange play in the transportation system in the area, the study developed a methodology to carry out an exhaustive examination of the current and future performance of both interchanges along SR 99. The methodology includes data collection to assess current operating conditions and a forecasting process to predict conditions for the year 2045. The Fresno County travel demand models were utilized as a reference to establish realistic forecasts of travel demand for the year 2045, and to ensure compatibility with relevant general plans and other transportation project appraisals.

The main metric used to assess the intersections conditions was level of service (LOS). A list of Level of Service for two-ways stop control and all-way stop control intersection are further detailed in the study.

The scope of the study includes analysis of all intersections located in the study area. Analysis of unsignalized intersection operations, particularly related to safety and access related issues, in addition to geometric deficiencies and level of service are discussed in the document. As part of the preliminary design of the proposed actions, further analysis, including updated turning movement counts and signal warrant analysis, was conducted to determine if additional traffic signals are necessary and warranted.

The study identifies existing geometric and safety deficiencies and provides a discussion of the potential operational improvements and safety benefits associated with each alternative. The study will determine a near-term, mid-term, and long-term improvements to meet transportation needs at the study locations. The study utilizes Fresno COG model, origin/destination map, and microsimulation tools to develop alternative traffic patterns.

The safety analysis conducted for the study was completed to the appropriate level of detail necessary to compare improvement alternatives. It identifies existing safety deficiencies and provided a discussion of the potential safety benefits associated with each alternative and the proposed action.

1. Introduction

1.1 Background

The Fresno Council of Governments (FCOG), the Tulare County Association of Governments (TCAG), the City of Kingsburg, and the City of Selma in cooperation with Caltrans have initiated this Feasibility Study. At a meeting in Kingsburg on February 22, 2018 all parties agreed that FCOG would serve as the lead agency representing the other local agencies in a Cooperative Agreement with Caltrans to perform traffic studies at the Mountain View Avenue and Mendocino (18th) Avenue interchanges. The purpose of the study was to identify current geometric deficiencies and to develop alternatives to improve safety and operations.

A Cooperative Agreement was approved with an effective date of May 29, 2018 and a meeting was held on July 10, 2018 to further discuss the scope of the study. The team agreed that the study should identify the current safety, geometric, and operational deficiencies and develop short term (less than 3 years), mid-term (3 – 15 years), and long term (20+ year) improvement alternatives. Alternatives at Mountain View should maintain access into the Flea Market. Additionally, planning level cost estimates will be developed for all proposed alternative improvements.

The team agreed that traffic counts should be gathered after school started in September and that traffic counts should also be taken on swap meet days to verify the peaks. The traffic counts should include truck % and forecasts at the Mountain View interchange should account for the Selma Crossings development. It was also discussed that the County has plans to widen Mountain View Avenue to four lanes.

Caltrans was also asked to look for measures that would help divert truck traffic away from 18th Avenue through Kingsburg. There is an elementary and High School that trucks pass when traveling 18th Avenue.

1.2 Study Objectives

1) Identify geometric deficiencies.
2) Perform a Safety Analysis.
3) Research ways to divert truck traffic along 18th Avenue in Kingsburg.
4) Develop short term improvements to improve safety.
5) Identify potential interim capacity improvements.
6) Analyze interim improvement alternatives.
7) Develop preliminary drawings and estimates for interim alternatives.
8) Determine failure year of interim alternatives.
9) Develop preliminary long term alternative drawings and estimates.
10) Draft report with conclusions.

2. Geometric Deficiencies

Inspection of as-built plans and reviews of available mapping has resulted in the following geometric feature deficiencies being identified.

2.1 Mountain View Avenue Interchange

Mountain View Avenue geometric deficiencies are presented in Table 2.1 (Exhibit 1).

Table 2.1 – Mountain View Avenue Interchange Geometric Deficiencies

Location	Deficiency
SR 99/Mountain View Avenue Interchange	Interchange Configuration Does Not Meet Currently Accepted Interchange Types
SR 99/Mountain View Avenue Interchange	Non-Continuous Sidewalks with Poor Pedestrian Access
Mountain View Avenue	Profile Has Non-Standard Sight Distance
Mountain View Avenue Overcrossing	Non-Standard Vertical Clearance Over State Route 99
Mountain View Avenue/SB Off-Ramp Intersection	Ramp Terminal Connects Where Grade Is Greater Than 4%
Mountain View Avenue/Van Horn Intersection	Non-Standard Intersection Skew Angle
Mountain View Avenue/Van Horn Intersection	Local Road Across from Ramp Terminal

2.2 Mendocino (18th) Avenue Interchange

Mendocino (18th) Avenue geometric deficiencies are presented in Table 2.2 (Exhibit 2).

Table 2.2 – Mendocino (18th) Avenue Interchange Geometric Deficiencies

Location	Deficiency
SR 99/Mendocino (18th) Avenue Interchange	Interchange Configuration Does Not Meet Currently Accepted Interchange Types
SR 99/Mendocino (18th) Avenue Interchange	Interchange Has Isolated Ramps
SR 99/Mendocino (18th) Avenue Interchange	Non-Continuous Sidewalks With Poor Pedestrian Access
Mendocino (18th) Avenue Overcrossing	Non-Standard Vertical Clearance Over State Route 99
Mendocino (18th) Avenue/NB Off-Ramp Intersection	Non-Standard Intersection Skew Angle
Mendocino (18th) Avenue/NB Off-Ramp Intersection	Sight Distance at Ramp Termini Not Met
Mendocino (18th) Avenue/NB Off-Ramp Intersection	Local Road Across from Ramp Terminal
Avenue 394/SB Off-Ramp Intersection	Non-Standard Intersection Skew Angle
Avenue 394/SB Off-Ramp Intersection	Uncontrolled Termini of Ramp at Intersection
SB Off-Ramp	Deceleration Distance Along Ramp Is Not Met

3. Safety Analysis

3.1 Safety Analysis Report

A Safety Analysis report dated September 17, 2018 (Attachment A) was prepared by the Caltrans District 6 Office of Traffic Operations. Accident tables for NB and SB SR 99 mainline and for the on and off ramps at each of the interchanges were created for the 3-year period from 01/01/2014 to 12/31/2016.

The accident tables indicated some Actual Accident rates on mainline were higher than the Statewide Average for similar types of facilities. However, after a review of the varied locations, factors, and types of collisions there doesn't appear to be any correctable accident causing situations on the mainline.

Accident tables for the Mountain View Avenue interchange ramps indicate that the Actual Fatal accident rates at all ramps is lower than the Statewide Averages for similar types of facilities. The Actual Fatal plus Injury and Total accident rates is lower than the Statewide Average for the NB off-ramp but higher than the Statewide Average for the NB on-ramp, SB off-ramp, and the SB on-ramp. Speeding is indicated as the most prominent Primary Collision Factor for all locations (Exhibit 3). The report recommended replacing one missing sign at the NB off-ramp exit gore and installing another sign at the intersection of the SB off-ramp facing Van Horn Avenue.

Accident tables for the Mendocino (18th) Avenue interchange ramps indicate the Actual Fatal, Fatal plus Injury, and Total accident rates at the SB on-ramp, and NB on-ramp are lower than the Statewide Averages for similar types of facilities. For the NB off-ramp the Actual Total accident rate is higher than the Statewide Average for similar types of facilities and for the SB off-ramp both the Actual Fatal plus Injury and Total accident rates are higher than the Statewide Average for similar types of facilities. Speeding is indicated as the most prominent Primary Collision Factor for the two off-ramp locations (Exhibit 4).

3.2 All Way Stop (AWS) Traffic Warrants

Due to Speeding being identified as the most prominent Primary Collision Factor at both interchanges District 6 Traffic Operations deployed hose counting stations in November 2018 to gather traffic volumes and determine whether ramp intersections met warrants for All Way Stop (AWSC) control (Attachment B). The ramp intersections with Mendocino Avenue met the traffic volume warrants for the Major and Minor street legs. At the Mountain View Avenue interchange the SB off-ramp intersection met the traffic volume warrants for the Major and Minor street legs however the NB off-ramp intersection met the warrant for Mountain View Avenue (Major Street) but did not meet the volume warrant for the NB off-ramp (Minor Street).

3.3 Divert Truck Traffic From 18th Avenue

A review of the California State Highways Truck Networks reveals that 18th Avenue through Kingsburg is not on the National Network (STAA) or the Terminal Access (STAA). Additionally, the SR 99 Mendocino (18th) Avenue interchange is not designated for access to Truck Services. Further review of the City of Kingsburg ordinances reveals that 18th Avenue is not a designated Truck Route by City Ordinance. Caltrans does not post signage precluding truck usage for facilities that are not designated as truck routes.

There are currently City signs on the NB off-ramp, Avenue 394, and 18th Avenue north of the Avenue 396 intersection indicating 18th Avenue is not a truck route. An application should be submitted for legal truck access to the industries on Clarkson Drive. Once an application is approved an End of Truck Route sign can be posted on 18th Avenue at the intersection of Kent Street. It is also recommended that enforcement be used to dissuade truck traffic from using 18th Avenue.

4. Alternatives

4.1 Mountain View Avenue

4.1.1 Near Term

Existing

This No-Build alternative would not alter the existing conditions and will not address safety issues.

Two Way Stop Control

This alternative proposes to add all way stop control at the SB off-ramp intersection and to re-delineate the slip on-ramp intersections to create perpendicular right turns. This alternative will slow traffic down on Mountain View Avenue but will negatively affect Levels of Service (LOS) (Exhibit 5).

4.1.2 Mid-Term

Mid-term alternatives for the Mountain View Avenue interchange propose to improve interchange operations and safety with minimal right-of-way (R/W) impacts and without impacting the Mountain View overcrossing structure. Three alternatives were developed as mid-term improvement options. All mid-term alternatives propose to realign the on-ramps to create single intersection points along Mountain View Avenue. The three alternatives will consider three types of intersection control; All Way Stop (AWS), signalized, and roundabout.

Access to the flea market on the east side of SR 99 will be maintained in both the EB and WB directions. A median island would be constructed with a left turn pocket for WB access. Access to the service station

on the southwest side of the interchange would be rerouted to a new intersection approximately 400 feet west of the existing SB off-ramp intersection. Connection of South Van Horn Avenue to Mountain View Avenue would be removed.

Pedestrian and bicycle access would be improved by the elimination of the high-speed slip ramps and reducing the widths of the ramp intersections. The sidewalk on the north side of Mountain View Avenue would be extended from the overcrossing to beyond the ramp intersections and crosswalks would be constructed.

Alternative 1 (Exhibit 6)

Realigned on-ramps with AWS intersection control.

Alternative 2 (Exhibit 7)

Realigned on-ramps with signalized intersection control. This alternative would widen Mountain View Avenue on each side of the overcrossing to provide left and right turn lanes to the on-ramps.

Alternative 3 (Exhibit 8)

Realigned on-ramps with roundabout intersection control.

An alternative was considered that would add hook on-ramps and eliminate the need for left turns from Mountain View Avenue to the existing on-ramps. Because of the narrow width between the bents adjacent to the SR 99 outside shoulders and the structure abutments hook ramps are not viable. Standard freeway entrance ramp geometry cannot be constructed with the available width.

4.1.3 Ultimate Long-Term Alternative

Alternative 4 (Exhibit 9)

An L-9 interchange configuration with signalized Intersections was developed as an ultimate alternative. This alternative would require reconstruction of the Mountain View Avenue overcrossing and adjusting the roadway profile. Additionally, construction of the successive on-ramps could create the need for construction of auxiliary lanes on SR 99. This alternative would also create R/W impacts to both service stations on the west side of the interchange and the Flea Market on the east side.

4.2 Mendocino (18th) Avenue Alternatives

4.2.1 Near Term Alternative

Two Way Stop Control

This No-Build alternative would not alter the existing conditions and will not address safety issues.

All Way Stop Control

This alternative proposes to add all way stop control at the two ramp intersections on Mendocino Avenue. This alternative will slow traffic down on Mendocino Avenue but will negatively affect Levels of Service (LOS).

4.2.2 Mid Term

Mid-term alternatives for Mendocino Avenue also propose to improve interchange operations and safety with minimal right-of-way (R/W) impacts and without impacting the Mendocino overcrossing structure. For Mendocino Avenue six alternatives were developed as mid-term improvement options. Mid-term alternatives for Mendocino Avenue are separated into two groups. Each group will consider three types of intersection control; All Way Stop (AWS), signalized, and roundabout.

The first group of alternatives, alternatives 1 – 3 propose to realign Avenue 394 and improve the Avenue 394/SB off-ramp intersection with stop control for the SB off-ramp. These alternatives will improve turn movements at the intersection with Mendocino Avenue. The first group also proposes to realign the NB off-ramp and Frontage Road to create a more perpendicular intersection with Mendocino Avenue. Realignment of the NB off-ramp and the Frontage Road would require construction of retaining walls due to the height of the intersection and the proximity between the railroad and State Route 99.

Pedestrian and bicycle access would be improved by reducing the widths of the ramp intersections. The sidewalk on the north side of Mendocino Avenue would be extended and made continuous from the railroad overhead east of the interchange to west of the Avenue 394/SB on-ramp intersection and crosswalks would be constructed.

Alternative 1 (Exhibit 10)

AWSC intersection control at Mendocino Avenue intersections and Two Way Stop (TWS) control at the Avenue 394/SB off-ramp intersection.

Alternative 2 (Exhibit 11)

Signalized intersection control at Mendocino Avenue intersections and Two Way Stop (TWSC) control at the Avenue 394/SB off-ramp intersection.

Alternative 3 (Exhibit 12)

Roundabout intersection control at Mendocino Avenue intersections and at the Avenue 394/SB off-ramp intersection.

The second group of alternatives, alternatives 4 – 6, propose to reconstruct the SB off-ramp and NB on-ramp to eliminate the isolated ramps. These alternatives propose to realign Avenue 394 to connect to Avenue 392 to the south and construct a cul-de-sac approximately 100 feet west of the current Avenue 394/SB off-ramp intersection. The Frontage Road access to Mendocino Avenue would be eliminated Band access to the businesses between the railroad and SR 99 would be shifted to the Sierra Street interchange.

These alternatives would require construction of retaining walls to realign the NB off-ramp and NB on-ramp.

In addition to the pedestrian and bicycle improvements provided by alternatives 1 – 3 these alternatives would further improve pedestrian safety at the intersection with the NB on-ramp. By reducing the roadway width with the removal of the SB movement from Frontage Road, the crosswalk would be significantly narrowed. A pedestrian access would be provided along the realigned SB off-ramp for access to the neighborhood along Avenue 394.

Alternative 4 (Exhibit 13)

AWS intersection control at Mendocino Avenue intersections.

Alternative 5 (Exhibit 14)

Signalized intersection control at Mendocino Avenue intersections.

Alternative 6 (Exhibit 15)

Roundabout intersection control at Mendocino Avenue intersections.

4.2.3 Ultimate Long-Term Alternative

Alternative 7 (Exhibit 16)

A combined L-1/L-2 interchange configuration with signalized Intersections was developed as an ultimate alternative for the Mendocino Avenue location because of the proximity to the railroad, see exhibit 16. This alternative would require reconstruction of the Mendocino Avenue overcrossing and the railroad overhead. The alternative would adjust the roadway profile to meet vertical clearance requirements over SR 99 and be realigned slightly north on the west side of SR 99 to improve the skew angle with the freeway. The realignment of Mendocino Avenue will improve ramp intersection angles. Because of the proximity to the railroad retaining walls would be needed for construction of the NB ramps. Additionally, Avenue 394 would need to be realigned for the ultimate interchange design.

5. Operational Analysis

5.1. Overview

This study followed certain procedures for all locations including collecting existing traffic data, describing lane configurations, evaluating deficiencies, and providing acceptable recommendations with realistic costs. The study methodology was developed to ensure an appropriate method was used for each location. A comprehensive evaluation of existing and future deficiencies on roadway networks, including interchanges and intersections was conducted. This study entails the development and evaluation of alternatives based on performance measures including conceptual designs.

5.2 Traffic Data Collection

The existing conditions analysis included researching and collecting the most current vehicle turns counts data, roadway geometry, such as number of lanes and storage lengths, pedestrian counts, vehicular queue length observations, large truck estimates, origin-destination analysis and general observations.

Traffic data was collected when schools were in session. An additional Sunday traffic count was conducted to collect Selma Flea Market traffic. Traffic data was collected on the following dates for the listed intersections:

Thursday, September 13, 2018, 6:00 - 9:00 AM, and 3:00 - 6:00 PM

- **SR 99 SB Off Ramp / Mountain View Avenue Intersection**
- **SR 99 SB On Ramp / Mountain View Avenue Intersection**
- **SR 99 NB On Ramp / Mountain View Avenue Intersection**
- **SR 99 NB Off Ramp / Mountain View Avenue Intersection**

Wednesday, September 26, 2018, 6:00-9:00 AM, and 3:00 – 6:00 PM

- **SR 99 NB Off Ramp / Mendocino (18th) Avenue Intersection**
- **SR 99 NB On Ramp / Frontage Road / Gilroy Street Intersection**
- **SR 99 SB Off Ramp / Ave 394 Intersection**
- **SR 99 SB Off Ramp / Ave 394 / 18th Avenue Intersection**

Sunday, October 28, 2018, 5:00-9:00 AM, and 2:00 – 6:00 PM

- **SR 99 SB Off Ramp / Mountain View Avenue Intersection**
- **SR 99 SB On Ramp / Mountain View Avenue Intersection**
- **SR 99 NB On Ramp / Mountain View Avenue Intersection**
- **SR 99 NB Off Ramp / Mountain View Avenue Intersection**

5.3 Analysis Years

This study used 2018 as the base year, 2025 as the construction year and 2035, 2045 as the 10 and 20-year design period. Estimated traffic volumes for the study also provides failure years and corresponding suggested project initiation years for locals to consider.

5.4 Forecasting

5.4.1 Overview

Transportation forecasting estimates the number of people or vehicles that will use a specific transportation facility in the future. Due to the lack of pedestrian and bicycle traffic observed in data collection forecasting for this study will be limited to the vehicle mode.

Traffic volumes forecasts are used as input in traffic operational analysis to identify future needs, evaluate performance measures, and serve as a basis of concept designs that will meet these needs.

5.4.2 Forecasting Tools

This study used several urban transportation planning procedures for forecasting:

- **Trip generation** uses standard trip generation rates based on land use studies. This study used the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Trip generation was used for locations where insufficient traffic volume counts were available.

- **Historical trends** were analyzed, and corresponding adjusted growth rates used for study locations.

- **Travel Demand Model.** Fresno County Council of Governments (Fresno COG) is the MPO in Fresno County. Fresno COG maintains and runs travel demand models for the Fresno County region. The models predict changes in travel patterns and are used to forecast the demand for future transportation infrastructure. The model transportation network is based on adopted local general plans and reflects existing and future freeways, expressways, arterials and collectors. Input variables include population, households, employment, school enrollment, income, traffic counts, speed, and existing or planned transportation networks.

  The current Fresno COG model was updated in 2013. The model was calibrated to 2008 population, employment and traffic count data and validated against socio-economic data. Fresno COG developed a new 2040 model as part of an eight county San Joaquin Valley (SJV) Model Improvement Program (MIP). This is to address SB 375, California's law requiring coordination of land use and transportation planning to support mandated greenhouse gas emission reductions.

5.4.3 2025, 2035 and 2045 Forecast Traffic Volumes

Travel demand models used to forecast future travel patterns. Socio-economic data, roadway networks, trip rates, and other factors are used by the model to calculate the current and future travel patterns. The resultant growth rate produced by the model was listed against growth rates computed by other methods such as from count trends, population growth, employment growth and trips generated from adjacent planned projects such as Selma-Crossing and Hash Project. Future land use was also used to generate the number of trips entering or exiting a site at a given time. Trip rates are functions of type of future land use, development, and square footage, number of dwelling units, or other standard measurable things, usually produced in General site plans. Origin-Destination map was produced by trip purpose, typically as a function of household demographics and land uses.

6. TRAFFIC STUDY METHODOLOGY

6.1 Operational Measures of Effectiveness (MOE)

Acceptable operations are defined, and operational needs are identified by measures of effectiveness for intersections. Intersections are evaluated using level of service (LOS) and Volume/Capacity (V/C) ratio. A detailed analysis by lane groups provides an effective way to identify operational needs and geometric design solutions to meet these needs. Improvements and the timing of improvements are proposed based on critical lane group MOEs including LOS, delay, 95% queue length, and V/C ratio.

6.2 Level of Service (LOS)

Level of Service is a qualitative measure used to gauge traffic operational performance by describing the driver's experience within a traffic stream in terms of speed and travel time, maneuverability in the traffic stream, interruptions and delay, and comfort and convenience. Six levels of service are defined by the HCM 6th edition. Letters designate each level, from LOS "A" indicating traffic flow with little to no delay to LOS "F" denoting over-saturated conditions where traffic flow exceeds capacity, resulting in excessive delays and long queues. Based on current and forecasted traffic volumes, the LOS for the various time frames was calculated using Highway Capacity Software (HCS) to analyze AWSC and TWSC intersections or the equivalent in Synchro 10 for signalized intersections and SYDRA 8 for roundabouts.

The HCM level of service criteria for signalized, un-signalized intersections and roundabouts are presented in Table 6.1.

Table 6.1 – Level of Service Definitions for Intersections

LOS	DESCRIPTION	CONTROL DELAY (Sec/Veh) WITH V/C ≤ 1		
		UNSIGNALIZED (AWSC, TWSC)	SIGNALIZED	ROUNDABOUT
A	Traffic flows with very little delay and optimal speeds. Most vehicles do not stop at all.	0-10	<10	0-10
B	Traffic flows with very little delay and speeds may be slightly reduced. Very infrequent and short waits at traffic signals. More vehicles stop at intersections than for LOS A.	>10-15	>10-20	>10-15
C	Traffic speeds continue to slow. Some vehicles may stop at this level, although many vehicles still pass through the intersection without stopping.	>15-25	>20-35	>15-25
D	Congestion becomes more noticeable. Many vehicles stop and the proportion of vehicles not stopping declines.	>25-35	>35-55	>25-35
E	Low speeds and traffic backups at intersections. Often considered to be the limit of acceptable delay.	>35-50	>55-80	>35-50
F	Very slow speeds and congestion. Long traffic backups. Very likely to wait for multiple greens to get through an intersection. This is unacceptable for most drivers.	>50	>80	>50

Source: Highway Capacity Manual 6th edition

For this study, it was decided to perform analysis using LOS D as the failure threshold and to plan the projects for 20-year horizon.

6.3 Volume/Capacity (V/C) Ratio

The V/C ratio estimates the ability of a roadway to accommodate traffic volume demand. It compares roadway demand (vehicle volumes) with roadway supply carrying capacity. Volume refers to the number of vehicles using a roadway at the peak commute times, while capacity is its ability to support that volume based on the geometric design and number of lanes. V/C ratio is a principal measure of effectiveness for critical lane groups or the intersection. Critical lane group is that portion of the roadway whose behavioral attributes (MOE) are distinctly different and operationally deficient in comparison to the intersection. The tables listed in the study will show intersection LOS, which do not necessarily indicate acceptable operational attributes on each approach. Critical lane groups could indicate excessive delay or queuing problems representing operational deficiencies. In general, a V/C ratio greater than 0.8 is near capacity and would require further analysis of other measures of effectiveness; V/C ratios greater than 0.9 is at capacity and above 1.0 is over capacity. This is true for the whole intersection or for critical lane groups.

6.4 95th Percentile Queue Length

Caltrans design criteria includes the 95th-percentile queue length when practicable. The 95th-percentile queue is defined to be the queue length (in vehicles) that has only a five percent probability of being exceeded during the analysis period. It is a useful parameter for determining the appropriate length of turn pockets. Proper queue length sizing is critical to prevent "queue blocking."

6.5 Delay

Delay is defined in the Highway Capacity Manual 2010 as "additional time experienced by a driver, passenger, bicyclist, or pedestrian beyond that required to travel at the desired speed." The delay encountered by a traveler at a signalized intersection constitutes the largest part of his or her travel time on non-freeway segments. Delay can be measured for lane groups or for the intersection. While the tables provide intersection delay, critical lane groups are evaluated by the engineer when considering the performance of an intersection. In general, delay has three main components: uniform stop delay, over-saturated delay and the stop delay caused by the initial queue from the previous cycles.

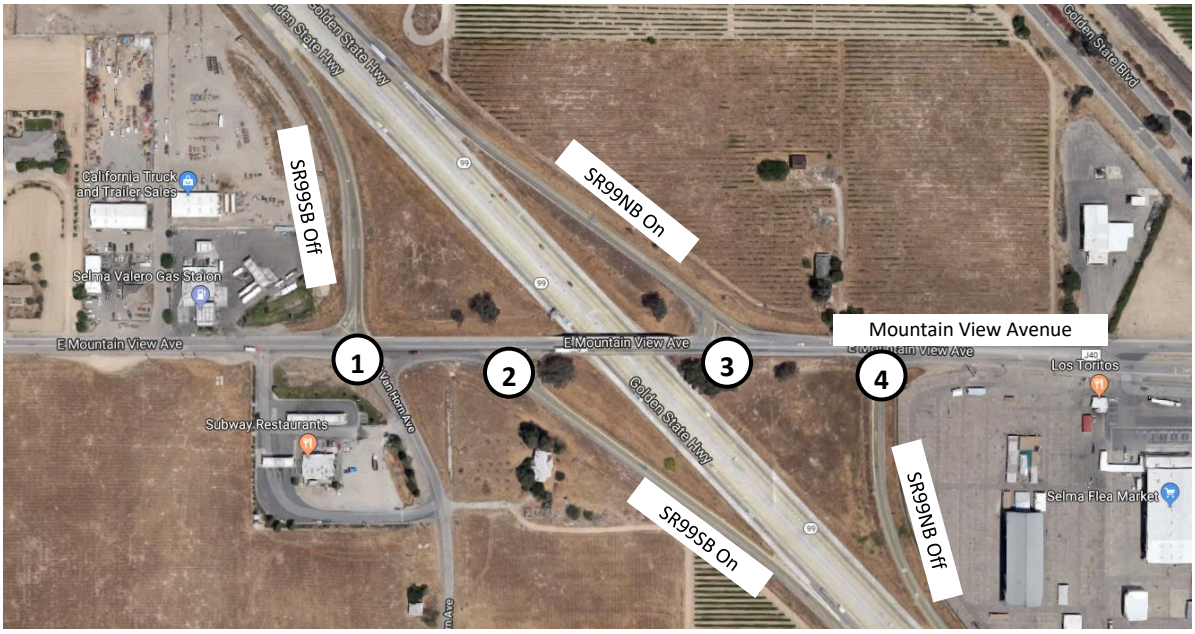
6.6 Average Delay

Average Delay for the intersection is calculated by taking a volume weighted average of all the delays.

7. Mountain View Avenue

Four intersections are located on Mountain View Avenue and SR 99 ramps.

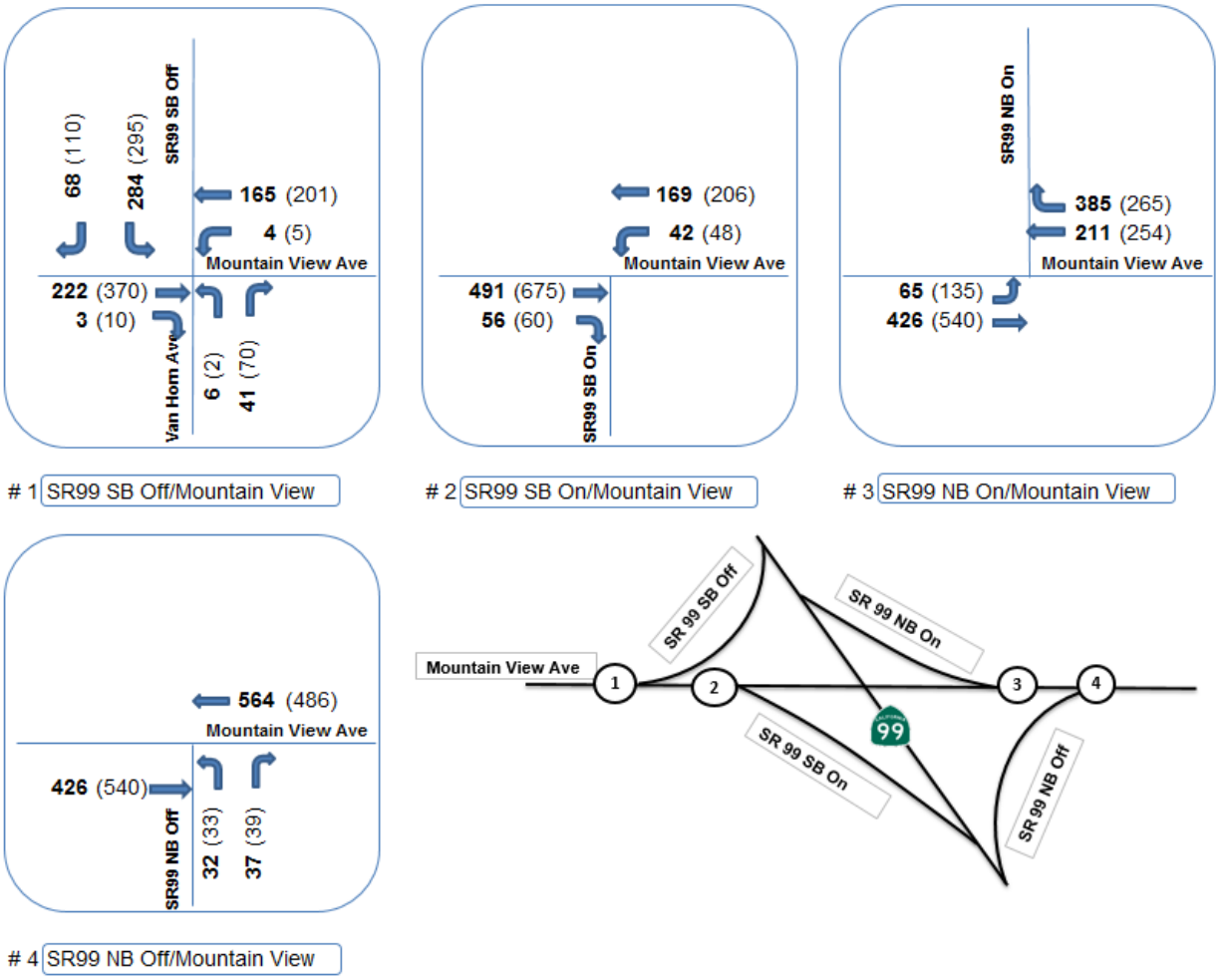
Figure 7.1 – Mountain View Avenue Existing Aerial Photo



7.2 2018 Existing Peak Hour Turning Movement Volumes

Figure 7.2 illustrates the Mountain View Avenue intersections 2018 existing AM (PM) peak hour turning movement volumes.

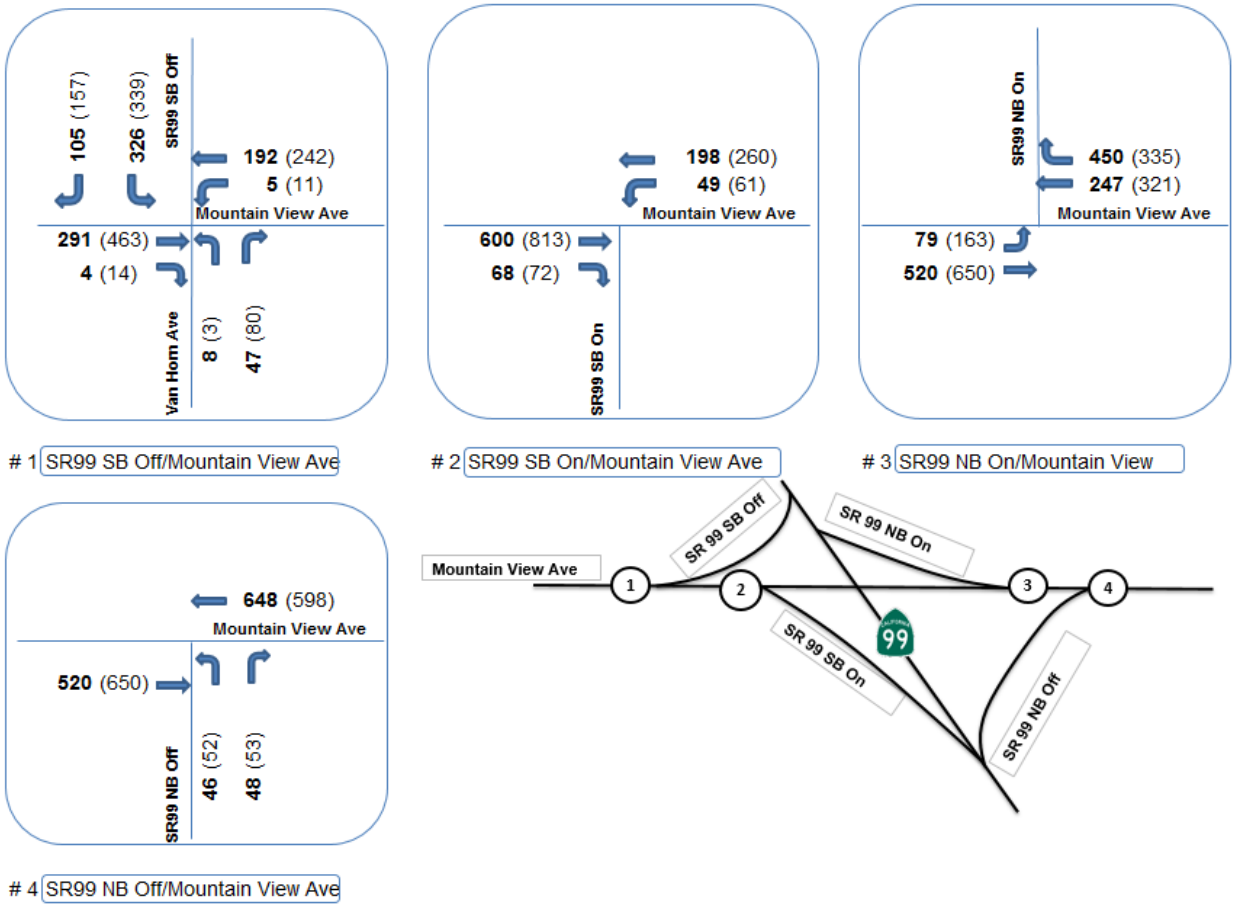
Figure 7.2 – SR-99/ Mountain View Avenue Intersections
2018 Existing AM (PM) Peak Hour Turning Movement Volumes



7.3 2025 Forecast Peak Hour Turning Movement Volumes

Figure 7.3 shows the SR99/Mountain View Avenue intersections 2025 forecast AM (PM) peak hour forecast turning movement volumes.

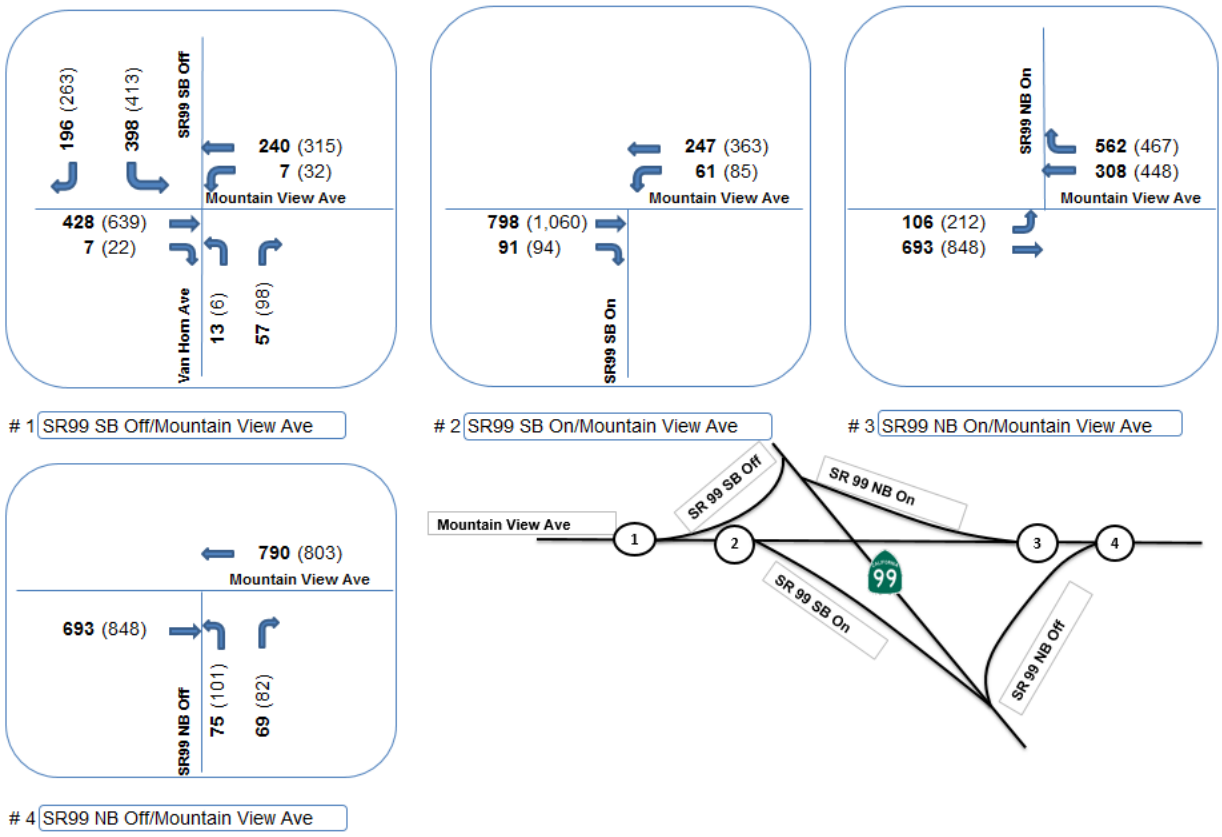
Figure 7.3 – SR-99/ Mountain View Avenue Intersections
2025 Forecast AM (PM) Peak Hour Turning Movement Volumes



7.4 2035 Forecast Peak Hour Turning Movement Volumes

Figure 7.4 shows the SR99/Mountain View Avenue intersections 2035 forecast AM (PM) peak hour forecast turning movement volumes.

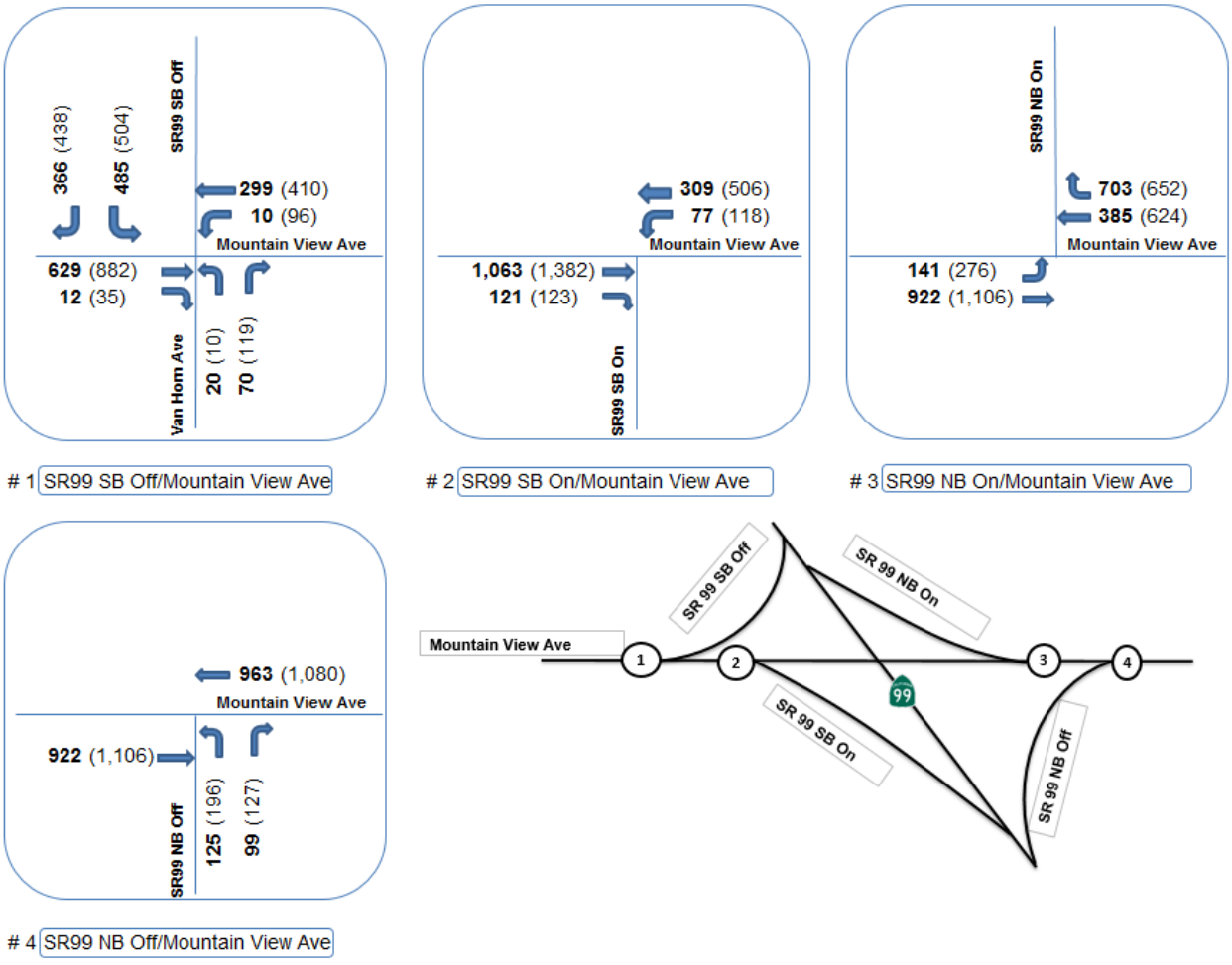
Figure 7.4 – SR-99/ Mountain View Avenue Intersections
2035 Forecast AM (PM) Peak Hour Turning Movement Volumes



7.5 2045 Forecast Peak Hour Turning Movement Volumes

Figure 7.5 shows the SR99/Mountain View Avenue intersections 2045 forecast AM (PM) peak hour forecast turning movement volumes.

Figure 7.5 – SR-99/ Mountain View Avenue Intersections
2045 Forecast AM (PM) Peak Hour Turning Movement Volumes



7.6 Existing Traffic Operational Conditions

The ramp intersections at the SR 99 and Mountain View Avenue interchange were analyzed for existing, 2035, and 2045 operating conditions (approach delay and LOS). Data for analysis was based on AM and PM peak hour turning movement counts.

Currently, the intersection at the SR 99 southbound off-ramp/Mountain View Avenue and northbound off-ramp/Mountain View Avenue interchanges are operating as TWSC, and the intersection at the SR 99 southbound on-ramp/Mountain View Avenue and northbound on-ramp/Mountain View Avenue interchanges are operating as unsignalized.

The acceptable level of service (LOS) for intersections is LOS D or better. Therefore, any intersections operating at a LOS E or F will be considered deficient. For existing traffic conditions, the SR 99 northbound ramps and Mountain View Avenue intersection is operating at LOS C, an acceptable level of service. However, the SR 99 southbound ramps and Mountain View Avenue intersection is operating at LOS E, See Table 7.1.

Queue and delay time on the southbound left turn traffic are the dominant problems. For the PM peak, the southbound left turn V/C ratio is 0.86 and delay time is 54.7 seconds with LOS F.

Table 7.1 – Mountain View Avenue Intersections, 2018 Existing Level of Service Summary .

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	-	-	C (C)	-	-	-	24 (23)	-	C (C)	18 (18)
SR 99 SB Off-Ramp	-	A (A)	C (C)	D (F)	-	8 (9)	16 (16)	28 (55)	C (E)	25 (43)

7.7 Existing Deficiencies

7.7.1 SR 99 Southbound Off Ramp Intersection (Intersection 1)

The SR99 SB off ramp left-turn queue and the associated delay time are the dominant problems. For the PM peak, the southbound left turn delay time is 55 seconds with LOS F.

7.7.2 SR 99 Northbound Off Ramp Intersection (Intersection 4)

The analysis indicates that the intersection currently operates with satisfactory levels of service during both the morning and evening peak travel periods for the year 2018.

7.8 No-Build Traffic Operation Conditions

7.8.1 Year 2025 and 2035

Traffic operational analysis for the 2025 and 2035 no-build scenario indicates that the SR99/ Mountain View Avenue intersections would likely operate with unsatisfactory level of service F with long delay times, see Table 7.2 and 7.3, respectively.

Table 7.2 Mountain View Avenue Intersections, 2025 No-Build Level of Service Summary

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	-	-	D (D)	-	-	-	34 (35)	-	C (C)	24 (25)
SR 99 SB Off-Ramp	-	A (A)	C (C)	F (F)	-	8 (9)	19 (20)	67 (202)	F (F)	54 (142)

Table 7.3 Mountain View Avenue Intersections, 2035 No-Build Level of Service Summary

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	-	-	F (F)	-	-	-	105 (188)	-	F (F)	63 (113)
SR 99 SB Off-Ramp	-	A (A)	D (E)	F (F)	-	9 (10)	30 (37)	363 (935)	F (F)	247 (577)

The SR99 SB off ramp / Mountain View Avenue intersection is currently failing and SR99 NB off ramp / Mountain View Avenue intersection will fail in the year 2030 see Table 7.4.

Table 7.4 Mountain View Avenue Intersections Failing Year for No-Build

Location Project	Failing Year
SR 99 NB Off-Ramp/Mountain View Avenue	2030
SR 99 SB Off-Ramp/Mountain View Avenue	2018

7.9 Recommended Improvements to Address Deficiencies for Design Year 2045

The following are improvements recommended for the SR99 off ramps / Mountain View Avenue intersections to address deficiencies for Design Year 2045:

Realign on Ramps for all alternatives and install the following traffic control on ramp terminals:

- **Alternative 1 – All Way Stop Control (AWSC)**
- **Alternative 2 – Signalized**
- **Alternative 3 – Roundabout**

7.9.1 Alternative 1- Realign On-Ramps with All Way Stop Control (AWSC)

Table 7.5, 7.6 and 7.7 show that with the recommended improvements, the SR99 NB & SB ramps / Mountain View Avenue intersections would likely operate worse than the no-build scenario and with an unsatisfactory LOS F for both the morning and evening peak hours in the year 2045.

Table 7.5 Mountain View Avenue Intersections, Construction Year 2025 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	E (F)	C (B)	B (B)	-	36 (84)	16 (14)	11 (12)	-	C (F)	25 (52)
SR 99 SB Off-Ramp	C (F)	B (C)	-	C (D)	19 (104)	14 (19)	-	22 (29)	C (F)	19 (59)

Table 7.6 Mountain View Avenue Intersections, Year 2035 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	F (F)	D (D)	B (B)	-	153 (275)	33 (26)	12 (13)	-	F (F)	87 (154)
SR 99 SB Off-Ramp	F (F)	C (E)	-	E (F)	57 (270)	21 (39)	-	46 (55)	E (F)	44 (139)

Table 7.7 Mountain View Avenue Intersections, Year 2045 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	F (F)	F (F)	B (C)	-	366 (576)	112 (130)	14 (19)	-	F (F)	222 (338)
SR 99 SB Off-Ramp	F (F)	D (F)	-	F (F)	170 (493)	30 (130)	-	89 (117)	F (F)	106 (267)

7.9.2 Alternative 2- Realign On-Ramps with Signalized

Table 7.8, 7.9 and 7.10 shows the recommended signalized intersections improvements The SR99 NB ramps / Mountain View Avenue would likely operate with a satisfactory LOS C for the year 2045. The SR99 SB ramps / Mountain View Avenue would likely operate with unsatisfactory LOS F in the evening peak hour travel period with long delay times for the year 2045, see Table 7.9. The eastbound through, southbound left-turn have V/C ratios that are overcapacity with corresponding LOS F and long delay times. The SR99 SB ramps / Mountain View Avenue with the recommended signalized intersections improvements would fail in the year 2040.

Table 7.8 Mountain View Avenue Intersections, Construction Year 2025 Level of Service Summary (SIGNALIZED)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (B)	B (B)	A (A)	-	19 (19)	12 (15)	8 (9)	-	B (B)	15 (17)
SR 99 SB Off-Ramp	C (D)	A (A)	-	B (C)	32 (40)	8 (3)	-	17 (35)	C (C)	21 (30)

Table 7.9 Mountain View Avenue Intersections, Year 2035 Level of Service Summary (SIGNALIZED)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (B)	B (C)	A (C)	-	19 (11)	12 (25)	10 (28)	-	B (B)	15 (18)
SR 99 SB Off-Ramp	D (E)	A (A)	-	C (D)	39 (58)	5 (3)	-	22 (44)	C (D)	24 (40)

Table 7.10 Mountain View Avenue Intersections, Year 2045 Level of Service Summary (SIGNALIZED)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	A (B)	C (C)	C (D)	-	9 (16)	25 (26)	35 (50)	-	B (C)	18 (24)
SR 99 SB Off-Ramp	E (F)	A (B)	-	D (F)	61 (148)	6 (15)	-	38 (112)	D (F)	40 (103)

7.9.3 Alternative 3- Realign On-Ramps with Roundabout

Table 7.11, 7.12 and 7.13 shows the recommended roundabout intersections improvements. The SR99 NB & SB ramps / Mountain View Avenue intersections would likely operate with a LOS B and C for both the morning and evening peak hour consecutively in the year 2045.

Table 7.11 Mountain View Avenue Intersections, Construction Year 2025 Level of Service Summary (Roundabout)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	A (A)	A (A)	A (A)	-	7 (9)	4 (4)	8 (10)	-	A (A)	6 (7)
SR 99 SB Off-Ramp	A (A)	A (A)	-	A (A)	6 (7)	4 (4)	-	7 (8)	A (A)	6 (7)

Table 7.12 Mountain View Avenue Intersections, Year 2035 Level of Service Summary (Roundabout)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	A (B)	A (A)	A (B)	-	8 (11)	5 (5)	9 (14)	-	A (A)	7 (9)
SR 99 SB Off-Ramp	A (A)	A (A)	-	A (B)	7 (9)	4 (5)	-	9 (11)	A (A)	7 (9)

Table 7.13 Mountain View Avenue Intersections, Year 2045 Level of Service Summary (Roundabout)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (C)	A (A)	B (D)	-	12 (18)	6 (8)	13 (26)	-	A (B)	10 (15)
SR 99 SB Off-Ramp	A (C)	A (A)	-	B (D)	10 (19)	5 (5)	-	14 (28)	B (C)	11 (19)

7.10 Summary

Based on LOS for all the proposed improvements, Table 7.14 shows a LOS comparison of various time frames.

Table 7.14 – Mountain View Near-Term Alternatives
AM (PM) Peak Hour Level of Service Comparison Alternatives 1, 2, and 3

YEAR	LOCATION	Alternative 1* (AWSC)		Alternative 2* (SIGNALIZED)		Alternative 3* (ROUNDABOUT)	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
2025	SR99 NB off Ramp / Mountain View	C (F)	25 (52)	B (B)	15 (17)	A (A)	6 (7)
	SR99 SB off Ramp / Mountain View	C (F)	19 (59)	C (C)	21 (30)	A (A)	6 (7)
2035	SR99 NB off Ramp / Mountain View	F (F)	87 (154)	B (B)	15 (18)	A (A)	7 (9)
	SR99 SB off Ramp / Mountain View	E (F)	44 (139)	C (D)	24 (40)	A (A)	7 (9)
2045	SR99 NB off Ramp / Mountain View	F (F)	222 (338)	B (C)	18 (24)	A (B)	10 (15)
	SR99 SB off Ramp / Mountain View	F (F)	106 (267)	D (F)	40 (103)	B (C)	11 (19)

*Realign on ramps on south and north bound

7.11 2045 Preliminary Cost Estimates

The preliminary cost estimates for the SR99 ramps / Mountain View Avenue intersections various alternatives are listed in Table 7.15.

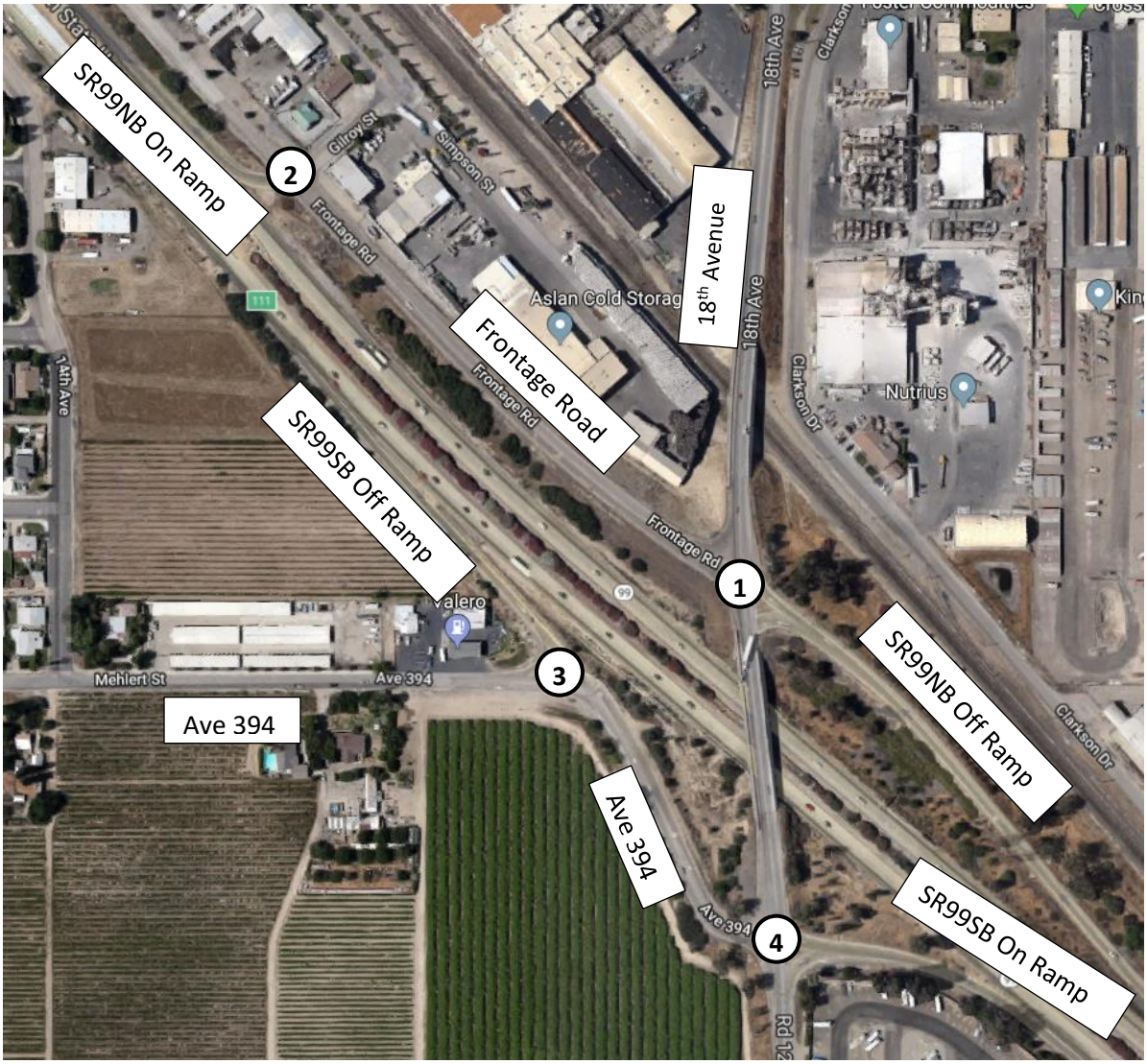
Table 7.15 – Mountain View Avenue Interchange Alternatives - Preliminary Cost Estimates

ELEMENT	Alternative 1 (AWSC)	Alternative 2 (Signalized)	Alternative 3 (Roundabout)	Long Term Alternative (L-9 Interchange)
Roadway	$3.6M-$4.5M	$5.4M-$6.8M	$5.2M-$6.5M	$11.3M-$14.2M
Structures	$0	$0	$0	$12.4M-$15.5M
Right of Way	$1.1M-$1.4M	$1.1M-$1.4M	$1.5M-$1.9M	$23.8M-$29.8M
Sub-Total	$4.7M-$5.9M	$6.5M-$8.2M	$6.7M-$8.4M	$47.5M-$59.5M
Support Cost	50%	50%	50%	30%
Total Project Capital Cost	**$7.1M-$8.9M**	**$9.8M-$12.3M**	**$10.1M-$12.6M**	**$61.8M- $77.4M**

8. Mendocino (18th) Avenue

Four intersections are located on Mendocino (18th) Avenue and SR 99 ramps.

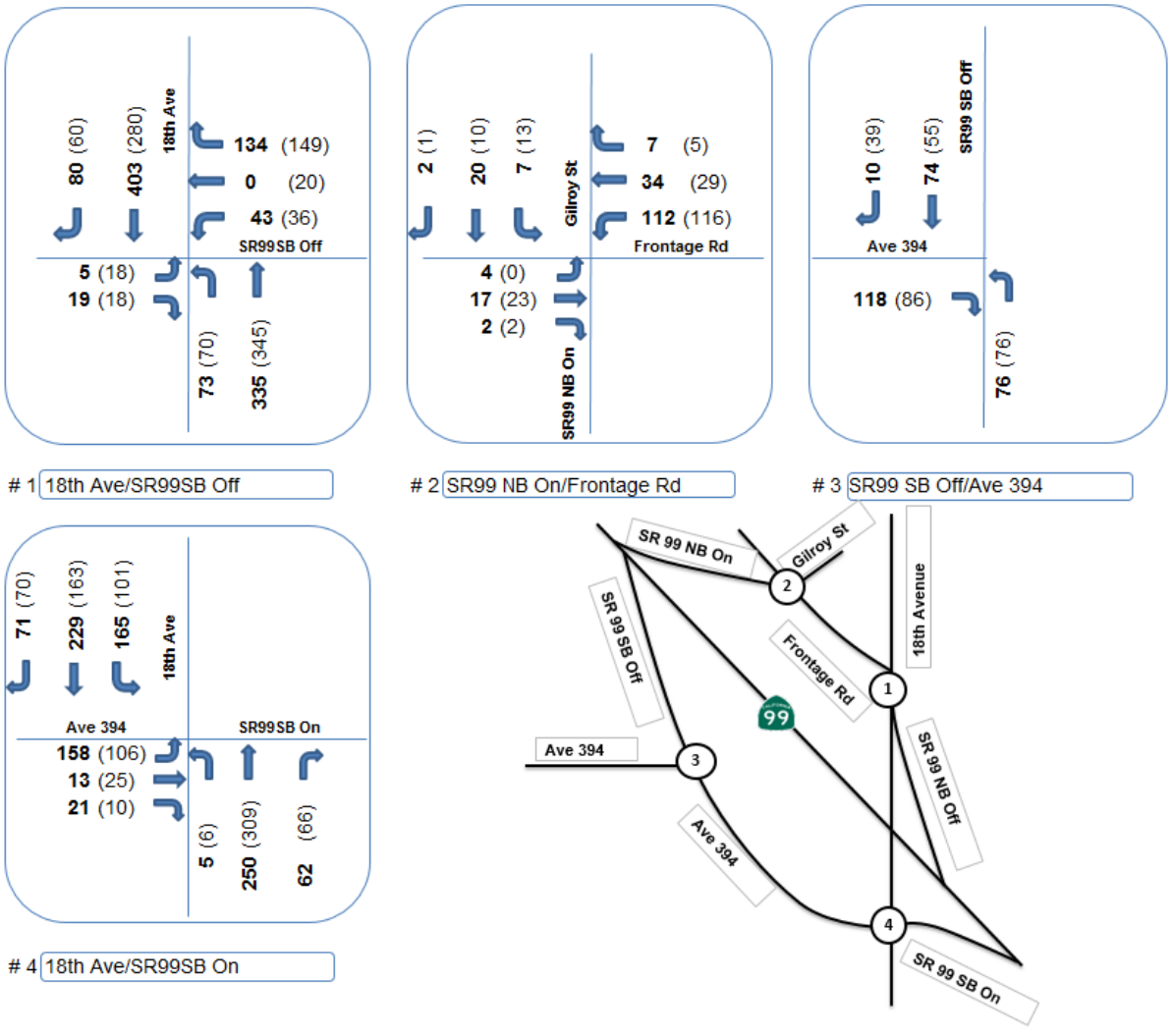
Figure 8.1 – Mountain View Avenue Existing Aerial Photo



8.2 2018 Existing Peak Hour Turning Movement Volumes

Figure 8.2 illustrates the Mendocino (18th) Avenue intersections 2018 existing AM (PM) peak hour turning movement volumes.

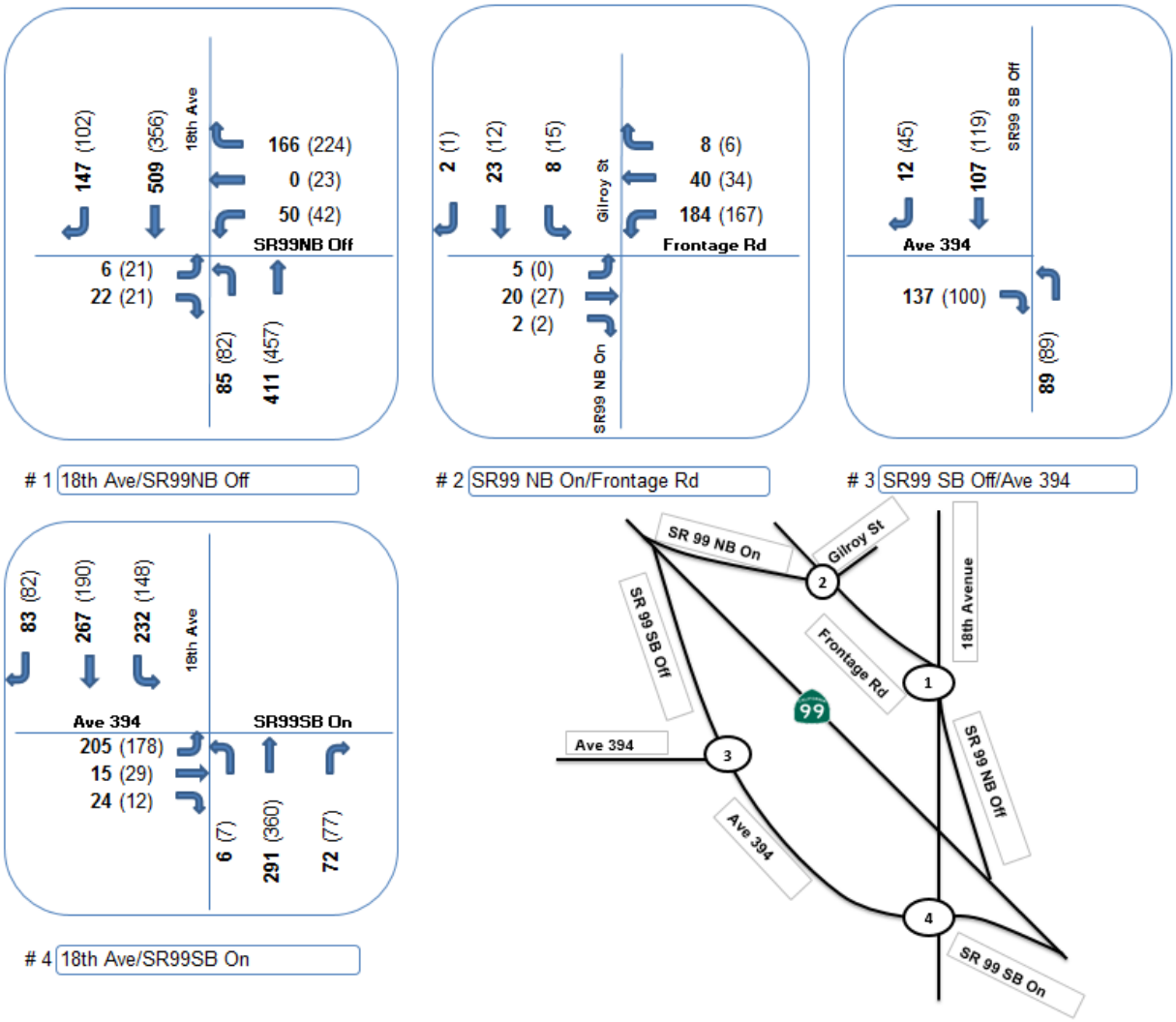
Figure 8.2 – SR-99/ Mendocino Avenue Intersections
2018 Existing AM (PM) Peak Hour Turning Movement Volumes



8.3 2025 Forecast Peak Hour Turning Movement Volumes

Figure 8.3 illustrates the Mendocino (18th) Avenue intersections 2025 forecast AM (PM) peak hour turning movement volumes.

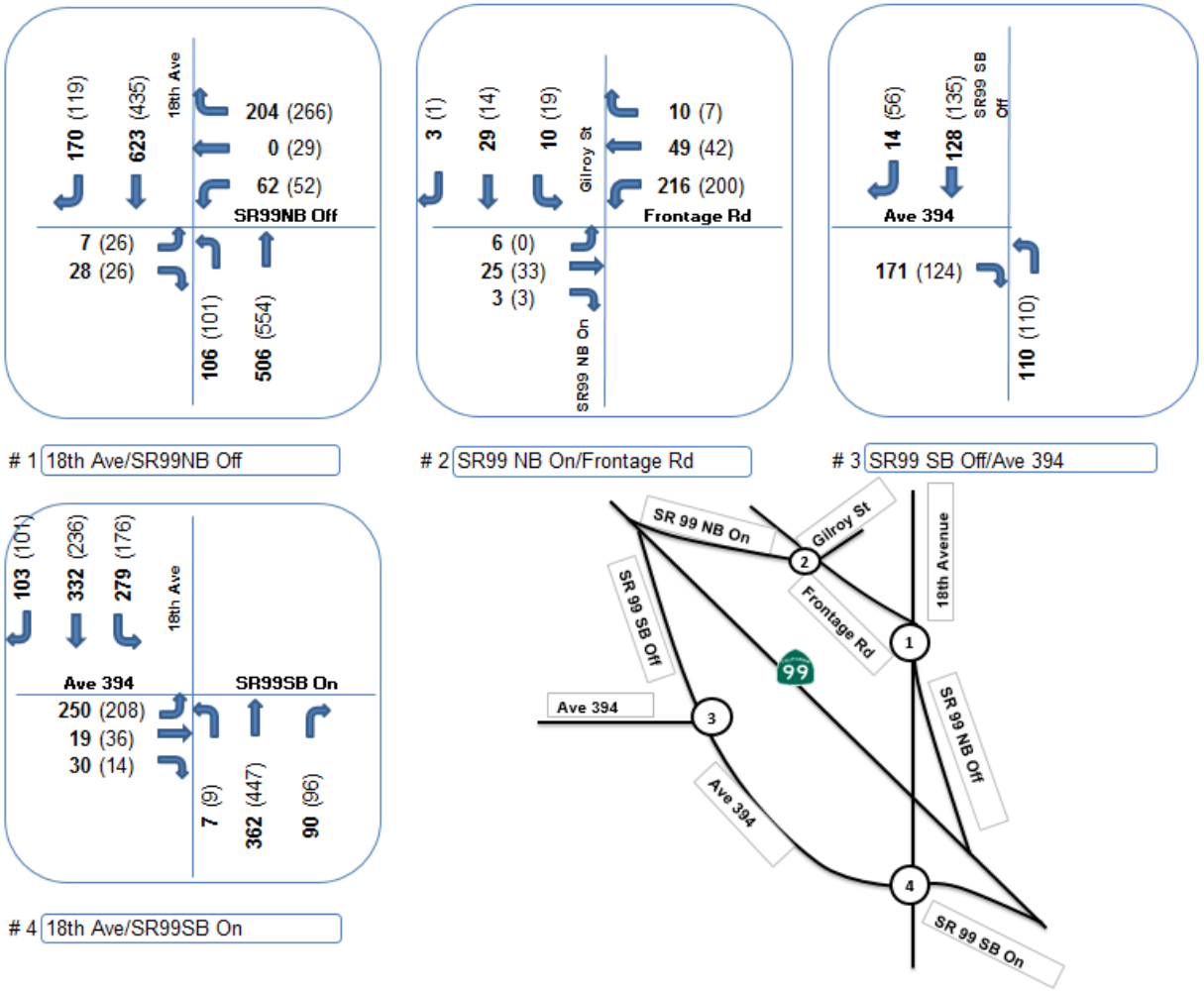
Figure 8.3 – SR-99/ Mendocino Avenue Intersections
2025 Forecast AM (PM) Peak Hour Turning Movement Volumes



8.4 2035 Forecast Peak Hour Turning Movement Volumes

Figure 8.4 shows the SR99/Mendocino (18th) Avenue intersections 2035 forecast AM (PM) peak hour forecast turning movement volumes.

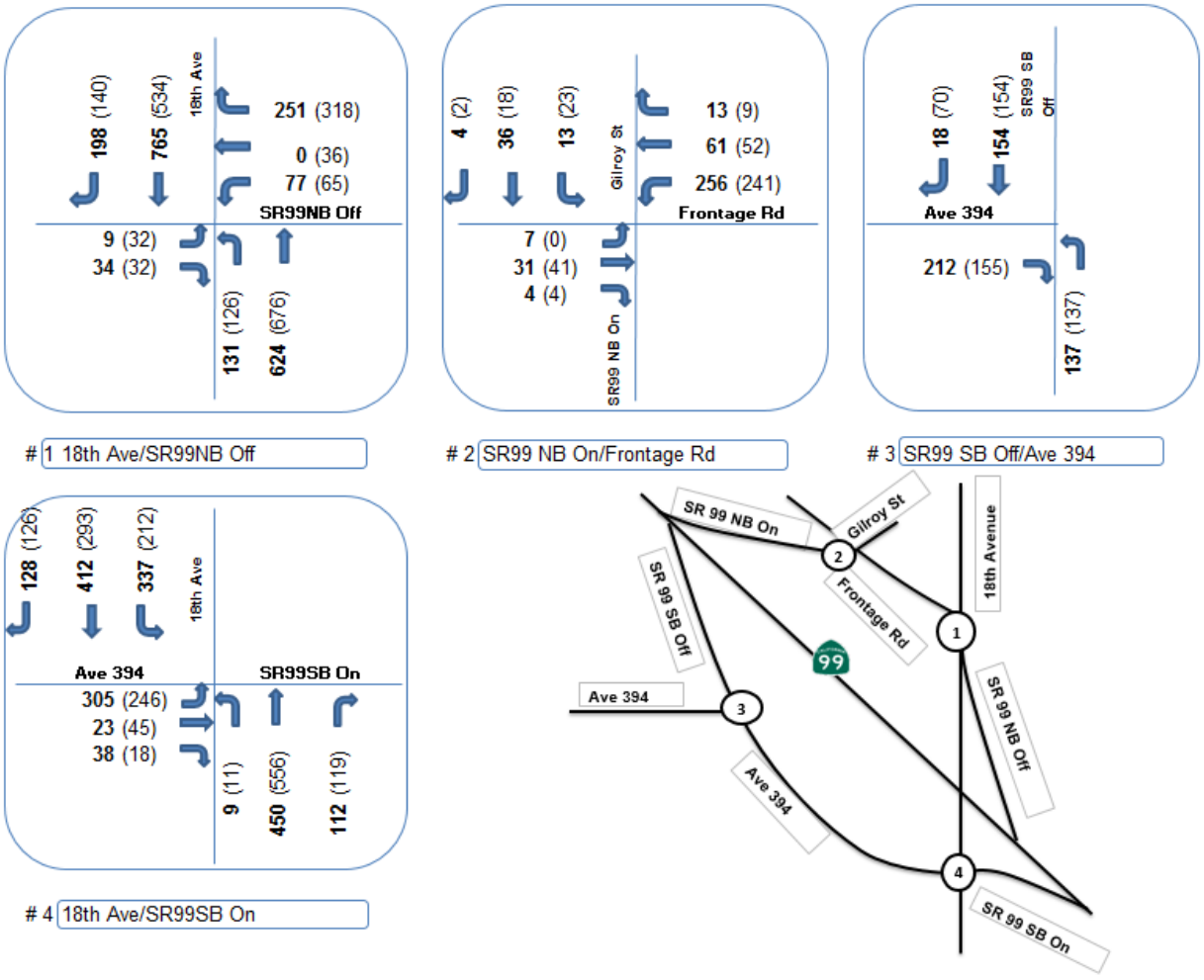
Figure 8.4 – SR-99/ Mendocino Avenue Intersections
2035 Forecast AM (PM) Peak Hour Turning Movement Volumes



8.5 2045 Forecast Peak Hour Turning Movement Volumes

Figure 8.5 shows the SR99/Mendocino (18th) Avenue intersections 2045 forecast AM (PM) peak hour forecast turning movement volumes.

Figure 8.5 – SR-99/ Mendocino Avenue Intersections
2045 Forecast AM (PM) Peak Hour Turning Movement Volumes



8.6 Existing Traffic Operational Conditions

The ramp intersections at the SR99/Mendocino (18th) Avenue interchange were analyzed for existing, 2035, and 2045 operating conditions (approach delay and LOS). Data for analysis was based on AM and PM peak hour turning movement counts.

Currently, the intersections at the Mountain View Avenue/SR 99 ramps are operating as TWSC, and the acceptable level of service (LOS) for intersections is LOS D or better. Therefore, any intersections operating at a LOS E or F will be considered deficient. For existing traffic conditions, the SR99 NB Off ramp and Mendocino (18th) Avenue intersection is operating at LOS C, an acceptable level of service. However, the SR 99 southbound ramps and Mendocino (18th) Avenue intersection is operating at LOS F, See Table 8.6.

Queue and delay time on the eastbound left turn traffic are the dominant problems. For the AM peak, the southbound left turn delay time is 144 seconds with LOS F.

Table 8.6 – Mendocino Avenue Intersections, 2018 Existing Level of Service Summary

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (C)	E (D)	A (A)	-	14 (24)	46 (30)	10 (9)	-	C (C)	21 (24)
SR 99 SB On-Ramp	F (E)	-	A (A)	A (A)	161 (44)	-	8 (8)	9 (9)	F (E)	144 (42)

8.7 Existing Deficiencies

8.7.1 SR 99 Northbound Off Ramp Intersection (Intersection 1)

The SR99 NB off ramp left-turn queue and the associated delay time are the dominant problems. For the AM peak, the SR99 NB off ramp left-turn delay time is 46 seconds with LOS E.

8.7.2 Ave 394/ Mendocino Avenue Intersection (Intersection 4)

The analysis indicates that the intersection currently operates with unsatisfactory LOS during both the morning and evening peak travel periods for the year 2018. The SR99 SB off ramp left-turn queue and the associated delay time are the dominant problems. For the AM peak, Ave 394 left-turn delay time is 161 seconds with LOS F.

8.8 No-Build Traffic Operation Conditions

8.8.1 Year 2025 and 2035

Traffic operational analysis for the 2025 and 2035 no-build scenario indicates that the SR99/ Mendocino Avenue intersections would likely operate with unsatisfactory LOS F with long delay times, see Table 8.7 and Table 8.8, respectively.

Table 8.7 Mendocino Avenue Intersections, 2025 No-Build Level of Service Summary

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	C (F)	F (F)	B (A)	-	23 (108)	133 (60)	11 (10)	-	E (F)	43 (108)
SR 99 SB On-Ramp	F (F)	-	A (A)	A (A)	450 (201)	-	9 (8)	9 (9)	F (F)	406 (191)

Table 8.8 Mendocino Avenue Intersections, 2035 No-Build Level of Service Summary

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	F (F)	F (F)	B (A)	-	91 (1250)	627 (195)	12 (10)	-	F (F)	163 (1250)
SR 99 SB On-Ramp	F (F)	-	A (A)	A (A)	1236 (615)	-	9 (9)	10 (10)	F (F)	1113 (582)

The SR99 SB on ramp/Ave 394/Mendocino Avenue intersection is currently failing and SR99 NB off ramp/Frontage Road/Mendocino Avenue intersection will fail on the year 2025, see Table 8.9.

Table 8.9 Mountain View Avenue Intersections Failing Year for No-Build .

Location Project	Failing Year
SR 99 NB Off-Ramp/Frontage Road/Mendocino Avenue	2025
SR 99 SB On-Ramp/Ave 394/Mendocino Avenue	2018

8.9 Recommended Improvements to Address Deficiencies for Design Year 2045

The following are improvements recommended for the SR99 off ramps / Mendocino Avenue intersections to address deficiencies for Design Year 2045:

For alternative 1&2 Reconstruct a TWSC on Avenue 394/SR 99 SB Off Ramp Intersection, and roundabout for alternative 3 and install the following traffic control on SR99 SB on and SR99 NB off ramps terminals:

- **Alternative 1 – All Way Stop Control (AWSC)**
- **Alternative 2 – Signalized**
- **Alternative 3 – Roundabout**

Alternatives 4-6 propose to reconstruct the SB off-ramp and NB on-ramp to eliminate the isolated ramps. These alternatives propose to cul-de-sac Avenue 394 to eliminate access to SB off-ramp and cul-de-sac frontage Road to eliminate access to NB on-ramp. install the following traffic control on SR99 SB and SR99 NB ramps terminals:

- **Alternative 4 – All Way Stop Control (AWSC)**
- **Alternative 5 – Signalized**
- **Alternative 6 – Roundabout**

8.9.1 Alternative 1- Reconstruct the Ave 394/SB Off-Ramp intersection and install All Way Stop Control at the SB On-Ramp and NB Off-Ramps Terminals

Tables 8.10, 8.11 and 8.12 show the LOS summaries for 2025, 2035, and 2045 for AWSC. With these improvements, the SR99 NB Off-Ramp & SB On-Ramp intersections at Mendocino (18th) Avenue would continue to operate at unacceptable LOS. Both the NB Off-Ramp & SB On-Ramp intersections would operate at a LOS F in the AM peak hour in the year 2025 and will degrade to LOS F in both the AM and PM peak hours by 2035.

Table 8.10 Mendocino Avenue Intersections, Construction Year 2025 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (B)	B (C)	E (F)	F (D)	11 (12)	15 (18)	41 (57)	79 (27)	F (E)	54 (37)
SR 99 SB On-Ramp	C (C)	-	D (D)	D (C)	22 (18)	-	27 (35)	31 (20)	D (D)	28 (26)
SR 99 SB Off-Ramp & Ave 394 (TWSC)	A (A)	-	A (A)	-	10 (10)	-	8 (8)	-	A (A)	10 (10)

Table 8.11 Mendocino Avenue Intersections, Year 2035 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (B)	C (C)	F (F)	F (F)	12 (13)	17 (25)	108 (155)	187 (64)	F (F)	129 (91)
SR 99 SB On-Ramp	D (C)	-	F (F)	F (D)	34 (23)	-	62 (99)	83 (32)	F (F)	66 (58)
SR 99 SB Off-Ramp & Ave 394 (TWSC)	B (A)	-	A (A)	-	11 (10)	-	8 (8)	-	B (A)	11 (10)

Table 8.12 Mendocino Avenue Intersections, Year 2045 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (B)	C (E)	F (F)	F (F)	12 (13)	22 (38)	231 (294)	340 (156)	F (F)	244 (182)
SR 99 SB On-Ramp	F (D)	-	F (F)	F (F)	62 (32)	-	154 (223)	188 (74)	F (F)	152 (129)
SR 99 SB Off-Ramp & Ave 394 (TWSC)	B (A)	-	A (A)	-	12 (10)	-	8 (8)	-	B (A)	12 (10)

8.9.2 Alternative 2- Reconstruct Ave 394/SB Off Ramp and Signalized intersections at SB on and NB off Ramps Terminals

Table 8.13, 8.14 and 8.15 shows the recommended signalized intersections improvements. The SR99 NB and SB ramps / Mendocino Avenue would likely operate with a satisfactory LOS C for the year 2045, see Table 8.15.

Table 8.13 Mendocino Avenue Intersections, Construction Year 2025 Level of Service Summary (Signalized)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	A (B)	B (B)	A (A)	A (B)	7 (16)	11 (15)	9 (8)	9 (11)	A (B)	9 (11)
SR 99 SB On-Ramp	C (C)	-	B (B)	A (A)	31 (28)	-	19 (14)	9 (9)	B (B)	17 (15)
SR 99 SB Off-Ramp & Ave 394 (TWSC)	A (A)	-	A (A)	-	10 (10)	-	8 (8)	-	A (A)	10 (10)

Table 8.14 Mendocino Avenue Intersections, Year 2035 Level of Service Summary (Signalized)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	A (B)	B (B)	A (A)	B (B)	7 (18)	14 (17)	10 (10)	18 (13)	B (B)	14 (13)
SR 99 SB On-Ramp	C (C)	-	C (B)	B (A)	33 (32)	-	21 (18)	11 (9)	B (B)	19 (17)
SR 99 SB Off-Ramp & Ave 394 (TWSC)	B (A)	-	A (A)	-	11 (10)	-	8 (8)	-	B (A)	11 (10)

Table 8.15 Mendocino Avenue Intersections, Year 2045 Level of Service Summary (Signalized)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	B (C)	B (C)	A (B)	C (B)	11 (23)	17 (30)	5 (11)	21 (19)	B (B)	15 (18)
SR 99 SB On-Ramp	D (D)	-	C (C)	B (B)	48 (40)	-	28 (22)	13 (11)	C (C)	25 (21)
SR 99 SB Off-Ramp & Ave 394 (TWSC)	B (A)	-	A (A)	-	12 (10)	-	8 (8)	-	B (A)	12 (10)

8.9.3 Alternative 3- Reconstruct Ave 394/SB Off Ramp and construct Roundabouts at the intersections SB on and NB off Ramps Terminals

Table 8.16, 8.17 and 8.18 shows the recommended roundabout improvements. The SR99 ramps / Mendocino Avenue intersections would likely operate with a satisfactory LOS D and C for both the morning and evening peak hour consecutively in the year 2045.

Table 8.16 Mendocino Avenue Intersections, Construction Year 2025 Level of Service Summary (Roundabouts)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	A (A)	A (A)	A (A)	A (A)	6 (5)	7 (8)	7 (8)	7 (5)	A (A)	7 (7)
SR 99 SB On-Ramp	A (A)	-	A (A)	A (A)	10 (7)	-	8 (8)	8 (6)	A (A)	8 (7)
SR 99 SB Off-Ramp & Ave 394	A (A)	-	A (A)	A (A)	5 (4)	-	4 (4)	4 (5)	A (A)	4 (4)

Table 8.17 Mendocino Avenue Intersections, Construction Year 2035 Level of Service Summary (Roundabouts)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	A (A)	A (B)	A (A)	A (A)	7 (6)	9 (11)	9 (10)	9 (7)	A (A)	9 (9)
SR 99 SB On-Ramp	B (A)	-	B (B)	A (A)	14 (9)	-	11 (11)	10 (7)	B (A)	11 (9)
SR 99 SB Off-Ramp & Ave 394	A (A)	-	A (A)	A (A)	5 (5)	-	4 (4)	5 (5)	A (A)	5 (5)

Table 8.18 Mendocino Avenue Intersections, Construction Year 2045 Level of Service Summary (Roundabouts)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	A (A)	B (C)	B (B)	B (A)	9 (7)	12 (17)	11 (13)	14 (9)	B (B)	13 (12)
SR 99 SB On-Ramp	D (B)	-	C (C)	B (A)	25 (12)	-	19 (19)	14 (9)	C (B)	18 (14)
SR 99 SB Off-Ramp & Ave 394	A (A)	-	A (A)	A (A)	6 (5)	-	4 (4)	5 (5)	A (A)	5 (5)

8.9.4 Alternative 4- Reconstruct the SB Off-Ramp and the NB On-Ramp. Cul-de-sac Avenue 394 to eliminate access to the SB Off-Ramp and cul-de-sac Frontage Road to eliminate access to the NB On-Ramp and install All Way Stop Control at the SB and NB Ramp Terminals.

Tables 8.19, 8.20 and 8.21 show the LOS summaries for 2025, 2035, and 2045 for AWSC. With these improvements, the SR99 NB Ramps & SB Ramps intersections at Mendocino (18th) Avenue would operate at unacceptable LOS by the year 2035. With these improvements the NB Ramps would operate at LOS F by 2025 and the SB Ramps intersections would operate at a LOS E in the year 2035. Both intersections would operate at LOS F in the AM and PM peak hours in the horizon year 2045.

Table 8.19 Mendocino Avenue Intersections, Construction Year 2025 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	-	B (C)	E (E)	F (C)	-	15 (16)	39 (49)	77 (25)	F (D)	53 (33)
SR 99 SB Ramps	B (B)	-	C (C)	C (B)	13 (12)	-	22 (25)	17 (14)	C (C)	19 (20)

Table 8.20 Mendocino Avenue Intersections, Year 2035 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	-	C (C)	F (F)	F (F)	-	17 (20)	106 (154)	184 (56)	F (F)	129 (90)
SR 99 SB Ramps	B (B)	-	F (F)	D (C)	14 (13)	-	59 (71)	28 (17)	E (E)	40 (45)

Table 8.21 Mendocino Avenue Intersections, Year 2045 Level of Service Summary (AWSC)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	-	C (D)	F (F)	F (F)	-	21 (30)	237 (299)	340 (147)	F (F)	251 (186)
SR 99 SB Ramps	C (B)	-	F (F)	F (D)	16 (15)	-	159 (189	66 (27)	F (F)	100 (110)

8.9.5 Alternative 5- cul-de-sac Avenue 394/SB off-ramp and frontage Road/ NB on-ramp and Signalized intersections at SB on and NB off Ramps Terminals

Table 8.22, 8.23 and 8.24 shows that with the recommended signalized intersections improvements, the SR99 NB and SB ramps / Mendocino Avenue would likely operate with a satisfactory level of service C for the year 2045 (Table 8.24).

Table 8.22 Mendocino Avenue Intersections, Construction Year 2025 Level of Service Summary (Signalized)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	-	B (B)	A (A)	A (A)	-	15 (13)	5 (4)	8 (8)	A (A)	8 (7)
SR 99 SB Ramps	C (C)	-	B (B)	B (B)	28 (26)	-	14 (11)	13 (14)	B (B)	15 (13)

Table 8.23 Mendocino Avenue Intersections, Year 2035 Level of Service Summary (Signalized)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	-	B (B)	A (A)	B (A)	-	17 (15)	6 (4)	11 (10)	A (A)	10 (9)
SR 99 SB Ramps	C (C)	-	B (B)	B (B)	33 (31)	-	17 (13)	14 (16)	B (B)	17 (16)

Table 8.24 Mendocino Avenue Intersections, Year 2045 Level of Service Summary (Signalized)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	-	B (C)	A (A)	B (B)	-	20 (28)	8 (6)	14 (14)	B (B)	13 (14)
SR 99 SB Ramps	D (D)	-	C (B)	B (B)	41 (37)	-	25 (20)	19 (18)	C (C)	24 (21)

8.9.6 Alternative 6- cul-de-sac Avenue 394 to eliminate access to SB off-ramp and cul-de-sac frontage Road to eliminate access to NB on-ramp and construct Roundabouts at the intersections SB on and NB off Ramps Terminals

Table 8.25, 8.26 and 8.27 show that with the recommended improvements, the SR99 ramps / Mendocino Avenue intersections would likely operate with a satisfactory level of service D and C for both the morning and evening peak hour consecutively in the year 2045.

Table 8.25 Mendocino Avenue Intersections, Construction Year 2025 Level of Service Summary (Roundabouts)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Ramps	-	A (A)	A (A)	A (A)	-	7 (8)	7 (7)	7 (6)	A (A)	7 (7)
SR 99 SB On-Ramp	A (A)	-	A (A)	A (A)	7 (6)	-	7 (7)	8 (6)	A (A)	7 (7)

Table 8.26 Mendocino Avenue Intersections, Construction Year 2035 Level of Service Summary (Roundabouts)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	-	A (B)	A (A)	A (A)	-	8 (11)	8 (9)	9 (7)	A (A)	9 (8)
SR 99 SB On-Ramp	A (A)	-	A (A)	A (A)	10 (7)	-	10 (10)	9 (7)	A (A)	10 (8)

Table 8.27 Mendocino Avenue Intersections, Construction Year 2045 Level of Service Summary (Roundabouts)

Location	LOS by Leg				Delay (sec)				LOS	Delay
	EB	WB	NB	SB	EB	WB	NB	SB		
SR 99 NB Off-Ramp	-	B (C)	A (B)	B (A)	-	11 (17)	10 (11)	14 (8)	B (B)	12 (11)
SR 99 SB On-Ramp	B (A)	-	C (C)	B (A)	14 (9)	-	19 (17)	13 (8)	B (B)	15 (13)

8.10 Summary

Tables 8.28 and 8.29 shows LOS comparisons of the six alternatives for the construction year 2025 and forecast years 2035 and 2045.

Table 8.28 – Mendocino Avenue Near-Term Alternatives
AM (PM) Peak Hour Level of Service Comparison Alternatives 1, 2, and 3.

YEAR	LOCATION	Alternative 1* (AWSC)		Alternative 2* (SIGNALIZED)		Alternative 3* (ROUNDABOUT)	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
2025	SR99 NB Off-Ramp / Mendocino Ave	F (E)	54 (37)	A (B)	9 (11)	A (A)	7 (7)
	SR99 SB On-Ramp / Mendocino Ave	D (D)	28 (26)	B (B)	17(15)	A (A)	8 (7)
	SR99 SB Off-Ramp / Ave 394					A (A)	4 (4)
2035	SR99 NB Off-Ramp / Mendocino Ave	F (F)	129 (91)	B (B)	14 (13)	A (A)	9 (9)
	SR99 SB On-Ramp / Mendocino Ave	F (F)	66 (58)	B (B)	19 (17)	B (A)	11 (9)
	SR99 SB Off-Ramp / Ave 394					A (A)	5 (5)
2045	SR99 NB Off-Ramp / Mendocino Ave	F (F)	244 (182)	B (B)	15 (18)	B (B)	13 (12)
	SR99 SB On-Ramp / Mendocino Ave	F (F)	152 (129)	C (C)	25 (21)	C (B)	18 (14)
	SR99 SB Off-Ramp / Ave 394					A (A)	5 (5)

*Realign on ramps on south and north bound

Table 8.29 – Mendocino Avenue Near-Term Alternatives
AM (PM) Peak Hour Level of Service Comparison Alternatives 4, 5, and 6 .

YEAR	LOCATION	Alternative 4* (AWSC)		Alternative 5* (SIGNALIZED)		Alternative 6* (ROUNDABOUT)	
		LOS	DELAY	LOS	DELAY	LOS	DELAY
2025	SR99 NB off Ramp / Mendocino Ave	F (D)	53 (33)	A (A)	8 (7)	A (A)	7 (7)
	SR99 SB off Ramp / Mendocino Ave	C (C)	19 (20)	B (B)	15 (13)	A (A)	7 (7)
2035	SR99 NB off Ramp / Mendocino Ave	F (F)	129 (90)	A (A)	10 (9)	A (A)	9 (8)
	SR99 SB off Ramp / Mendocino Ave	E (E)	40 (45)	B (B)	17 (16)	A (A)	10 (8)
2045	SR99 NB off Ramp / Mendocino Ave	F (F)	251 (186)	B (B)	13 (14)	B (B)	12 (11)
	SR99 SB off Ramp / Mendocino Ave	F (F)	100 (110)	C (C)	24 (21)	B (B)	15 (13)

*Eliminate access of Ave394 to SR99SB Off ramp and Frontage Road to SR99NB On ramp

8.11 2045 Preliminary Cost Estimates Comparison

The preliminary cost estimates for the SR99/ Mendocino (18th) Avenue interchange alternatives are listed in Table 8.30.

Table 8.30 – Mendocino Avenue Interchange Alternatives - Preliminary Cost Estimates

ELEMENT	Alternative 1 (AWSC)	Alternative 2 (Signalized)	Alternative 3 (Roundabout)	Long Term Alternative (L-9 Interchange)
Roadway	$3.2M-$4M	$4.0M-$5M	$3M-$3.8M	$10.2M-$12.8M
Structures	$2M-$2.5M	$2.1M-$2.7M	$3.1M-$3.9M	$15.6M-$19.5M
Right of Way	$0.5M-$0.7M	$0.5M-$.7M	$0.6M-$0.8M	$4M-$5M
Sub-Total	$5.7M-$7.2M	$6.6M-$8.4M	$6.7M-$8.5M	$29.6M-$37.3M
Support Cost	50%	50%	50%	30%
Total Project Capital Cost	**$8.6M-$10.8M**	**$9.9M-$10.5M**	**$10.1M-$12.8M**	**$38.5M-$48.5M**

Table 8.30 – Mendocino Avenue Interchange Alternatives - Preliminary Cost Estimates

ELEMENT	Alternative 4 (AWSC)	Alternative 5 (Signalized)	Alternative 6 (Roundabout)
Roadway	$4.1M-$5.2M	$4.8M-$6M	$3.4M-$4.3M
Structures	$2M-$2.5M	$2M-$2.5M	$3.1M-$3.9M
Right of Way	$0.7M-$0.9M	$0.7M-$0.9M	$0.8M-$1M
Sub-Total	$6.8M-$8.6M	$7.5M-$9.4M	$7.3M-$9.2M
Support Cost	50%	50%	50%
Total Project Capital Cost	**$10.2M-$12.9M**	**$11.3M-$14.1M**	**$11M-$13.8M**

9. PRELIMINARY COST ESTIMATES BACKGROUNDS

Preliminary cost estimates were developed for each location for near-term, interim and long-term improvements. The cost estimates use Caltrans most recent contract cost database for pricing. The right-of-way estimates were developed by consulting with Caltrans right-of-way department and determined by using costs for right-of-way from recent similar projects. All costs are in current dollars and are non-escalated values. No separate inflationary index for real estates is available or provided.

Changes in land use have a potentially greater effect on the project cost than the inflation index and as such right-of-way preservation and irrevocable offers of dedication should be used to minimize runaway pricing. Under the California Subdivision Map Act (Government Code 66410-66499.38), the land use approval agency can approve development on the condition that the developer dedicate land for the circulation element. State and local agencies should make every reasonable effort to plan in such a way to minimize purchasing private homes or businesses and develop adequate setbacks.

The cost estimates can be used to compare alternatives, to look for funding or as the basis of budgeting and to establish priorities.

10. CONCLUSION and RECOMMENDATIONS

Much of SR 99 in the study is urbanized as noted by the existing six-lane freeway and typically suburban land use characteristics. If land use changes, consistent with the General Plan, the forecast volumes along the corridor could easily be realized. The conceptual geometric designs developed and discussed in the study are based on the 2045 horizon year. If implementation of the improvements is delayed much beyond proposed years, the "design year" may move beyond 2045 and the forecast volumes would grow potentially affecting the scope and cost. As such, the near-term projects are more sensitive to changes in scope. In comparison, interim and ultimate projects will be reevaluated in the future and the concepts provided are more useful for planning rather than programming.

Listed in the comparison tables are the proposed improvements for each location and time frame based on the failure year.

This study is a roadmap for the local agencies (FCOG, TCAG, City of Kingsburg, and City of Selma) to prioritize the improvements based on funding availability. The study provides failure years, general time frames for improvements, alternatives with conceptual drawings and preliminary cost estimates. This information is sufficient for locals to plan the corridor and meet the transportation needs for the design year of 2045. The conceptual footprint of the improvements will also help the agencies preserve the right of way needed for future use, this will help avoid high cost for right of way in the future.

11. Feasibility Study Development Team

Fresno Council of Government

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Tulare County Association of Government

Derek Winning	Senior Regional Planner	(559) 623-0453

City of Kingsburg

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Alex Henderson	City Manager	(559) 897-5821

City of Selma

Isaac Moreno	Community Development Director	(559) 891-2200

Caltrans District 06

Project Management

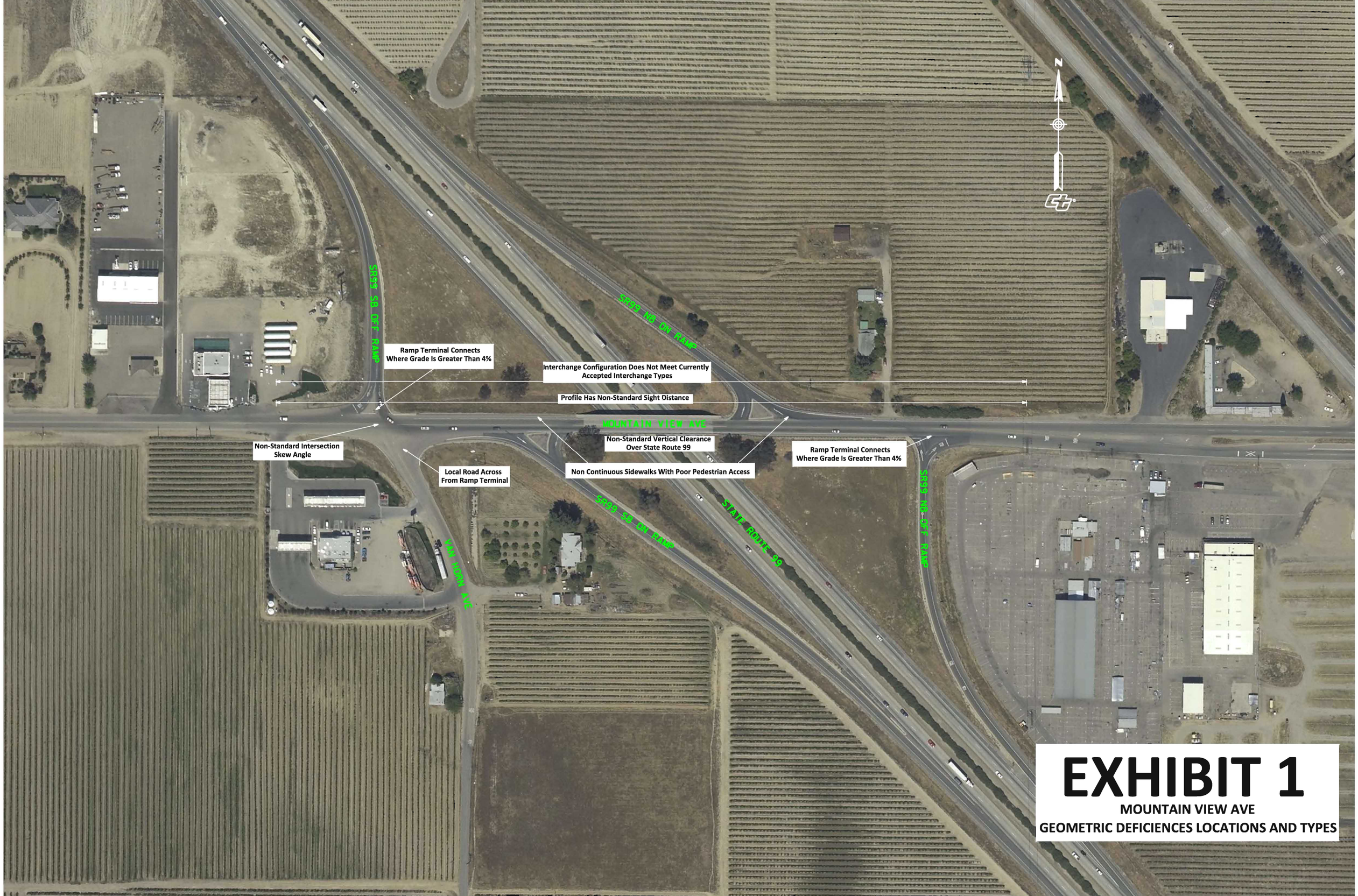
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Albert Lee	Chief of Traffic Operations	(559) 488-4111
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SR99 SB OFF RAMP
SR99 NB ON RAMP
Ramp Terminal Connects Where Grade Is Greater Than 4%
Interchange Configuration Does Not Meet Currently Accepted Interchange Types
Profile Has Non-Standard Sight Distance
MOUNTAIN VIEW AVE
Non-Standard Vertical Clearance Over State Route 99
Non Continuous Sidewalks With Poor Pedestrian Access
Ramp Terminal Connects Where Grade Is Greater Than 4%
Non-Standard Intersection Skew Angle
Local Road Across From Ramp Terminal
SR99 SB ON RAMP
STATE ROUTE 99
SR99 NB OFF RAMP
VAN HORN AVE
N
EXHIBIT 1
MOUNTAIN VIEW AVE
GEOMETRIC DEFICIENCES LOCATIONS AND TYPES

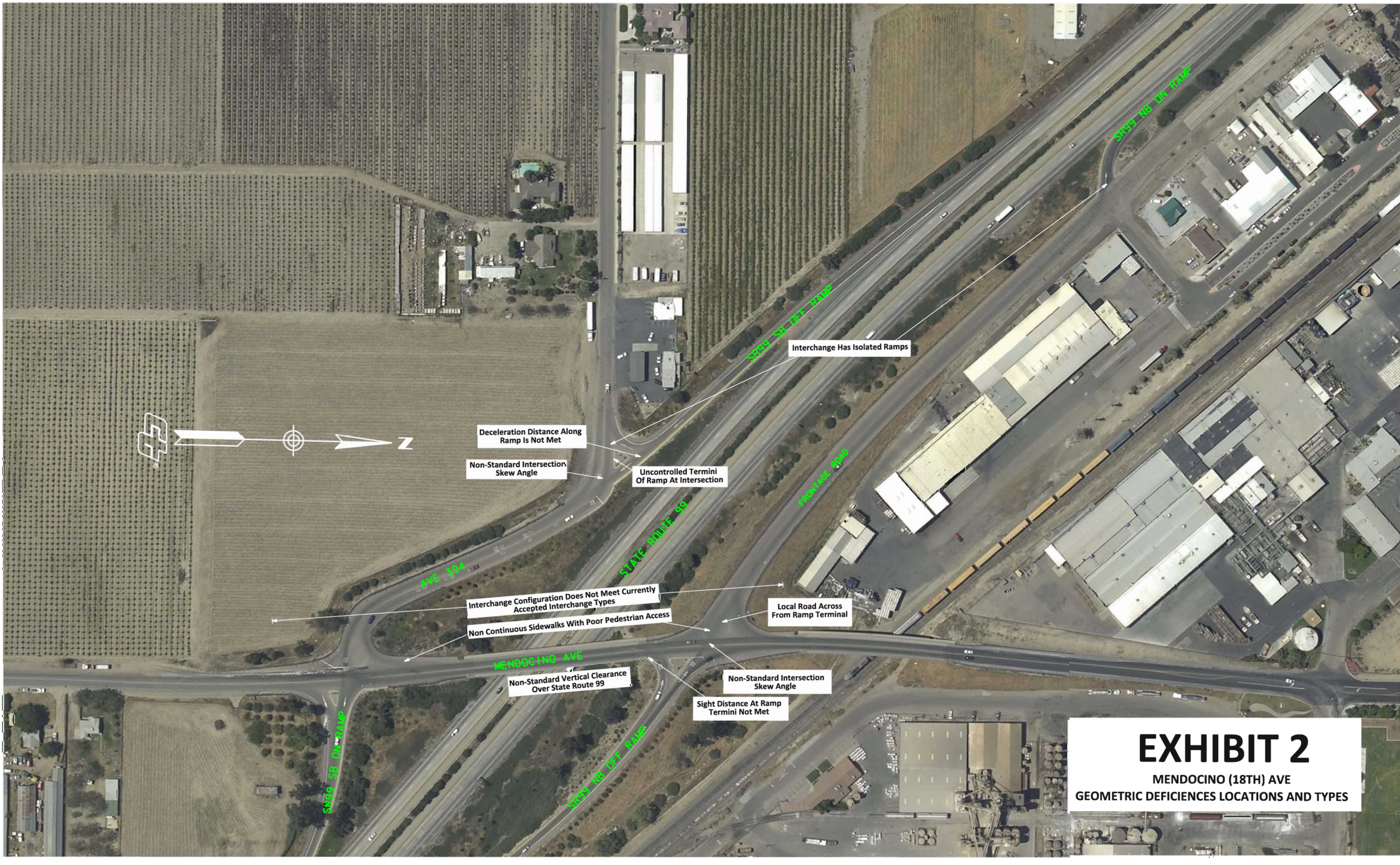


EXHIBIT 2

MENDOCINO (18TH) AVE
GEOMETRIC DEFICIENCES LOCATIONS AND TYPES

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: ERIC OLSON, Senior Transportation Engineer
Technical Planning
District 6

Date: September 17, 2018

File: 06-Fre/Tul-99
PM VAR
EA 06-0X850
0618000157

From: ALBERT LEE, Chief
District 6 - Office of Traffic Operations

Subject: **SAFETY ANALYSIS**

This is in response to your request dated June 27, 2018 for a Safety Analysis for the above referenced project in Fresno and Tulare County. The project is to identify existing deficiencies and to develop interim improvements that improve safety and capacity at Mendocino Avenue Interchange and Mountain View Avenue Interchange on State Route (SR) 99 within the next ten years.

Field review was conducted on September 17, 2018.

Existing Conditions:

This segment of SR 99 is an urban 6-lane divided freeway in generally level terrain. The mainline roadway consists of 12-foot freeway lanes, 10-foot inside shoulders, and 10-foot outside shoulders. The paved median is approximately 22 feet wide and divided with concrete barrier. Rumble strips exist on both inside and outside shoulders in each direction. The posted speed limit is 70 MPH. The current (2016) ADT within the project limits is 63,000. The total percentage of heavy vehicles is approximately 23% (2016).

There are eight ramps within the project limits:

PM	Ramps	ADT (2016)
Tul R53.599	NB off to Mendocino Avenue	2400
Tul R53.684	SB on from Mendocino Avenue	2050
Tul R0.038	SB off to Mendocino Avenue	1100
Fre R0.190	NB on from Mendocino Avenue	1050
Fre R3.541	NB off to Mountain View Avenue	820
Fre R3.588	SB on from Mountain View Avenue	110
Fre R3.891	NB on from Mountain View Avenue	3850
Fre R3.947	SB off to Mountain View Avenue	4300

The following are the bridges within the project limits:

PM	Bridge	Bridge Number
Fre R0.038	Mendocino Avenue Overcrossing	46 0199
Fre R3.742	Mountain View Avenue Overcrossing	42 0219

Safety-Related Observations and Recommendations:

Accident History:

The accident history for the NB and SB mainline of SR 99, and the freeway ramps will be analyzed separately.

NB SR 99 mainline between Tul PM R53.499 and Fre PM R0.289 (Mendocino):

The accident rates for this NB segment of the freeway for the most recent 3-year study period (01/01/2014 to 12/31/2016) as shown on Table B, indicate that the *Actual Fatal* and the *Actual Fatal plus Injury* accident rates are **lower** than the *Statewide Average* accident rates with comparable traffic volumes. However, the *Actual Total* accident rate is **higher** than the *Statewide Average* accident rate. The accident rates in number of accidents per million-vehicle-miles are:

NB SR 99 Section	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Tul PM R53.499 to Fre PM R0.289	0.000	0.22	0.69	0.005	0.23	0.67

There were 16 accidents (0-Fatal, 5-Injury, 11-Property Damage Only (PDO)) at this mainline section of SR 99. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other	Not Stated
Improper Turn	2	1		2	1		
Speeding		5					
Other Violations	1			1			
Other than driver				1		1	1
Total	3	6	0	4	1	1	1

The objects struck from the 4 Hit Object accidents are Guardrail and Cut Slope or Embankment.

Given the varied locations, factors, and types of the collisions along this northbound segment, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

SB SR 99 mainline between Tul PM R53.584 and Fre PM R0.137 (Mendocino):

The accident rates for this SB segment of the freeway for the same 3-year study period as shown on Table B, indicate that the *Actual* accident rates are **higher** than the *Statewide Average* accident rates. The accident rates in number of accidents per million-vehicle-miles are:

SB SR 99 Section	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Tul PM R53.584 to Fre PM R0.137	0.064	0.26	0.70	0.005	0.22	0.64

There were 11 accidents (1-Fatal, 3-Injury, 7-PDO) at this mainline section of SR 99. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Auto-Ped	Other
Influence of Alcohol			1				
Improper Turn		1			4		
Speeding			2				
Other Violatious	1	1					
Other Than Driver							1
Total	1	2	3	0	4	0	1

The objects struck from the 4 Hit Object accidents are as follows:

Object Struck	No. of Occurrences
End of Guard Rail	1
Fence	1
Tree	1
Overturned	1
Total	4

The primary collision factor for the "Rear End" fatal accident at Tul PM R53.64 was Influence of Alcohol. The accident occurred when a vehicle traveling southbound SR 99, turned to the left, traveled into the median, collided into the back of a parked vehicle on median. It was reported that the driver of that vehicle was impaired by alcohol. The accident occurred in clear weather, dark with street light, and dry roadway conditions.

Given the varied locations, factors, and types of the collisions along this southbound segment, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

NB SR 99 mainline between Fre PM R3.441 and Fre PM R3.990 (Mountain View):

The accident rates for this NB segment of the freeway for the same 3-year study period as shown on Table B, indicate that the *Actual* accident rates are **lower** than the *Statewide Average* accident rates. The accident rates in number of accidents per million-vehicle-miles are:

NB SR 99 Section	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Fre PM R3.441 to Fre PM R3.990	0.000	0.00	0.44	0.004	0.15	0.45

There were 9 accidents (0-Fatal, 0-Injury, 9-PDO) at this mainline section of SR 99. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Improper Turn					1		
Speeding			2				
Other Violations		2					
Improper Driving		1					
Other Than Driver					1		1
Total	0	3	2	0	2	0	2

The objects struck from the 2 Hit Object accidents are Fence and Other Object on Road.

Given the varied locations, factors, and types of the collisions along this northbound segment, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

SB SR 99 mainline between Fre PM R3.488 and Fre PM R4.046 (Mountain View):

The accident rates for this SB segment of the freeway for the same 3-year study period as shown on Table B, indicate that the *Actual Fatal* accident rate is **lower** than the *Statewide Average Fatal* accident rate. However, the *Actual Fatal plus Injury* and *Actual Total* accident rates are **higher** than the *Statewide Average* accident rates. The accident rates in number of accidents per million-vehicle-miles are:

SR 99 Section	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Fre PM R3.488 to Fre PM R4.046	0.000	0.19	0.53	0.004	0.15	0.46

There were 11 accidents (0-Fatal, 4-Injury, 7-PDO) at this mainline section of SR 99. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Influence of Alcohol			1				
Improper Turn		1			2	1	
Speeding			3				
Other Violations		2					
Other Than Driver							1
Total	0	3	4	0	2	1	1

The objects struck from the 2 Hit Object accidents are Barrier.

Given the varied locations, factors, and types of the collisions along this southbound segment, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

SR 99 ramps:

The accident rates for the following SR 99 freeway ramps for the most recent 3-year study period (01/01/2014 to 12/31/2016) as shown on Table B, indicate that the *Actual* accident rates are **lower** than the *Statewide Average* accident rates for similar ramps with comparable traffic volumes. The accident rates in number of accidents per million-vehicle-miles are:

SR 99 Ramps	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
SB on from Mendocino Avenue (PM R53.684)	0.000	0.00	0.39	0.002	0.21	0.60
NB on from Mendocino Avenue (PM R0.190)	0.000	0.00	0.00	0.001	0.14	0.48

SB On-ramp from Mendocino Avenue:

There was one accident (0-Fatal, 0-Injury, 1-PDO) recorded at this on-ramp. The type of accident was Sideswipe and it was caused by Other Violations.

NB On-ramp from Mendocino Avenue:

No accidents were recorded within the most recent 3-year study period.

The accident rates for the following SR 99 freeway ramps for the same 3-year study period as shown on Table B, indicate that the *Actual Fatal* and the *Actual Fatal plus Injury* accident rates are **lower** than the *Statewide Average* accident rates. However, the *Total* accident rates are **higher** than the *Statewide Average Total* accident rates. The accident rates in number of accidents per million-vehicle-miles are:

SR 99 Ramps	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
NB off to Mendocino Avenue (PM R53.599)	0.000	0.00	1.96	0.004	0.32	0.92
NB off to Mountain View Avenue (PM R3.541)	0.000	0.00	3.30	0.004	0.32	0.92

NB Off-ramp to Mendocino Avenue:

There were five accidents (0-Fatal, 0-Injury, 5-PDO) recorded at this off-ramp. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Failure to yield				1			
Speeding			3				
Other Violations					1		
Total	0	0	3	1	1	0	0

The object struck from the one Hit Object accident was light or signal pole.

NB Off-ramp to Mountain View Avenue:

There were three accidents (0-Fatal, 0-Injury, 3-PDO) recorded at this off-ramp. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Failure to yield				1			
Speeding					2		
Total	0	0	0	1	2	0	0

The object struck from the Hit Object accidents were side of bridge railing and dike or curb.

The accident rates for the following SR 99 freeway ramps for the same 3-year study period as shown on Table B, indicate that the *Actual Fatal* accident rates are **lower** than the *Statewide Average Fatal* accident rates. However, the *Actual Fatal plus Injury* and *Actual Total* accident rates are **higher** than the *Statewide Average* accident rates. The accident rates in number of accidents per million-vehicle-miles are:

SR 99 Ramps	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
SB off to Mendocino Avenue (PM R0.038)	0.000	1.52	1.52	0.003	0.18	0.50
SB on from Mountain View Avenue (PM R3.588)	0.000	1.68	2.53	0.002	0.21	0.60
NB on from Mountain View Avenue (PM R3.891)	0.000	1.16	4.41	0.002	0.21	0.60
SB off to Mountain View Avenue (PM R3.947)	0.000	0.62	1.24	0.004	0.32	0.92

SB Off-ramp to Mendocino Avenue:

There were two accidents (0-Fatal, 2-Injury, 0-PDO) recorded at this off-ramp. One is Rear End accident and caused by Speeding; another one is Broadside accident and caused by Failure to Yield.

SB On-ramp from Mountain View Avenue:

There were three accidents (0-Fatal, 2-Injury, 1-PDO) recorded at this on-ramp. Two of them are Hit Object accidents and both caused by Speeding; one of them is Broadside accident and caused by Failure to Yield.

NB On-ramp from Mountain View Avenue:

There were nineteen accidents (0-Fatal, 5-Injury, 14-PDO) recorded at this on-ramp. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Failure to yield		1		3			
Improper Turn					6		
Speeding			7		1	1	
Total	0	1	7	3	7	1	0

The objects struck from the 7 Hit Object accidents are as follows:

Object Struck	No. of Occurrences
Guardrail	6
Dike or curb	1
Total	7

SB Off-ramp to Mountain View Avenue:

There were six accidents (0-Fatal, 3-Injury, 3-PDO) recorded at this off-ramp. The types of accidents and the primary collision factors are as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Failure to yield	1			1			
Improper Turn				1			
Speeding			3				
Total	1	0	3	2	0	0	0

Recommendations:

Exit gore sign is missing at NB off-ramp to Mountain View Avenue. A two-post exit gore sign should be installed and placed near the back of the gore area.

Additional DO NOT ENTER (R5-1) sign and WRONG WAY (R5-1a) sign should be added facing Van Horn Avenue at SB Off-ramp termination at Mountain View Avenue to deter wrong-way entry.

If you have any questions, please call Caleb Wu at (559) 445-6982.

Attachments: Table B summary


SR99 SB OFF RAMP
SR99 NB ON RAMP
MOUNTAIN VIEW AVE
VAN HORN AVE
SR99 SB ON RAMP
STATE ROUTE 99
SR99 NB OFF RAMP
N
1
2
3
6
4
9
2
1
2
1
SPEEDING
IMPROPER TURN
YIELD
EXHIBIT 3
MOUNTAIN VIEW AVE
ACCIDENT TYPES, COUNTS, AND LOCATIONS
(JANUARY 2014 TO DECEMBER 2016)


SR99 NB ON RAMP
SR99 SB OFF RAMP
AVE 394
STATE ROUTE 99
FRONTAGE ROAD
MENDOCINO AVE
SR99 SB ON RAMP
SR99 NB OFF RAMP
0
1
1
3
1
1
OTHER VIOLATIONS
SPEEDING
IMPROPER TURN
YIELD
N
EXHIBIT 4
MENDOCINO (18TH) AVE
ACCIDENT TYPES, COUNTS, AND LOCATIONS
(JANUARY 2014 TO DECEMBER 2016)

Mountain View Ave

Near-Term Alternative

Alternative 1: Re-delineate NB & SB On Ramps---Exhibit 5

Mid-Term Alternatives

Alternative 1: All Way Stop Control (AWSC)-------Exhibit 6

Alternative 2: Signalized Intersection----------Exhibit 7

Alternative 3: Roundabout Intersection----------Exhibit 8

Long-Term Alternatives

Alternative 1: Partial Cloverleaf Interchange(L-9)--------Exhibit 9

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

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N

SR99 SB OFF RAMP

SR99 NB ON RAMP

MOUNTAIN VIEW AVE

SR99 NB OFF RAMP

SR99 SB ON RAMP

STATE ROUTE 99

VAN HORN AVE

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 5

STATE ROUTE 99-MOUNTAIN VIEW AVE
NEAR TERM ALTERNATIVE
REDELINEATE RIGHT TURN POCKET AT NB AND SB ON RAMPS ADD ALL WAY STOP CONTROL AT SB OFF RAMP INTERSECTION

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION DATE PLOTTED $DATE
TIME PLOTTED $TIME
00-00-00

BORDER LAST REVISED 7/2/2010 | USERNAME $USER | DGN FILE $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SR99 SB OFF RAMP

SR99 NB ON RAMP

MOUNTAIN VIEW AVE

SR99 SB ON RAMP

STATE ROUTE 99

SR99 NB OFF RAMP

VAN HORN AVE

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 6

STATE ROUTE 99-MOUNTAIN VIEW AVE
ALTERNATIVE 1
CONSTRUCT ALL WAY STOP INTERSECTION CONTROL AT RAMP TERMINALS REALIGN NB AND SB ON RAMPS

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION DATE PLOTTED =$DATE
00-00-00 TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010

USERNAME =$USER
DGN FILE =$REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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N

SR99 SB OFF RAMP

SR99 NB ON RAMP

MOUNTAIN VIEW AVE

SR99 SB ON RAMP

STATE ROUTE 99

SR99 NB OFF RAMP

VAN HORN AVE

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 7

STATE ROUTE 99-MOUNTAIN VIEW AVE
ALTERNATIVE 2
CONSTRUCT SIGNALIZED INTERSECTION CONTROL AT RAMP TERMINALS REALIGN NB AND SB ON RAMPS

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION $DATE
DATE PLOTTED $DATE
TIME PLOTTED $TIME

BORDER LAST REVISED 7/2/2010

USERNAME =$USER
DGN FILE =$REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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N

SR99 SB OFF RAMP

SR99 NB ON RAMP

MOUNTAIN VIEW AVE

Ø150

Ø180.00

SR99 SB ON RAMP

STATE ROUTE 99

SR99 NB OFF RAMP

VAN HORN AVE

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 8

STATE ROUTE 99-MOUNTAIN VIEW AVE
ALTERNATIVE 3
CONSTRUCT ROUNDABOUT INTERSECTION CONTROL AT RAMP TERMINALS REALIGN NB AND SB ON RAMPS

LAST REVISED DATE PLOTTED =$DATE
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UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
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Exp.
CIVIL
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N

SR99 SB OFF RAMP
SR99 SB ON LOOP RAMP
SR99 NB ON RAMP
MOUNTAIN VIEW AVE
SR99 SB ON RAMP
SR99 NB ON LOOP RAMP
STATE ROUTE 99
SR99 NB OFF RAMP
MOUNTAIN VIEW AVE
VAN HORN AVE

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EXHIBIT 9

STATE ROUTE 99-MOUNTAIN VIEW AVE
ALTERNATIVE 4-LONG TERM ALTERNATIVE
CONSTRUCT PARTIAL CLOVERLEAF INTERCHANGE (L-9)
WITH SIGNALIZED INTERSECTION CONTROL

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Mendocino (18th) Ave

Mid-Term Alternatives

For Alt 1 & 2, reconstruct Two Way Stop Control (TWSC) on Ave 394 & SB Off Ramp. For Alt 3, construct Roundabout Intersection Control on Ave 394 & SB Off Ramp.

Alternative 1: All Way Stop Control (AWSC)------Exhibit 10

Alternative 2: Signalized Intersection----------Exhibit 11

Alternative 3: Roundabout Intersection----------Exhibit 12

For Alt 4, 5 & 6, realign NB On Ramp & SB Off Ramp to Mendocino Ave.

Alternative 4: All Way Stop Control (AWSC)-------Exhibit 13

Alternative 5: Signalized Intersection----------Exhibit 14

Alternative 6: Roundabout Intersection----------Exhibit 15

Long-Term Alternatives

Alternative 1: Compact Diamond Interchange (L-1)-----Exhibit 16

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AVE 392

AVE 394

SR99 SB OFF RAMP

FRONTAGE ROAD

STATE ROUTE 99

MENDOCINO AVE

SR99 SB ON RAMP

SR99 NB OFF RAMP

FRESNO COUNTY
TULARE COUNTY

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 10

STATE ROUTE 99-MENDOCINO AVE
ALTERNATIVE 1
CONSTRUCT ALL WAY STOP INTERSECTION CONTROL
AT RAMP TERMINALS AND REALIGN SB OFF RAMP AND AVE 394
WITH TWO WAY STOP INTERSECTION CONTROL
REALIGN NB OFF RAMP AND FRONTAGE ROAD
TO IMPROVE INTERSECTION SKEW ANGLE

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PROJECT NUMBER & PHASE 00000000001

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FRESNO COUNTY
TULARE COUNTY

AVE 392

AVE 394

SR99 SB OFF RAMP

STATE ROUTE 99

FRONTAGE ROAD

MENDOCINO AVE

SR99 SB ON RAMP

SR99 NB OFF RAMP

N

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EXHIBIT 11

STATE ROUTE 99-MENDOCINO AVE
ALTERNATIVE 2
CONSTRUCT SIGNALIZED INTERSECTION CONTROL
AT RAMP TERMINALS REALIGN SB OFF RAMP AND AVE 394
WITH TWO WAY STOP INTERSECTION CONTROL
REALIGN NB OFF RAMP AND FRONTAGE ROAD
TO IMPROVE INTERSECTION SKEW ANGLE

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FRESNO COUNTY
TULARE COUNTY

AVE 392

AVE 394

SR99 SB OFF RAMP

FRONTAGE ROAD

STATE ROUTE 99

MENDOCINO AVE

SR99 SB ON RAMP

SR99 NB OFF RAMP

Ø150.00'

Ø130.00'

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EXHIBIT 12

STATE ROUTE 99-MENDOCINO AVE
ALTERNATIVE 3
CONSTRUCT ROUNDABOUT INTERSECTION CONTROL
AT RAMP TERMINALS REALIGN SB OFF RAMP AND AVE 394
WITH ROUNDABOUT INTERSECTION CONTROL
REALIGN NB OFF RAMP AND FRONTAGE ROAD
TO IMPROVE INTERSECTION SKEW ANGLE

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AVE 394

AVE 392

FRESNO COUNTY / TULARE COUNTY

FRONTAGE ROAD

STATE ROUTE 99

SR99 SB OFF RAMP

MENDOCINO AVE

SR99 SB ON RAMP

SR99 NB OFF RAMP

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EXHIBIT 13

STATE ROUTE 99-MENDOCINO AVE
ALTERNATIVE 4
CONSTRUCT ALL WAY STOP INTERSECTION CONTROL
AT RAMP TERMINALS REALIGN NB OFF RAMP AND FRONTAGE ROAD
TO IMPROVE INTERSECTION SKEW ANGLE
REALIGN SB OFF RAMP AND NB ON RAMP
TO REMOVE ISOLATED RAMPS

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PROJECT NUMBER & PHASE 00000000001

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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AVE 394

AVE 392

FRESNO COUNTY
TULARE COUNTY

FRONTAGE ROAD

STATE ROUTE 99

SR99 SB OFF RAMP

MENDOCINO AVE

SR99 SB ON RAMP

SR99 NB OFF RAMP

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 14

STATE ROUTE 99-MENDOCINO AVE
ALTERNATIVE 5
CONSTRUCT SIGNALIZED INTERSECTION CONTROL
AT RAMP TERMINALS REALIGN NB OFF RAMP AND FRONTAGE ROAD
TO IMPROVE INTERSECTION SKEW ANGLE
REALIGN SB OFF RAMP AND NB ON RAMP
TO REMOVE ISOLATED RAMPS

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

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AVE 394

AVE 392

FRESNO COUNTY
TULARE COUNTY

SR99 SB OFF RAMP

STATE ROUTE 99

SR99 NB ON RAMP

MENDOCINO AVE

Ø130.00'

Ø130.00'

SR99 SB ON RAMP

SR99 NB OFF RAMP

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 15

STATE ROUTE 99-MENDOCINO AVE
ALTERNATIVE 6
CONSTRUCT ROUNDABOUT INTERSECTION CONTROL
AT RAMP TERMINALS REALIGN NB OFF RAMP AND FRONTAGE ROAD
TO IMPROVE INTERSECTION SKEW ANGLE
REALIGN SB OFF RAMP AND NB ON RAMP
TO REMOVE ISOLATED RAMPS

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AVE 394

AVE 392

FRESNO COUNTY
TULARE COUNTY

SR99 SB OFF RAMP

STATE ROUTE 99

SR99 NB ON RAMP

MENDOCINO AVE

SR99 SB ON RAMP

SR99 NB OFF RAMP

FOR PLANNING AND STUDY PURPOSE ONLY

EXHIBIT 16

STATE ROUTE 99-MENDOCINO AVE
ALTERNATIVE 4-LONG-TERM ALTERNATIVE
CONSTRUCT COMPACT DIAMOND INTERCHANGE (L-1)
WITH SIGNALIZED INTERSECTION CONTROL
REALIGN NB AND SB RAMPS

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Appendix "E"

Draft Kingsburg Area Community Plan

DRAFT KINGSBURG AREA COMMUNITY PLAN 2023

Tulare County Resource Management Agency
Economic Development and Planning Branch

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Kingsburg Area Community Plan 2023

Adopted: ----

Tulare County Board of Supervisors
Resolution No. ----

Tulare County Planning Commission
Recommendations:
Resolutions No.

Kingsburg Area Community Plan 2023: GPA 23-002
Section 18.9 Zoning Ordinance (Mixed Use): PZC 23-006
Section 16 Zoning Ordinance (By Right) PZC 23-007
Zoning District Map: PZC 23-008

Tulare County Resource Management Agency
Economic Development and Planning Branch
5961 S Mooney Boulevard
Visalia, CA 93277-9394
(559) 624-7000

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Larry Macari – District 1 (Vice Chair)
Pete Vander Poel – District 2
Amy Shuklian – District 3
Eddie Valero – District 4
Dennis Townsend – District 5 (Chair)

Tulare County Planning Commission

Carlos Aleman – District 1
Gil Aguilar – District 2
Bill Whitlatch – District 3
Vacant – District 4
Terren Brown – District 5 (Vice Chair)
Wayne O. Millies – At Large
Ed Dias – At Large (Chair)
Dennis Lehman – At Large Alternate

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County Administrative Office

Jason T. Britt, CAO

Tulare County Resource Management Agency

Reed Schenke, P.E., Director
Michael Washam, Associate Director
Aaron Bock, Assistant Director
Hector Guerra, Chief Environmental Planner
Gary Mills, Chief Planner
Susan Simon, Planner IV
Jessica Willis, Planner IV
Danielle Folk, Planner III
Emily Gage, Planner I

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Executive Summary

Introduction

The Draft 2023 Kingsburg Area Community Plan or KACP) is being prepared to implement the Tulare County General Plan 2030 Update (2012). As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Consistent with the General Plan, land uses, and alternative land use patterns were considered based on expansion to the County Adopted City Urban Development Boundary and their impacts to the environment.

The Tulare County General Plan Update 2030 (GPU) was adopted on August 28, 2012. An EIR, and background report which contained contextual environmental analyses, were prepared for the GPU. The Housing Element was adopted on November 17, 2015, and certified by the State of California Department of Housing and Community Development on December 9, 2015.

The objective in the preparation of a Community Plan for the Kingsburg Area is to develop a plan which can accurately reflect the needs and priorities of the unincorporated community of the Kingsburg Area. In addition, the County has prepared an Environmental Impact Report. The Environmental Impact Report (EIR) is to assist in fostering future economic development, grants, and economic development opportunities, which tier off the General Plan and Community Plan EIR's.

Kingsburg Area is currently designated an Unincorporated Community in the 2030 Tulare County General Plan (2012). It has become apparent that a more precise plan is needed to increase the availability of infrastructure funding (such as drinking water system improvements: wells, water distribution piping, storage tanks, curbs, gutters, and sidewalks, etc.) and to stimulate economic development within the community including adaptive re-use in the central business district along Road 12.

As with any community plan, the contents of this document are not intended to be absolute. Planning is a continuous process and, to be effective, requires periodic re-evaluation and revision to reflect changing needs and priorities. This Plan, therefore, should be reviewed on a periodic basis with the assistance and participation of local citizens, groups, and agencies. By doing so, it is envisioned that the Kingsburg Area Community Plan 2023 will provide meaningful and necessary guidance toward the development of the community in the foreseeable future.

California Government Code Section 65300 et seq. requires that each local agency, city or county, prepare and adopt comprehensive long-term general plans for the physical development of lands within its jurisdiction. A general plan must function as "a statement of development policies" and

must include a diagram and text setting forth goals, policies, standards, and plan proposals. The plan must include the following elements: land use, circulation, housing, conservation, noise, safety, and open space. State law also provides that a local agency may include one or more of several optional elements depending on the needs and characteristics of the jurisdiction.

In Tulare County, the General Plan has historically been developed on a county-wide basis or by large geographic sub-areas (rural valley, foothill and mountain), with development policies emphasizing county-wide and area-wide issues and concerns. In establishing land use planning policies on an area-wide basis, it has been acknowledged that several unincorporated communities, including the Kingsburg Area, have localized land use needs and issues that should be addressed in a specific manner. Therefore, the Kingsburg Area Community Plan 2023 Update has been prepared with an emphasis on land use and circulation planning.

Location

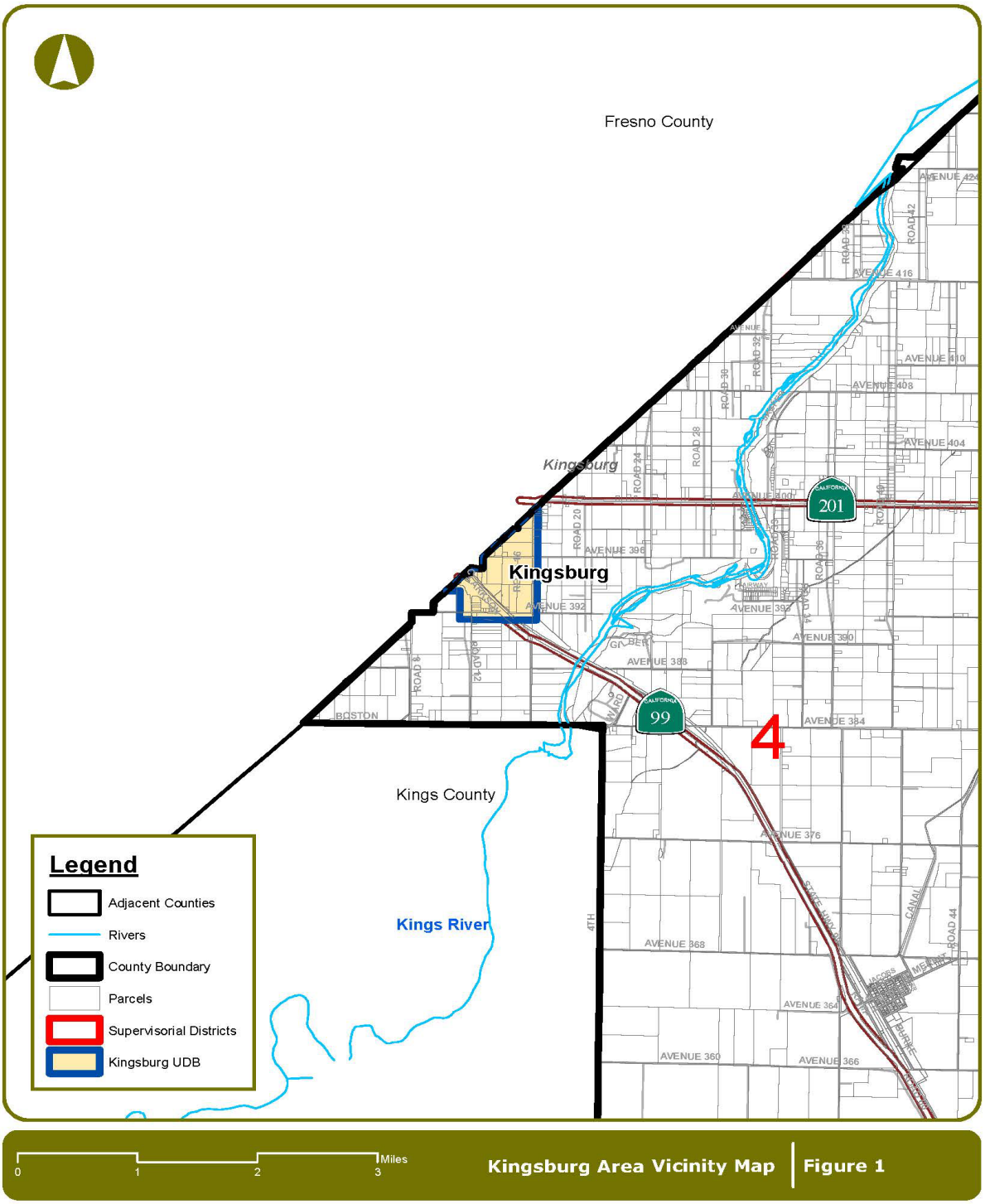
Tulare County is located in central California in the heart of the San Joaquin Valley **(see Figure 1)**. The County is composed of eight incorporated cities and numerous unincorporated communities. Most of the unincorporated communities and all of the cities are located on the Valley floor. The foothills and Sequoia and Kings Canyon National Parks form the eastern half of the County.

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. As shown in **Figure 2**, it is generally southwest of the Fresno County/Tulare County boundary, with Road 16 on the east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12)**.** The KACP is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Rural residential, commercial, and industrial areas accounted for approximately 86 acres of the KACP.

The proposed KACP planning area is located southeast of and adjacent to the City of Kingsburg in Fresno County. The existing CACUDB (or UDB) area (see **Figure 3)** consists of approximately 286.4acres (including rights-of-way). There are approximately 111.8 acres currently zoned for urban uses, and approximately 174.6 acres are zoned for agricultural uses within the existing UDB. The KACP planning area currently consists of rural residences adjacent to or part of agriculturally productive lands. Rural residential areas in the KACP planning area generally consist of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. Commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational.

The KACP is located in Sections 25, 26, 35 & 36 Township 16S, Range: 22 East MDB&M, and can be found within the Selma Quad, United States Geological Survey 7.5-minute topographic quadrangle. KACP is located at an elevation of 302 feet above sea level. The coordinates of KACP are Latitude: 36° 30' 38.56" N and Longitude: 119° 32' 06.46 W.pl

Figure 1 Vicinity Map



Draft Kingsburg Area Community Plan 2023

Kingsburg History

The City of Kingsburg is a Charter City nestled in the center of the San Joaquin Valley, halfway between Los Angeles and Sacramento. The City was originally established in 1873 as a railroad stop under the name "Kings River Switch." During this time, many Swedish immigrants settled this new area. Even by 1921, the Swedish population was up to 94% within a given three-mile radius, this caused the community to be known as "Little Sweden." This Swedish influence can still be seen in our City today in much of the City's architecture.

One of the unique landmarks in this community is the water tower shaped like an antique Swedish coffee pot. The Swedish Festival is one of the biggest and best-known festivals that bring people in from all over the country. It's held annually on the third weekend in May. Different activities are lined up which includes the Swedish pancake breakfast, a parade, and the coronation of the festival queen. On Drapers Street, many booths, rides, and activities are set up all along the sides. Originally, the festival had been held on Friday, Saturday, and Sunday until its centennial in 2009, when it was demoted to Saturday and Sunday due to the declining economy.

Kingsburg is mostly surrounded by grape vineyards which produce mainly raisin and table grapes; however, in 2002 a large surplus of raisins and grapes drove the price for these commodes down to an all-time low. Farmers were forced to replant the fields with stone fruit or sell their land to home developers to help cope with the rising population in the area.

The city is the headquarters of Sun-Maid Growers of California – a privately owned American cooperative of raisin growers. It's the largest raisin and dried fruit processor in the world, a cooperative made up of approximately 850 family farmers who grow raisin grapes within 100 miles (160 km) radius of the processing plant.

Kingsburg Historical Park is managed by the city's Historical Society, a non-profit corporation that also manages the Historical Kingsburg Jail.

The Depot Museum first opened in the Southern Pacific Depot on California Street and was in operation from 1970 – 1984. In January of 1985, the museum was moved to the Clay School building. In 1974, the Society bought 8.9 acres of land on Sierra St. from Fridolf Anderson at a purchase price of $28,000, now officially named 2321 Sierra Street.



Here are some of the known displays in the museum and their year of arrival:

- 1979 –Tank House from the Jack Tapp farm
- 1981 – William Moore Barn (April 4), Peter Olson/Joe Ball House (January)
- 1983 – Combined Grain Harvester (December)
- 1989 – Rieffel's Grocery Store with artifacts coming from Kenny and Evalena (Wiese) Rieffel longtime grocery merchants, Covered Wagons donated by Mrs. Al Marshall
- 1991 – Bottle & Antique Items Room



The City of Kingsburg is located along SR 99 in Fresno County, California. Settled by Swedish natives in the late 1800's, the city has now become known as the "Swedish Village" after its architecture and preserved cultural heritage. With over 11,000 residents calling Kingsburg home, the agricultural community provides an excellent school district, low crime rates, and easily navigated permitting process for commercial development. As important as the location and beauty of the city is the genuine "family orientation" of Kingsburg. Neighbors care about each other, and citizens take pride in the appearance of their community.

Home to major corporations such as Sun-Maid and Guardian, Kingsburg is a desirable location for many retailers. Located along SR 99, Kingsburg has high visibility to over 59,000 vehicles per day. Also located along the Union Pacific railroad service line, Kingsburg is an ideal location for businesses that want easy access to the rest of the Central Valley and the whole of California. With proactive leadership, the City of Kingsburg offers various economic development incentives to prospective businesses looking to locate here.

The City of Kingsburg will provide City water with an Extraterritorial Service and the Selma Kingsburg Fowler Sanitation District will provide wastewater treatment.

Tulare County Board of Supervisors approved the Specific Plan SPA-001, Zone Change PZC 16-004 (from Agriculture to a Specific Plan Area), and Tentative Subdivision Map TSM 16-002 on June 26, 2018.

General Plan Amendments

The Draft 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and goals land use needs.

The County is not proposing any new land use designation; however, it will propose a total of 11 zoning designations (including a Mixed-Use zone); (**see Figure 4**) and an update to the Zoning Code to include a mixed-use zoning district consistent with the mixed-use designation in the 2030 General Plan. The Plan would also allow new residential uses (through a mixed-use zoning overlay) on Commercial designated land uses (located south of Avenue 396/Kern Street), some which are near Lincoln Elementary School. Commercial uses would generally remain along Avenue 396/Kern Street east of SR 99; and along Mehlert Street/Avenue 394 and Road 12 (north of Avenue 392) west of SR 99. Light Industrial land uses would remain along Clarkson Drive between Avenue 396/Kern Street and Avenue 392, east of SR 99.

The City of Kingsburg is located in Fresno County just north of Tulare County on [both sides of] SR 99. Kingsburg is comprised of 9,199 (U.S. Census Bureau, 2000) residents and is similar to other SR 99 cities having much of its growth centered along the highway, which it also relies on for distribution, transit, and economic growth. Kingsburg makes up a triad of cities, including Reedley (Fresno County) and Dinuba, which rely on each other for residential growth, employment, and retail." It is also noted that preparing, and ultimately implementing, the KACP is consistent with General Plan Policy PF-4.16 Coordination with Cities in Adjacent Counties which states, "The policies set forth in this Section (PF-4) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove and Reedley), except Policy PF-4.4. Policy PF-4.4 Planning in UDBs states, "The County acknowledges that the cities have primary responsibility for planning within their UDBs and are responsible for urban development and the provision of urban services within their UDBs.

The areas within the KACP planning area will be assessed for potential project impacts as a result of proposed changes to land use designations, for the areas generally southwest of the Fresno County/Tulare County boundary, Road 16 on east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 3**. The project EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA.

The proposed Kingsburg Area Community Plan 2023 amends the 1988 Kingsburg Area Community with this proposed General Plan Amendment and implements the 2012 Tulare County General Plan 2030 Update:

Planning Framework Element (Urban Boundaries). The Planning Framework Element is revised to update the Urban Development Boundary Part 1, of the Tulare County General Plan. The intent is that the County's UDB is coterminous, as administratively feasible, with the Sphere of Influence (SOI) adopted by Tulare County Local Agency Formation Commission.

Open Space Element. The Environmental Resources Management Element is amended to revise the "Urban Expansion Area" designation on the Open Space Map Part 1, Figure 8-1 of the Tulare County General Plan to reflect the area within the revised Urban Development Boundary of Kingsburg Area Community Plan 2023.

Land Use, Transportation and Circulation Elements Part 1. This Plan Amendment incorporates the following: The County's General Plan land use designations, circulation functional classification, and development policies into the Kingsburg Area Community Plan 2023.

Community Plan Updates Part III. The proposed Kingsburg Area Community Plan 2023 with this proposed amendment.

The project study area boundary (which is coterminous with the proposed CACUADB) will assess the potential project impacts from the proposed land use changes for the proposed generally triangular-shaped CACUDB boundary. Its area is generally southwest of the Fresno County/Tulare County boundary, Road 16 on east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 2**. The project Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA.

Policies from the Tulare County General Plan 2030

To direct urban development within UDB's of existing incorporated cities and ensure that all development in unincorporated areas adjacent to incorporated cities is well planned and adequately served by necessary infrastructure and other public facilities and furthers countywide economic development goals.

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

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

PF-4.2 CACUDBs for Cities – Twenty Year Planning Area - The County shall establish CACUDBs which define the anticipated twenty-year planning areas around incorporated cities in which the County and cities may coordinate plans, policies, and standards relating to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, water supply availability and sufficiency, and other closely related matters affecting the orderly development of areas adjacent to incorporated cities. It is recognized that these boundaries provide an official definition of the interface between future urban and agricultural land uses.

Within this boundary, the County may also establish planning areas representative of shorter time periods in order to assist in more precise implementation of plans and policies.

PF-4.3 Modification of CACUABs and CACUDBs - The County may consider modification of CACUABs and CACUDBs at such time as the land use plan for a city is revised to reflect changing needs and circumstances over an extended time frame. Preservation of productive agricultural lands and operations shall be one consideration when considering such modifications. Cities may examine existing CACUAB and CACUDB lines and recommend changes to the Board of Supervisors, as appropriate.

PF-4.4 Planning in CACUDBs - The County acknowledges that the cities have an interest in planning for growth within a CACUDBs and will in the future become ultimately responsible for urban development and the provision of urban services within those areas upon annexation.

PF-4.5 Spheres of Influence - CACUDBs and the SOI as administered by LAFCo may be consistent insofar as it is feasible and appropriate to do so.

PF-4.6 Orderly Expansion of City Boundaries - When the County is considering outward expansion of CACUDBs, the following criteria shall be encouraged:

1. The city has demonstrated a need for additional territory after documenting a good faith effort to implement programs for infill development and/or increased efficiency of development and minimize conversion of agricultural lands.
2. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
3. Emphasis shall be placed upon reasonable expectations for the provision of urban services within the next twenty years as reflected in LAFCo's Municipal Service Reviews when determining the location of UDBs.

PF-4.7 Avoiding Isolating Unincorporated Areas - The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

PF-4.8 Updating Land Use Diagram in CACUDBs - Following city adoption of a General Plan update or amendment that reflects the area within a CACUDB, the County shall update Part III (Community Plans, Kings River Plan, Mountain Sub-Area Plans, and CAC General Plans), if applicable, to reflect the city's modified plan. Any unresolved conflicts between the County and city plans shall be identified for the Board of Supervisors. The County shall establish and maintain land use controls on unincorporated lands within the UDB consistent with the policies of the County General Plan.

PF-4.9 Transition to Agricultural Use

The County shall encourage cities to adopt land use policies that minimize potential conflicts with agricultural operations and other agricultural activities at the urban edge through the provision of appropriate buffers or other measures.

PF-4.10 Urban Improvement Areas for Cities
All Urban Improvement Areas established in the 1974 Urban Boundaries Element for cities and adjacent cities in adjacent counties, are hereby converted to Urban Development Boundaries.

PF-4.11 Coordination with Cities in Adjacent Counties
The policies set forth in this Section (PF-4: Cities) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove, and Reedley), except Policy PF-4.4: Planning in UDBs.

The following policies will become applicable upon mutually adopted agreement between the County and each city regarding the collection of public facilities impact fees in accordance with policies PF-4.12 and PF-4.27.

PF-4.12 General Plan Designations Within City UDBs - On land that is within a CACUDB, but outside a city's incorporated limits, the County may maintain General Plan land use designations that are compatible with the city's adopted General Plan.

PF-4.13 City Design Standards - Where the Board of Supervisors finds that it is consistent with General Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

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

PF-4.15 Coordination with Cities on Development Proposals - The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

PF-4.16 Revenue Sharing - As an incentive for directing urban growth into cities when applications are proposed within the CACUDBs, the County shall promote revenue sharing as an element of negotiation whenever:

1. A city updates its General Plan and requests the County to update its CAC General Plan.
2. When establishment or amendment to Spheres of Influence are proposed.
3. Annexations are proposed by cities, or joint development or redevelopment projects are proposed by any city and the County.

As an additional incentive for directing urban growth into cities, any city proposing changes to a CAC General Plan or other County land use regulations shall pay to the County its cost in considering and implementing such proposal.

PF-4.17 Cooperation with Individual Cities - The County may use the policies set forth under this goal (PF-4A: Cities: Continued) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all of the residents in the County and cities is enhanced. The County and Cities will establish a working committee to facilitate the policies identified in this section 4A.

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

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

outside that allowed in this policy. However, revision of processes and procedures and simplification of existing ordinances may occur.]

8. This policy would not apply to a comprehensive update of a CAC General Plan, including rezoning there under, in cooperation with the affected city.
9. This policy would not apply where the County has worked with the city to identify and structure a mutually acceptable alternative General Plan land use designation or zoning classification.

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

PF-4.20 Application of the RVLP Checklist to Control Development in a CACUDB - As an exception to the County policies that the Rural Valley Lands Plan does not apply within CACUDBs, the County may work with an individual city to provide that the requirements of the RVLP or similar checklist will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUDB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors as well as compliance with any County adopted urban or city development standards and with the city's General Plan policies as reflected in the CAC General Plan.

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

PF-4.22 Reuse of Abandoned Improvements in a CACUDB - In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative land uses within a CACUDB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors. For agricultural related uses, reoccupation and/or expansion is limited not to exceed 20% of the site and/or building square footage subject to special use permit with city consultation. Conversion to non-agricultural uses requiring a zone change is limited not to exceed 20% of the site and/or building square footage or as mutually agreed upon by the city and County. Any expansions are subject to a special use permit.

PF-4.23 Reuse of Abandoned Improvements in a CACUAB - In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative uses within a CACUAB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors expansion or re-occupation will require irrevocable consents to annex, and accommodation for setbacks and other standards for future streets and utilities. The RVLP will be used to determine if non-agricultural use is appropriate.

PF-4.24 Annexations to a City within the CACUDB - In addition to the County's current policies on development within a CACUDB, the County may work with a city to provide that urban development projects within a city's Sphere of Influence (SOI) as set by the Tulare County Local Agency Formation Commission will be referred to the affected city for consideration of annexation in accordance with, but not limited to, the following concepts:

1. Urban development projects, to which the referral policy applies, would be those projects for which a discretionary permit is required. Any urban development project not subject to special use permit requirements would still comply with County adopted city development standards, CAC General Plans and zoning and any County adopted city long-range infrastructure plan.
2. The referral would, at least, be subject to the requirement that the city inform the County within three (3) months that it is or is not able and willing to commence annexation proceedings to accommodate the project; or the city is willing and able to commence annexation proceedings, the County would not take action to approve the project unless the applicant has submitted a completed application for annexation and city fails to take action on such application within six months;
3. If the affected city is not willing or able to commence annexation proceedings, approval by the County of the project would be conditioned on conformance with County adopted city development standards, County Adopted City General Plans and zoning and any County adopted city long-range infrastructure plan adopted.
4. The County may, as part of this policy, require a consent to future annexation be recorded concurrent with approval of the project special use permit for development within the County.

PF-4.25 Sphere of Influence Criteria - In addition to the County current policies on annexations and city growth lines, the County may work with one or more cities to propose criteria to the Tulare County Local Agency Formation Commission (LAFCo) for use in the adoption of city Sphere of Influence (SOI) lines consistent with the concept that the SOI is a twenty year city growth boundary including the city's "communities of interest" as defined by LAFCo, and that an affected city should seek approval of amendment by LAFCo of its current SOI lines to reflect such criteria. Communities of interest not included within the SOI may be considered and included in a fifty-year growth boundary. If such criteria are adopted, the County, as a city SOI is brought into compliance with such criteria, may consider amendment of its general plan to make the CACUDB identified in the County general plan, to the extent appropriate, consistent or conterminous with the LAFCo adopted SOI.

PF-4.26 City 50 Year Growth Boundaries - In addition to the County current policies on city boundary lines, the County may work with one or more of the cities to propose that LAFCo consider the adoption of a fifty-year growth boundary for each city and to propose criteria to LAFCo for adoption of that boundary. If LAFCo adopts fifty-year growth boundaries consistent with such criteria, the County may consider amendments to its general plan to make the CACUAB, to the extent appropriate, consistent or conterminous with the city's LAFCo adopted fifty-year growth boundary.

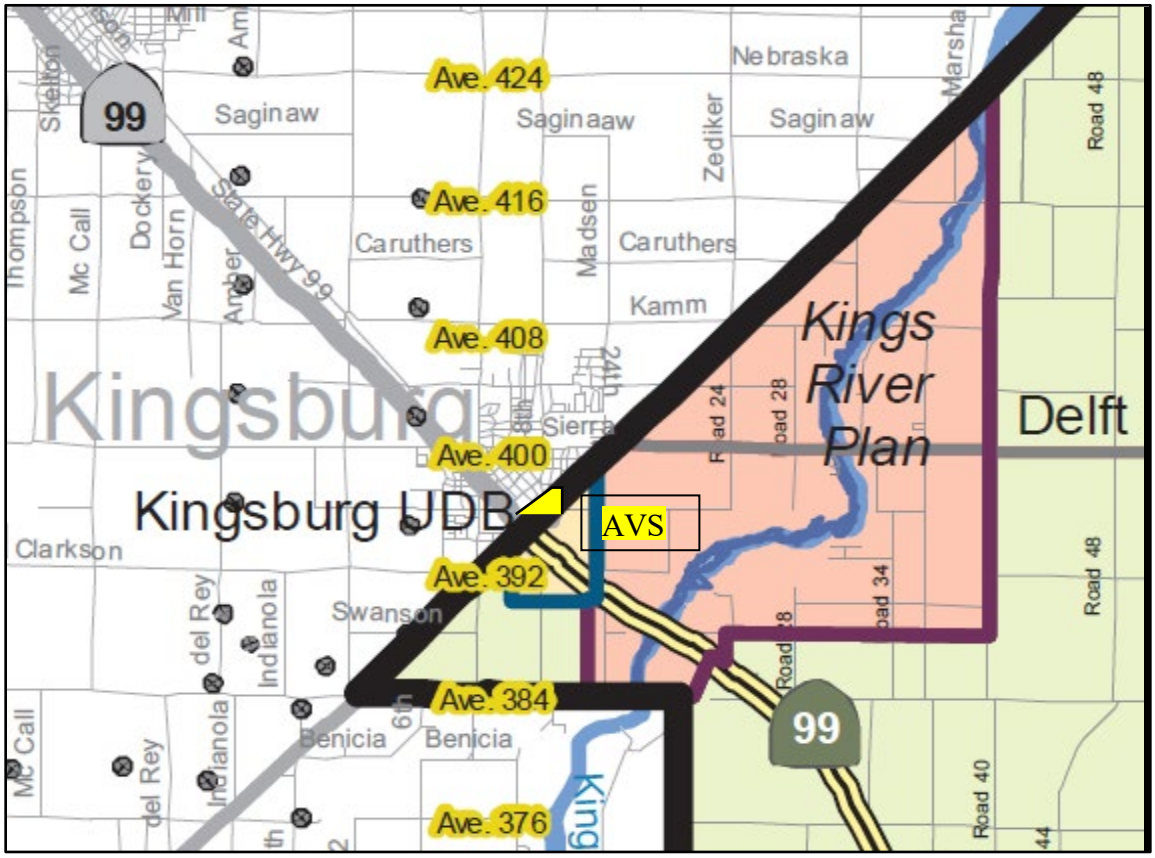
PF-4.27 Impacts of Development within the County on City Facilities and County Facilities
The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city

facilities. Reciprocally and under the same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impact of development within the city on County facilities.

Kings River Plan

Tulare County Board of Supervisors adopted the Kings River Plan **(see Figure 2)** on December 14, 1982, by Resolution No. 82-2030. The Kings River Plan (KRP) was an amendment to the Land Use, Circulation, and Environmental Resources Management Elements as well as the Rural Valley Lands Plan (RVLP) of the Tulare County General Plan and applied to the Kings River area of Tulare County. A portion of the Kingsburg Area Community Plan lies within the boundaries of the Kings River Plan. The 1982 KRP will limit any potential development expansion eastward and has established natural resource, agricultural and other environmental conservation goals.

Figure 2 Kings River Plan and Kingsburg Urban Development Boundary



Anderson Village

Andersen Village (previously known as Hash Development Project) was adopted by Tulare County Board of Supervisors on May 5, 202, by Resolution No. 2020-0224, is a development located in both the County Tulare and in the southeast portion of the City of Kingsburg and the northern portion of Tulare County Kingsburg Urban Development Boundaries and Kingsburg's Sphere of Influence. Tulare County designates it for mixed use (commercial and residential), while Kingsburg's General Plan designates it for lower density residential development **(see Figure 3)**.

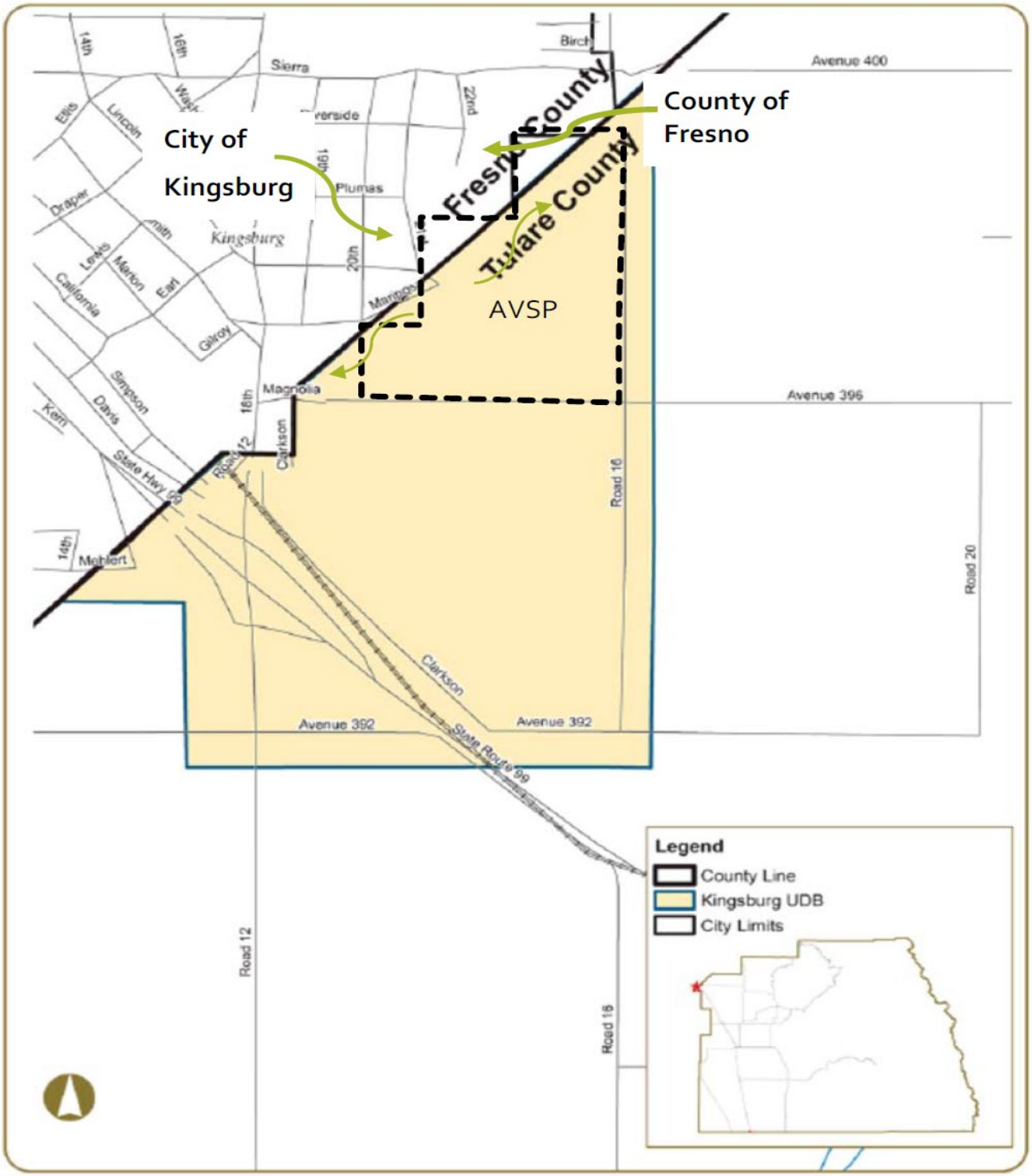
The Andersen Village Specific Plan will guide development on 52 acres in the City of Kingsburg and the unincorporated area of Tulare County. Currently, the Plan Area has two (2) acres in Fresno County, (two (2) acres in the City of Kingsburg, and roughly 48 acres in Tulare County. The Plan calls for meeting the City's R-1-7 residential lot requirements (7,000 square foot) in the single-family areas, and the City's RM-3.0 standards for the multi-use neighbor (fourplexes) fronting along Kern. Amenities include approximately 2.5 acres of multi-use park features, street side landscaping, and the Madsen/Sierra and Kern/18th Avenue. Streets include landscaped pedestrian corridor, parkways and perimeters, and bulb outs.

Anderson Village Specific Plan Goals and Objectives

The Specific Plan's goal is to guide the development of this project across multi-jurisdictional boundaries in a clear functioning document to be used by all agencies, through the numerous entitlements, annexations and agreements required for the successful implementation of this plan. The plan itself borrows the best of the zoning and design standards from these agencies, and its objective is to include the following:

- *2.1.1 Provide a mix of residential housing development*
- *2.1.2 Provide a community with lot sizes consistent with the North Kingsburg Specific Plan standards*
- *2.1.3 Provide a cohesive neighborhood across multi-jurisdictional boundaries*
- *2.1.4 Provide additional new housing in the City of Kingsburg and the unincorporated area of Tulare County to benefit the Kingsburg Downtown area*
- *2.1.5 Provide concentric development along the edge of an existing development pattern*
- *2.1.6 Provide a development pattern that is woven into the existing City Street Network, and with traffic calming features to reduce significant added trips through the existing neighborhood*
- *2.1.7 Provide additional open space and recreational amenities, and a rate that exceeds current City standards*
- *2.1.8 Provide safer and quieter streets and efficient street patterns*
- *2.1.9 Provide a higher quality of development pattern and development standards*
- *2.1.10 Provide a positive fiscal impact for the City and County as a whole*

Figure 3 Existing Kingsburg Boundaries, including Anderson Village Specific Plan



Relationship to the 2030 Tulare County General Plan (2012)

The Tulare County General Plan (TCGP) recognizes that the area outside the City to the south has an existing Urban Development Boundary (UDB), but no "Area Plan" has been adopted. The Kings River Plan (KRP) is adjacent to the AVSP, but the project is not impacted by the policies of the KRP (See Figure 2-1). The KRP begins immediately east of the project area and is designated for agricultural, conservation, and recreation with minor developments along SR 201, Road 33 and Road 40. The 1982 KRP will limit any potential development expansion eastward and has established natural resource, agricultural and other environmental conservation goals.

County Adopted City Urban Development Boundary

The County's General Plan Goal PF-4 directs development within UDB's, that such growth be well planned, and has necessary infrastructure. County General Plan Policy PF 4.13 states that the County requires projects adjacent to cities meet city development standards. County General Plan policies PF-4.13 through PF-4.27 call for coordination and collaboration with City's affected by County developments including requests for annexation and the imposition of impact fees within a County Adopted City Urban Development Boundary (CACUDB) such as the County's Kingsburg Urban Development Boundary illustrated in **Figure 3.** Therefore, this project, subject to agreements with the City of Kingsburg, is consistent with the Tulare County General Plan (TCGP).
Other applicable Tulare County General Plan policies including the following:

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

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

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

PF-4.13 City Design Standards - Where the Board of Supervisors finds that it is consistent with General Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

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

PF-4.15 Coordination with Cities on Development Proposals - The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

PF-4.17 Cooperation with Individual Cities - The County may use the policies set forth under this goal (PF-4A) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all the residents in the County and cities is enhanced. The County and cities will establish a working committee to facilitate the policies identified in this section 4A.

PF- 4.27 Impacts of Development within the County on City Facilities and County Facilities - The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement in Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city facilities. Reciprocally and under the same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impacts of development within the city on County facilities.

LU-3.1 Residential Developments - The County shall encourage new major residential development to locate near existing infrastructure or employment centers, services, and recreation.

LU-3.8 Rural Residential Interface - The County shall minimize potential land use conflicts at the interface between urban development and existing developed rural-residential areas.

LU-7.10 Gateways/Entry-points - The County shall identify key entry points on the edges of the communities and support programs and projects that enhance gateways and transitional zones between communities to make each community more distinctive and inviting for residents and visitors.

LU-7.16 Water Conservation - The County shall encourage the inclusion of "extra-ordinary" water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

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

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

City of Kingsburg Sphere of Influence

The HPSP is within the Sphere of Influence of the City. It was also pre-designated for "Low Density Residential" Land Use by the City's Updated General Plan Land Use Diagram, as revised (GPA 2014-01). The Low-Density Residential designation is found consistent with the Tulare County Mixed Use land use designation for the land within the Kingsburg UDB.

City of Kingsburg General Plan (1992)

The City of Kingsburg General Plan has the following Goals to direct development in their City. As stated in the *North Kingsburg Specific Plan*, the following General Plan Goals, as applied to this Specific Plan's Objectives above, show the HPSP's compliance with the City's General Plan.

General Plan Goal Number 1: Balancing the social and economic costs of urbanization through growth management - Policies and proposals of the General Plan should seek to expand job-creating and revenue-generating activities, including levels of retail, commercial service and industrial expansion which are necessary to support government services required by the expanding population base, consistent with the rate of growth established by the General Plan. The General Plan gives emphasis to the development of tax revenue and job-creating activities as a matter of primary importance to achieving other goals of the Plan. Despite pressures and demands that are certain to emerge in order to build housing units at a rapid pace, a clear policy of the General Plan is to limit the pace and quantity of housing construction to annual allocations in reasonable balance with the growth of Kingsburg's economic base.

The city government has the authority and responsibility to accommodate urban expansion at costs which are reasonable in relation to the benefits received. This principle is sound but elusive to achieve without enlarging the community's economic base. Costs resulting from urban development are both direct and indirect. Examples of direct costs include public land acquisition, construction of improvements, and long-term maintenance of public facilities. Examples of indirect costs include omission or postponement of needed improvements or services; an inconvenient pattern of urbanization; difficulty in municipal management; and the disproportionate burdening of existing residents with responsibility to meet needs generated by new residents.

General Plan Goal No. 2: Equal Opportunity - Growth in the local economy will foster equality in opportunity for existing residents, for racial and ethnic minorities and for people of low and moderate income in the provision and availability of public services and facilities and in meeting employment and housing needs. Insofar as reasonably may be possible, policies and proposals of the General Plan are intended to provide for and support the attainment of such equality of opportunity.

General Plan Goal No. 3: Quality in the Form, Design and Functions of the Urban Area - The building of the future city and the rehabilitation of existing older areas are not to be approached as a collection of subdivisions and commercial and industrial enterprises, to be built out as rapidly as the private sector may desire. The City of Kingsburg has a unique opportunity and responsibility to:

- Manage the timing and phasing of development;
- Create and hold more directly to an overall town design; and
- Gain the level of cooperation required of developers and landowners to assemble land and to propose units of development in conformance with this goal.
- New development and redevelopment are to reflect quality in community design and image. Development is to be phased to create a community which exhibits the best that community building and management experience will allow, limited only by the economics of market opportunity. New development, public as well as private, is to reflect high levels of community appearance and image through development regulations which express appropriate concern for visual quality.
- Such regulations include site planning and engineering, architectural design, landscaping, use of signs, and maintenance of public and private buildings and sites.

General Plan Goal No. 4: Enhancing the Quality of Life - It is a goal of the General Plan to enhance the quality of living for present and future generations of residents by preventing degradation of the natural and man-made environment, and by taking steps to offset and alleviate the effects of that degradation which already has occurred, or which cannot be avoided. The standard of living and the quality of life available will be influenced in part by public policies which reflect sensitivity to the many ways in which "environmental quality" is nurtured and achieved.
With its very name so closely tied to the environment of the Kings River, the City will also seek to establish a physical (if not jurisdictional) tie with the river environment which will provide expanded recreation and living opportunity of mutual benefit for the people who reside within and close to the river environment.

General Plan Goal No. 5: Growth Management - The City will seek to manage the rates of population and housing growth at levels which do not exceed the capacity of the City and local school districts to provide the necessary levels of community and educational services and facilities required, consistent with all other goals of the General Plan.

General Plan Goal No. 6: Transportation/Circulation/Traffic – It is a goal of the General Plan to guide and provide for the development of an integrated system of transportation and internal circulation, and to provide access to other parts of Fresno County and the region. This goal is intended to benefit all citizens of Kingsburg.

- Increased transportation safety for citizens.
- The efficient movement of people and goods.
- Lower vehicle operating costs.
- Lower vehicle miles traveled with consequent reduction in vehicle emissions. *f* Economy in street construction and maintenance.
- A circulation system correlated and consistent with the land use patterns fostered by the General Plan.
- Avoidance of the disruption of residential areas caused by through traffic on minor streets.

- Protection of rights-of-way needed for future arterial and collector street widening in developed areas.

General Plan Goal No. 7: Noise Hazards - Goals for the noise environment of the community are to protect citizens from the harmful effects of exposure to excessive noise..."

Kingsburg Area Community Plan 2023 Background Report

Community Profile

Planning Area

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. As shown in **Figure 2**, it is generally southwest of the Fresno County/Tulare County boundary, with Road 16 on the east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12)**.** The KACP is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Rural residential, commercial, and industrial areas accounted for approximately 86-acres of the KACP.

The proposed KACP planning area is located southeast of and adjacent to the City of Kingsburg in Fresno County. The existing CACUDB (or UDB) area (see **Figure 4)** consists of approximately 286.4-acres (including rights-of-way). There are approximately 111.8-acres currently zoned for urban uses, and approximately 174.6-acres are zoned for agricultural uses within the existing UDB. The KACP planning area currently consists of rural residences adjacent to or part of agriculturally productive lands. Rural residential areas in the KACP planning area generally consist of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. Commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational.

Disadvantaged Community

Public Resources Code 75005, subsection (g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average.

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP's approximately 400-acre planning area. Census Tract 000301 ("CT 000301") includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057,1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP.

2010 Census data from CT 000301 indicates that area median household income was $47,639, whereas the State of California's median household income was $61,489.[1] In 2017, the Kingsburg Area median household income was $51,979, whereas the State of California's median household income was $67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community. [2]

As indicated in the data contained in CT 000301, 20.69%[3] of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher that the State of California's 15.1%.

Climate

The southern San Joaquin Valley climate is influenced to a great extent by the Coast Ranges to the west which prevent the cool, moisture-laden maritime air from reaching the valley. It is generally characterized as a Mediterranean climate (one of three similar zones in the world). The area in general has a climate that tends to be clear, sunny, warm and dry. The mean temperatures range from a low of 34° F. (l.l° C) in January to a high of 100° F. (37.7° C) in July. Because of the Coast Ranges, the average rainfall for the area is very low, ranging from three to nine inches per year, with 90% of the yearly precipitation between November and April. There are periods in winter when the valley floor is covered with dense wet ground fogs with winds typically light and from the north.

Topography

The community of Kingsburg is located on relatively even terrain with an average elevation of 290 feet. The major natural features of the area include the Kings River, located to the southeast of the community.

[1] USA.com. Census Tract 000301 in Tulare County, California Income and Careers Accessed February 2023 at: http://www.usa.com/CA107000301-income-and-careers.html.

[2] Ibid.

[3] USA.Com. Census Tract 000301 in Tulare County, California Income and Careers. Poverty Levels. Accessed February 2023 at: Census Tract 000301 in Tulare County, California Income and Careers (usa.com)

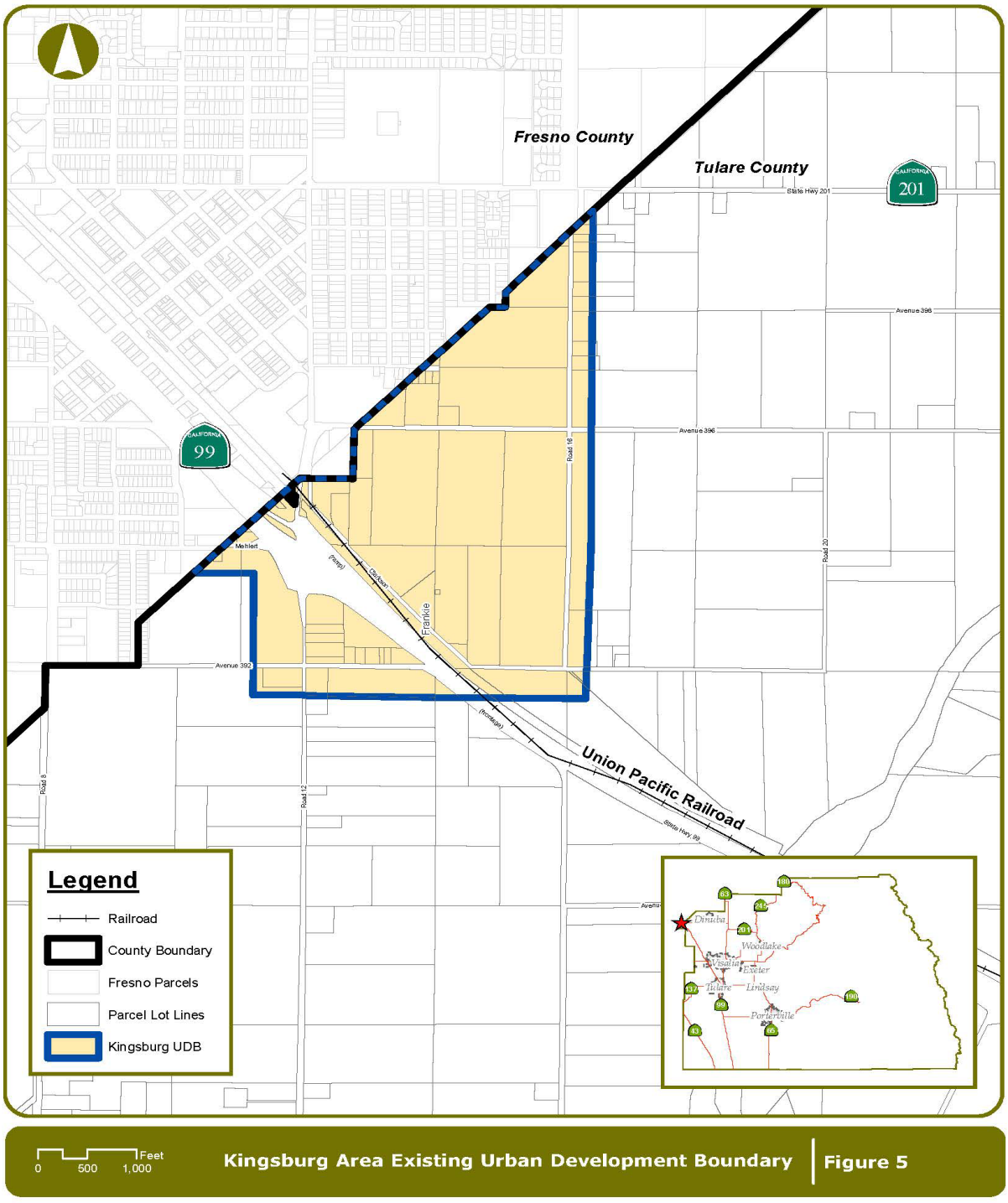
Figure 4 Aerial Map of Kingsburg Area



Existing Urban Development Boundary

The existing Kingsburg Area Community Plan 2023 Urban Development Boundary (UDB) area **(see Figure 5)** consists of approximately 286.4-acres (including rights-of-way). Within the existing Kingsburg Area Community Plan 2023 UDB, approximately 111.8-acres are currently zoned for urban uses and approximately 174.6-acres are zoned for agricultural uses. Kingsburg Area Community Plan 2023 are surrounded by agricultural lands, crops grown on these lands include field crops, deciduous fruit orchards, and vineyards. Like many Valley communities, there is rural residential development (1-to-5-acre homesites) surrounding the community. The UDB includes areas within the Selma-Kingsburg-Fowler County Sanitation District (S-K-F) The KACP planning area is generally served by individual wells and it is unknown if there are any service connections regarding sewer services with the Selma-Kingsburg-Fowler (SKF) County Sanitation District. An exception is the Summerlyn subdivision project which receives potable water service from the City of Kingsburg and sanitary sewer service from SKF via extra-territorial agreements with both the City and SKF.

Figure 5 - Kingsburg Area Community Plan 2023 Existing Urban Development Boundary



Adopted Land Use Plan

The Kingsburg Area Urban Development Boundary (UDB) area consists of 286.4 acres **(see Figure 6)**. Under the 2012 General Plan the land use designation in the Kingsburg Planning Area is "Mixed Use." The Land Use within the UDB consists of 246.8 acres of the buildable land. The remaining 39.5 acres are dedicated for Right-of-way **(see Table 1)**

Table 1 Kingsburg Area Adopted Land Use Plan

Designation	Total Acreage	Percentage
Mixed Use	246.8	5.74
Unclassified (Right-of-Way)	39.5	9.47
Total	**286.4**	**100**

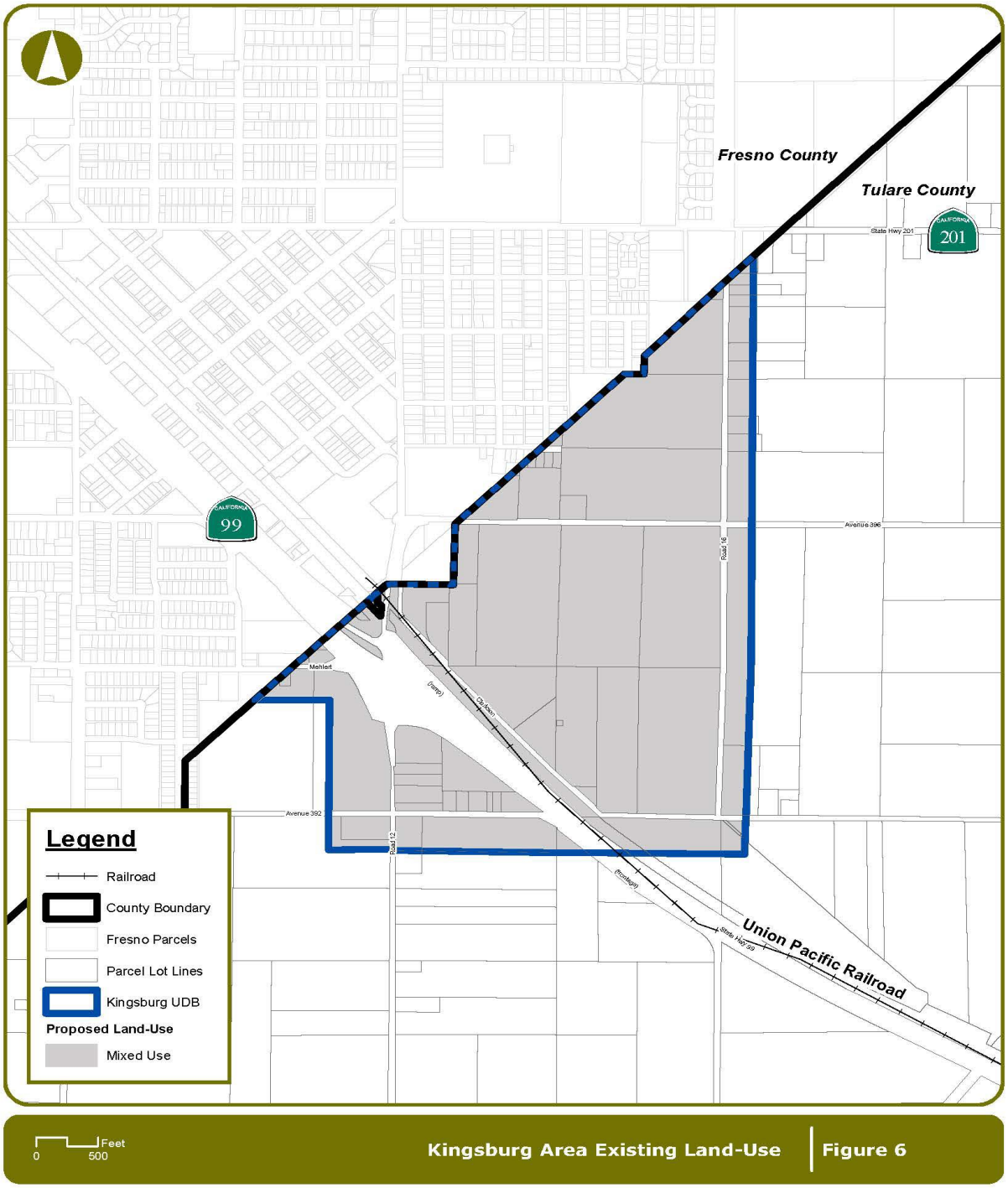
Source: Tulare County GIS

Surrounding Land Use

The Project planning area contains a mix of agricultural, residential, commercial, industrial, and public facilities (e.g., a school, sheriff and fire department substations, a library, a community park, etc.).

The Project planning area is completely surrounded by agricultural land uses to the south, east, and southwest. Urban type development (i.e., residential, commercial, light industrial, public uses, etc.) within the City of Kingsburg are directly adjacent to the north/northwest boundary of the CACUDB. Orchards, vineyards, and row crops are either immediately adjacent to, or close to the KACP planning area. According to the Tulare County General Plan Update, agricultural products are one of the County's most important resources. As seen in **Figure 12** (Farmland Mapping Monitoring Program (FMMP) Map) very limited areas/acreage of Prime Farmland remain within the KACP planning area and approximately 30% of the KACP planning area is designated as Farmland of Local Importance. **Figure 12** shows an aerial view of Existing and Surrounding Land Uses Within Existing CACUBD Planning Area, while **Figure 6** shows an aerial view of Existing and Surrounding Land Uses Within Proposed KACP CACUDB Planning Area.

Figure 6 – Kingsburg Area Community Plan 2023 Adopted Land Use Plan Map



Zone Ordinance Amendments

Section 18.9: "MU" Mixed-Use Combining Zone. This amendment will establish the Mixed-Use Combining Zone(s) within the UDB of Kingsburg Area. Currently, this overlay zone applies to 36 communities including Cutler/Orosi, Ivanhoe, Plainview, Woodville, Poplar/Cotton Center, Three Rivers, Goshen, Ducor, Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London, Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract, Tooleville, Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem. The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicle miles traveled if residential uses are mixed with uses for employment.

Section 16 H: Additional "By-Right" Uses. This amendment will establish additional by-right uses within the UDB of Kingsburg. The allowance of additional by-right uses applies to 36 communities including Cutler/Orosi, Lemon Cove, Ivanhoe, Plainview, Woodville, Poplar/Cotton Center, Three Rivers, Goshen, Ducor, Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London, Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract, Tooleville, Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem. The purpose of adding additional by-right uses is to promote sustainability; economic development and prosperity by providing design flexibility, streamline the approval process and reduce vehicles miles traveled by locating residential uses within proximity to employment areas.

Ordinance No. 352: Zoning District Ordinance Map. This amendment to the Zoning District Ordinance Map will rezone properties within the Kingsburg Area UDB to be consistent with the 2023 Kingsburg Area Community Plan.

Existing Adopted Zoning Districts in the Planning Area

The zoning designations within the KACP are shown in **Figure 7** and demonstrated in **Table 2,** agricultural zones comprise 60.65%, Anderson Village Specific Plan comprise 16.37%, commercial zones comprise 4.24% industrial zones comprise 2.15%, and rights-of-way 13.79% in the existing KACP Urban Development Boundary.

Table 2 Kingsburg Area Zoning Districts

Existing Zoning	Acres	Percent
A-1	159.9	55.52
AE-20	14.7	5.13
Anderson Village Specific Plan	46.9	16.37
C-2	0.5	0.17
C-3	5.6	1.95
C-3-SR	6.1	2.12
M-1	2.4	0.83
M-1-SR	3.8	1.32
Z	6.8	2.37
Unclassified (Right-of-Way)	39.5	13.79
Total	**286.4**	**100**

Site Plan Review (SR) The purpose of this section is to enable the County to make a finding that proposed development is in conformity with the provisions of this ordinance and the goals and objectives of the General Plan. This designation requires Site Plan Review for most uses in this zone.

Agricultural (A-1) The designation has been established to ensure that areas zoned A-1 develop in a manner consistent with the General Plan and the public health, safety and general welfare, and to prevent the introduction of incompatible commercial, manufacturing, subdivision, and other urban uses into predominantly agricultural areas of the County.

Exclusive Agricultural Zone 20 Acre Minimum (AE-20) - The AE-20 Zone is an exclusive zone for intensive agricultural uses and for those uses which are a necessary and integral part of the agricultural operation. The purpose of this zone is to protect the general welfare of the agricultural community from encroachments of unrelated agricultural uses which, by their nature, would be injurious to the physical and economic well- being of the agricultural community. It is also the purpose of this zone to prevent or to minimize the negative interaction between various agricultural uses. A related purpose of this zone is to disperse intensive animal agricultural uses to avoid air, water, or land pollution otherwise resulting from compact distributions of such uses. The minimum parcel size permitted to be created in this zone is, with certain exceptions, twenty (20) acres.

General Commercial (C-2) – The General Commercial Zone is intended for retail stores and businesses which do not involve the manufacture, assembling, packaging, treatment or processing of articles of merchandise for distribution and retail sale.

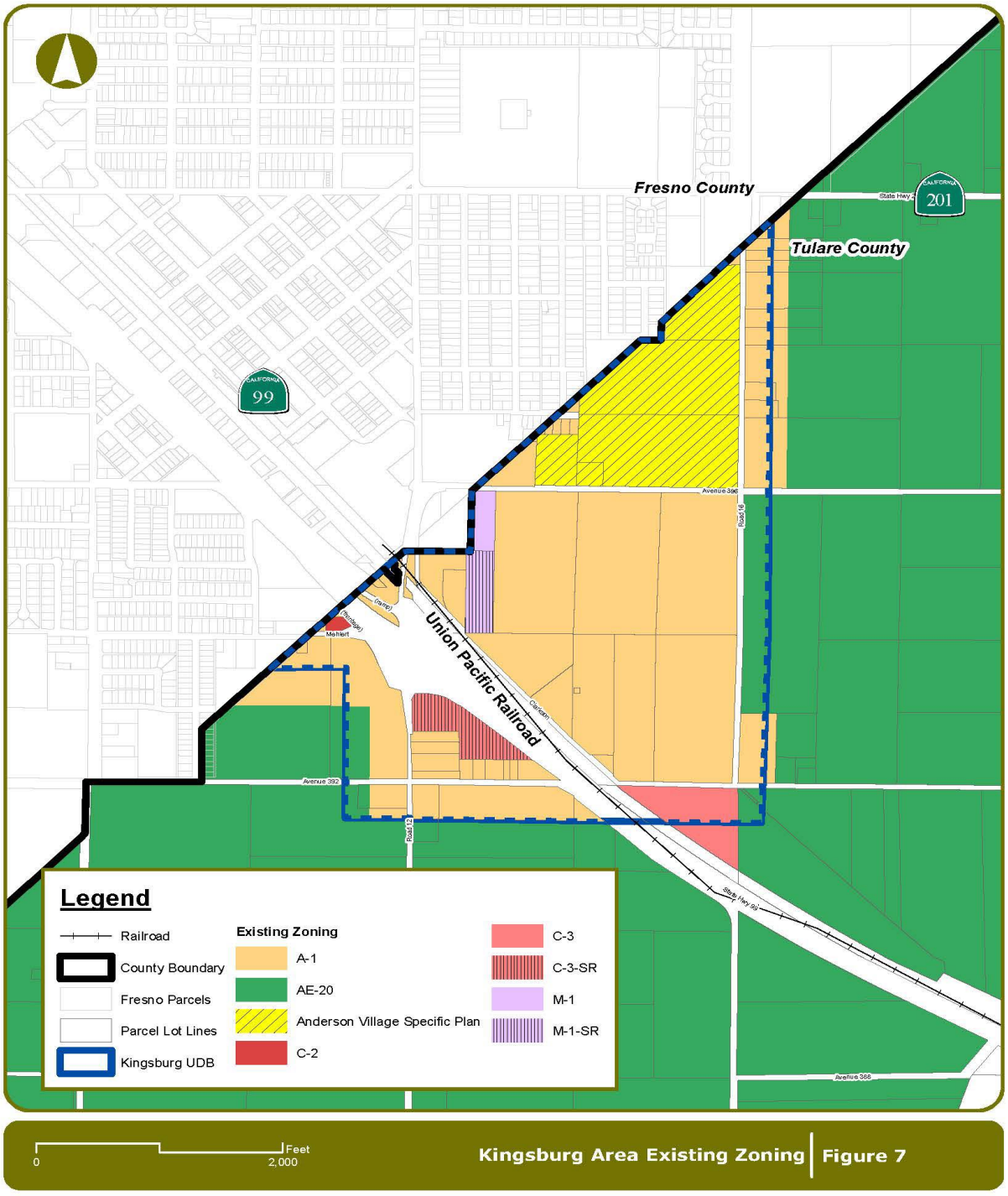
Service Commercial (C-3) – The Service Commercial Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packaging or processing of articles of merchandise for distribution and retail sales.

Mixed-Use – The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed-use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment. Within the Mixed-Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2 and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to and compatible with those specific zoning districts are also allowed. In addition, use and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above-mentioned zoning districts are also allowed.[4]

Light Manufacturing (M-1) – The Light Manufacturing Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise or other similar causes.

[4] Op. Cit. MU Mixed-Use Overlay Combining Zone (Chapter 3, Section 18.9). Accessed July 2023 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-zoning-ordinance/chapter-3-section-18-9-mu-mixed-use/

Figure 7 - Kingsburg Area Community Plan 2023 Existing Zoning Districts



Demographics

Introduction

An important part of planning is having information that describes the characteristics of a community's population. Collectively, these characteristics are known as "demographics" which data is typically consisting of the age, gender (i.e., male or female), income, race, employment, and other characteristics of a community. This data, and historical trends of this data, allows a reasonable way to project what may occur in the future and thereby provides a guide to which issues need to be addressed in the Community plan. For example, knowing the age and percentage of a population allows proper planning for school needs for school-age children; knowing how many people may eventually live in a community allows for proper planning to meet housing needs and the amount of land needed to provide housing for a growing population. If a population can be estimated, it is possible to project how much water and/or sewer service may be needed for a community. The following information provides a summary of some of the more important demographic data needed to craft a plan that can realistically address the needs of a smaller community such as Kingsburg Area Community Plan 2023.

Population Growth

As shown in **Table 3**, CT 000301's entire population is projected to increase by 1,152 persons to an estimated Year 2030 population of 6,171 using the Tulare County General Plan average annual growth rate of 1.3%. However, for CT 000301 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075, the projected population is 42 persons as estimated in the KACP. It is possible that market forces could result in lesser or greater growth than forecasted during the planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate Urban Development Boundary area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

Population Growth Forecast

As shown in **Table 3**, CT 000301's 2010 Census Block numbers 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 within the KACP Planning could result in an additional 241 persons projected population in a Year 2030 for a total of 540 (299 (Year 2010 baseline) + 241 projected) persons based on the County's 1.3% growth rate **(see Table 3)**. It is possible that market forces in the residential market could result in less or greater growth than forecasted during the planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate Urban Development Boundary area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

There are approximately 35 acres of proposed single-family residential zoning within the KACP. However, approximately 18 acres are currently developed as a solar energy facility, while 17 acres are

currently planted to stone-fruit (i.e., peaches, plums, or nectarines). Hypothetically, 17 acres could be developed as single family residential uses which could result in development of approximately 100 single-family units (based on similar sized project's density of 5.82 units/ac.).Under this hypothesis of the 17 acres being developed to residential uses, it is possible that the KACP's planning area could realize a population increase of an additional 282 persons (based on the City of Kingsburg's 2.82 persons per household (pph)); 296 persons based on the 2.96 pph for CT 000301 (i.e., 2010 Census Blocks Nos. 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 as the other census blocks contained no population); 346 persons based on Tulare County's countywide average of 3.46 pph; or 339 persons based on the 2020 U.S. Census figure of 3.387 pph for CT 000301 (now CT 000303 with Census Block Nos. 1014-1024 and 1044).

Thus, hypothetically, it is possible that the KACP's population growth (including the projected 241 persons of the select 2010 Census Blocks) could result in an additional population ranging from 523 (241 + 282), 537 (241 + 296), 587 (241 + 346), or up to 671 (332[5]+339) persons through the Year 2030 planning horizon. Therefore, total projected population could range from 1,063 (Year 2010 baseline + Year 2030 projected + hypothetical projection 523), 1,077 (Year 2010 baseline + projected) + 537), 1,127 (Year 2010 baseline + 587), to 1,211 (Year 2010 baseline + 671).

Although not currently included in the 2020 Census figures, the full buildout of the Summerlyn subdivision project could result in an additional 180 single-family residences with an average persons per household of 2.82 (for Kingsburg); 2.96 (2010 Census for CT 000301 [now CT 000303]); 3.46 (County of Tulare); and 3.387 (2020 Census for CT 000303) resulting in 508 persons (using Kingsburg's pph); 533 persons (using 2010 Census' pph); 623 persons (using County of Tulare's pph); or 610 persons (using 2020 Census' pph); respectively. However, it is noted that the City of Kingsburg and SKF have already accommodated the Summerlyn subdivision project's water and wastewater services needs and it would be "double counting" to include Summerlyn as a future need through the Year 2030 planning horizon. This analysis and hypothetical population growth is based on "future need" within the KACP planning area while still accounting for the existing environment.

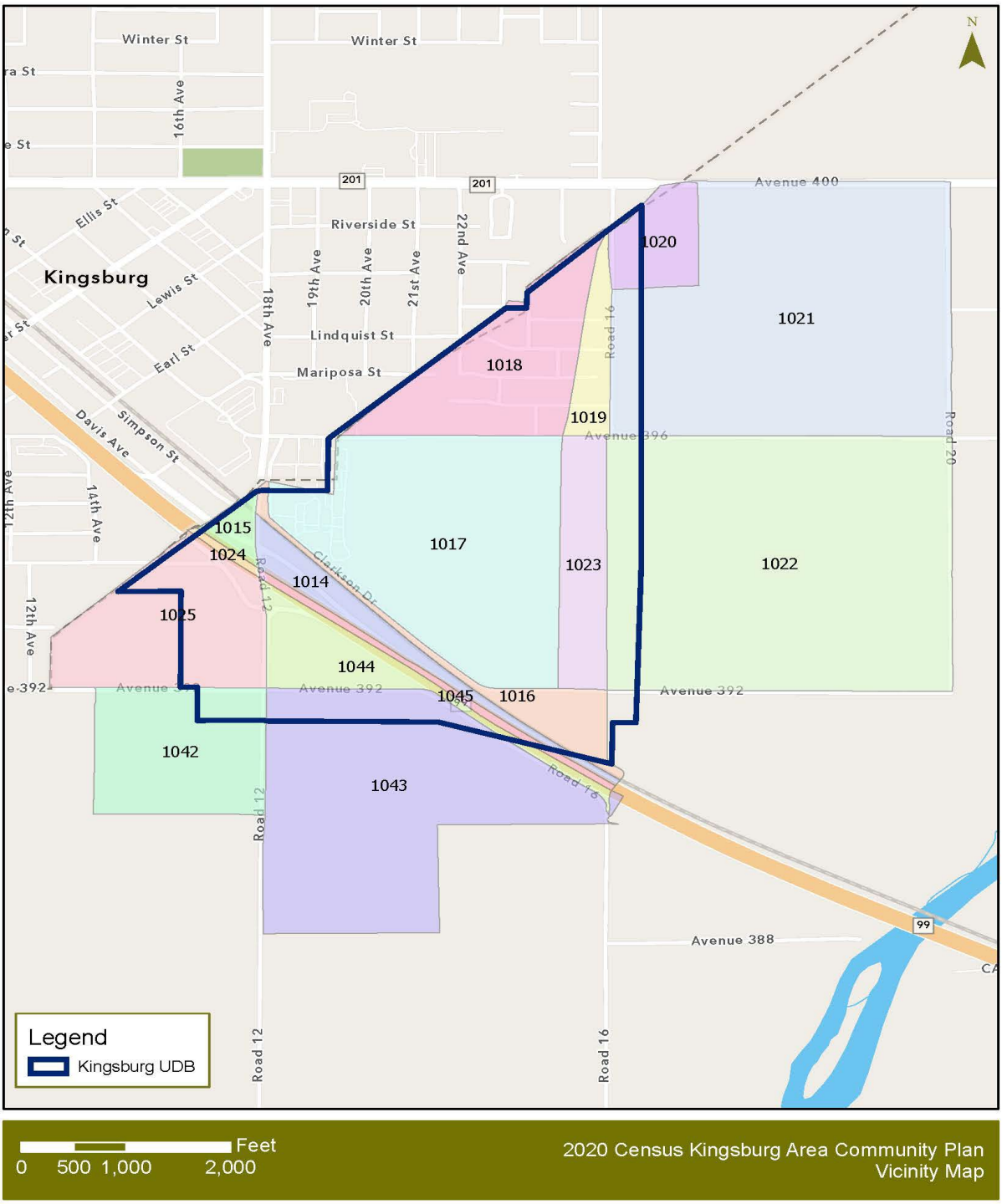
[5] 2020 U.S. Census. Data provided by Mr. Roberto Brady, Tulare County Association of Governments (March 14, 2022) via e-mail correspondence.

Table 3 Population Projections

Population Projections for Certain Census Blocks for CT-000301[a] Kingsburg Area Community Plan										
Year	Certain Census Blocks Population 2010-2030 1.11% annual growth rate[b]	Certain Census Blocks Population 2020-2030 1.3% annual growth rate[c]	Including Summerlyn residential project estimated population[e]							
			Using City 2.82 pph X 180 (508 persons)		Using 2010 Census CT 000301's 2.96 pph X 180 (523 persons)		Tulare County 3.46 pph X 180 (623 persons)		Using 2020 Census CT 000303's 3.387 pph X 180 (610 persons)	
2010	**299**	**n/a**	**n/a**							
2011	302	**n/a**	**n/a**							
2012	306	**n/a**	**n/a**							
2013	309	**n/a**	**n/a**							
2014	312	**n/a**	**n/a**							
2015	316	**n/a**	**n/a**							
2016	320	**n/a**	**n/a**							
2017	324	**n/a**	**n/a**							
2018	326	**n/a**	**n/a**							
2019	329	**n/a**	**508 persons + projected 1.11% | 1.3%**		**523 persons + projected 1.11% | 1.3%**		**623 persons + projected 1.11% | 1.3%**		**610 persons + projected 1.11% | 1.3%**	
2020	**332[d]**	**332[d]**	**840**	**840**	**845**	**845**	**955**	**955**	**942**	**942**
2021	336	342	844	850	859	846	959	965	946	952
2022	339	352	847	860	862	856	962	975	949	962
2023	342	363	850	871	865	867	965	986	953	973
2024	346	374	854	888	869	878	969	997	957	984
2025	350	385	858	899	973	889	973	1,008	961	995
2026	354	396	862	900	977	900	977	1,019	965	1,006
2027	358	408	866	912	981	912	981	1,031	969	1,018
2028	362	420	870	924	985	924	985	1,043	973	1,030
2029	366	433	874	935	989	937	989	1,056	977	1,043
2030	370	446	878	954	893	969	993	1,069	980	1,056

Notes: a: 2010 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075; now CT 000303 with Census Blocks
b: Based on 2010-2020 U.S Census annual growth rate of 1.11%.
c: Based on 2010 U.S. Census baseline population grown at Tulare County General Plan 2030 Update 1.3% annual growth rate.
d: 2020 U.S. Census reported a population of 332.
e. Estimated Summerlyn residential subdivision project population contribution to KACP.

Figure 8 Census 2020 KACP planning area



According to the California Department of Finance estimates, the total population of Tulare County was 462,189 on January 1, 2015. The 2010 U.S. Census reported Tulare County the 8th largest county of growth in California. Numerically speaking, the 2010 Census data reports the County grew from 368,021 (2000 Census) to 442,179, which is 20.2% growth. The population living in unincorporated areas of the County was 144,743, which represented 32% of the total population. Using the U.S. Census Bureau and California Department of Finance figures, the total population of Tulare County has grown 18% since the year 2000. However, much of that growth has occurred within the eight incorporated cities located throughout the County. Since 2000, the populations in the cities grew 26%, while the population of the unincorporated areas grew 2.7%. This growth pattern directed toward cities can be explained by availability of public services and infrastructure that cities can provide and results in the continuing annexation of unincorporated agricultural lands adjacent to city boundaries. In 1980, 51% of the County's total population lived in cities. City of Kingsburg **(see Table 4)**.

Table 4 Tulare County Population Growth Trend

Tulare County Population Growth Trend 1980-2014					
Geography	**1980**	**1990**	**2000**	**2010**	**2014**
Cities	124,302	178,815	227,199	299,307	312,634
Unincorporated Area	121,436	311,921	368,021	442,179	459,446
County Population	245,738	311,921	368,021	442,179	459,446
Source: Tulare County Housing Element 2015 Update. Page 3-2, Table 3-1.					

Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless. A household is considered to be overpaying (or cost burdened) if it spends more than 30 percent of its gross income on housing. Severe overpayment occurs when a household spends more than 50 percent of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

Housing costs continue to rise significantly. The 2010 Census reports the median rent has increased 10.72% from $727 in 2000 to $805 in 2010. The median monthly owner costs for housing units with a mortgage have seen a minor decrease going from $1,518 to $1,471 which is a -3.09% decrease. The monthly owner costs for those housing units without a mortgage increased by less than 1%, going from $330 to $361.

The County's median household income has decreased 2.91% from $45,117 in 2008 to $43,803 in 2010. This has not kept up with the rise in housing costs. Therefore, households are challenged with a greater housing cost burden. This is demonstrated in the increased percentage of household income families are paying for housing. In 2010, 51.9% of renter households and 48.39% of owner-occupied households pay 35% or more of their income for housing (up from 41.5% and 37.7% in 2008).

"The TCAG RHNA Plan recommends that the County provide land use and zoning to accommodate 7,081 housing units during the planning cycle. This averages 885 units per year in the unincorporated portions of the County. This high allocation and augmented number is due to the fact that the County's housing allocation was based on the County's existing total housing stock percentage of 30% (2014). The allocation was not based on the County's actual housing growth rate. The County anticipates an unincorporated growth rate of less than 15% of the Countywide housing stock increase during the life of the Housing element. It is not anticipated that the County's unincorporated housing units will remain at a total of 30% of the countywide housing units but will decrease to less than 25% due to a housing unit growth rate of 15%. However, to remain consistent with the housing allocation based on TCAG's RTP, the County continues to be allocated an extremely high housing share to 7,081 units (885 units per year over the 8-year RHNA planning period).

As of January 1, 2021, the California Department of Finance estimates a total of 44,705 existing housing units in the unincorporated area.[6] **(see Table 5)**

Table 5 Estimated Housing Units

Estimated Housing Units Unincorporated Tulare County - 2021	
Single	
Detached	35,002
Attached	59
Multiple	
Two to Four	1,750
Five Plus	1,253
Mobile Homes	6,641
Unincorporated Total	44,705
Housing Units Occupied	39,246
Vacancy Rate	12.27%

Severely Disadvantaged Community

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP's approximately 400-acre planning area. Census Tract 000301 ("CT 000301") includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057,1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP.

[6] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. Accessed February 2022 at: https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

2010 Census data from CT 000301 indicates that area median household income was $47,639, whereas the State of California's median household income was $61,489.[7] In 2017, the Kingsburg Area median household income was $51,979, whereas the State of California's median household income was $67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community. [8]

As indicated in the data contained in CT 000301, 20.69%[9] of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher that the State of California's 15.1%.

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP's approximately 286-acre planning area. Census Tract 000301 ("CT 000301") includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057,1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP (also, see Chapter 3.14 Population and Housing for limited 2020 U.S. Census population data). It is noted that CT 000301 is now CT 000303 with Census Block Nos. 1014-1024 and 1044 rather than those census blocks attributed to former CT 000301. Further, it is also noted that detailed Year 2020 Census data is not yet available for CT 000303; as such, the following analysis uses American Community Survey 2010-2014 data which is considered reasonable given the nominal population change from 299 to 332 persons (i.e., + 33 persons or about 3.3 persons/yr.) between the 2010 and 2020 Censuses which reflects an average annual of increase of 1.1% during this 10-year period.

2010 Census data from CT 000301 indicates that area median household income was $47,639, whereas the State of California's median household income was $61,489.[10] In 2017, the Kingsburg Area median household income was $51,979, whereas the State of California's median household income was $67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community. [11]

As indicated in the data contained in CT 000301, 20.69%[12] of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher that the State of California's 15.1%.

[7] USA.com. Census Tract 000301 in Tulare County, California Income and Careers Accessed February 2022 at: http://www.usa.com/CA107000301-income-and-careers.html.

[8] Ibid.

[9] USA.Com. Census Tract 000301 in Tulare County, California Income and Careers. Poverty Levels. Accessed February 2022 at: Census Tract 000301 in Tulare County, California Income and Careers (usa.com)

[10] Census Tract 000301 in Tulare County, California Income and Careers http://www.usa.com/CA107000301-income-and-careers.html.

[11] Ibid.

[12] Op. Cit.

CT 000301's occupation distribution for the civilian employed population 16 years and over is shown in **Table 6**. In the KACP area, management, professional, and related occupations make up approximately 25%; agricultural-related occupations make up approximately 20%; while service occupations make up approximately 21%; sales and office occupations make up approximately 16%; and production, transportation, and /material moving occupations make up almost 12%. 2019 Employment by Industry data as is shown in **Table 7**.

Table 6 KACP Area Occupation Distribution

Civilian Employed, 16 Years and Over		
Occupation	Census Tract 000301	
	Number	Percent
Management, Professional, and Related Occupations	685	24.56
Service Occupations	594	21.30
Sales and Office Occupations	449	16.10
Farming, Fishing and Forestry Occupations	546	19.58
Construction, Extraction, Maintenance, and Repair	97	3.48
Production, Transportation, and Material Moving Occupations	328	11.76
Total Civilian Employed	2,788	100.00 (rounded)
Note: According to information contained in the U.S. 2010 Census for the Kingsburg CACUDB area is part of Census Tract 000301. Block-by-block census data could not be disaggregated.		
Source: 2010 U.S. Census. Accessed December 2021 at: Census Tract 000301 in Tulare County, California Income and Careers http://www.usa.com/CA107000301-income-and-careers.html		

Table 7 KACP Area Employment by Industry

Table 7 KACP Area Employment by Industry Civilian Employed, 16 Years and Over		
Occupation	**Number**	**Percentage**
Agriculture, Forestry, Fishing, Hunting, Mining	753	27.00
Construction	216	7.74
Manufacturing	78	2.79
Wholesale Trade	195	7.00
Retail Trade	232	8.32
Transportation, Warehousing, Utilities	125	4.48
Information	0	0
Finance, Insurance, Real Estate, Rental, Leasing	40	1.43
Professional, Scientific, Management, Administrative, Waste Management Services	162	5.81
Educational Services, Health Care, Social Assistance	553	19.84
Arts, Entertainment, Recreation,	200	7.17

Accommodation, Food Services		
Public Administration	113	4.06
Other Services, Except Public Administration	121	7.53
TOTAL	2,788	100.00 (rounded)

Note: According to information contained in the U.S. 2010 Census for the Kingsburg CACUDB area is part of Census Tract 000301. Block-by-block census data could not be disaggregated.
Source: 2010 U.S. Census. Accessed December 2021 at: Census Tract 000301 in Tulare County, California Income and Careers http://www.usa.com/CA1070000301-income-and-careers.html

The lack of economic opportunities can have significant land use implications. Low incomes are a major source reason for the depressing housing conditions in the area and a primary cause for the number of second and third dwelling units in the single-family residential areas. The lack of economic opportunity is also a reason for the deteriorating conditions of rural commercial areas.

The KACP includes a comprehensive economic development strategy intended to reduce barriers to economic development (that is, infrastructure, use permits, education, and home occupation barriers) and marketing strategy which includes place, price, product, promotion, and a development suitability analysis. To improve incomes and to provide greater stability in its economic base, nonagricultural industries, or less seasonal agricultural support industries that provide higher wages and year-round employment are needed.

City of Kingsburg

Kingsburg's annual average population growth rate since 1980 has been approximately 4.09%, as compared to an annual average housing growth rate of 3.57%. These rates are relatively low as compared to the decade of 1970's when the rate of population growth was nearly 8%. This is due in part to the serious recession in the housing market that occurred during the early 1980's (and which again adversely affecting the housing market in the early 1990's)."[13] The City of Kingsburg population can be seen in **Table 8**.

Table 8 City of Kingsburg Population

City of Kingsburg Population[14,15]						
	1980	**1990**	**2000**	**2008**	**2010**	**2020**
City of Kingsburg Population	5,115	7,205	9,199	--	11,382	12,380

[13] Comprehensive General Plan and Environmental Impact Report for the Swedish Village of Kingsburg. July 1992. Page 37.

[14] California Department of Finance. Demographic Reports. Census and Surveys. 2016. Accessed February 2023 at: http://www.dof.ca.gov/Reports/Demographic_Reports/.

[15] State of California. Department of Finance Demographic Reports. Historical Census Data. Historical Census Populations of Counties and Incorporated Cities in California, 1850-2020. Accessed February 2020 at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.dof.ca.gov%2FReports%2FDemographic_Reports%2Fdocuments%2F2020-1850_STCO_IncCities.xlsx&wdOrigin=BROWSELINK

"Housing quality within the community is perhaps the best of any City in the County. There are no dilapidated units (units unfit for human habitation). The number of deteriorating units, while not great, has been decreasing as a result of the overall increase in residential property values and the demand for older homes by first-time buyers.

During the 1980-1990 decade, the City's housing inventory increased by 685 units, with an annual average rate of housing growth at 3.58%. During this same period, the housing vacancy rate decreased from 3.9% to 3.0%."[16] "Maintaining an average annual housing growth rate of approximately 3.0% is a major policy of the General Plan."[17]

Land Use Pattern within the KACP Planning Area

The KACP planning area is a mix of urban type uses and agriculturally productive lands. As with many valley floor communities located along railroads, the City of Kingsburg was founded along a railroad stop. Similarly, agriculturally productive lands surrounded (and continues to surround), emerging cities, including the City of Kingsburg and the KACP planning area directly south of the City. Over time, some rural residences developed within the KACP planning area as well as light industrial and service commercial-oriented uses; and it still includes agriculturally productive lands (e.g., row crops, vineyards, and orchards). The KACP planning area is generally developed in a triangular shape and is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Existing land uses include rural residential, commercial, and industrial areas accounting for approximately 300 acres of the KACP. Approximately 30 generally scattered rural residences are located within the KACP planning area with many adjacent to or part of agriculturally productive lands. Commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication], Mid-Valley Disposal), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Valero gas station/mini mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and vacant land.

Ethnicity and Race

In 2000 **(see Table 9)**, 71.93 % of Kingsburg's population were white, 0.45% for the Kingsburg Area Community Plan 2023 were African American, 0.67% for Kingsburg's was Native American, 2.74% for Kingsburg were Asian, and 4.46% were two races or more. Approximately 34.42% for Kingsburg were Hispanic (of any race).

[16] Comprehensive General Plan and Environmental Impact Report for the Swedish Village of Kingsburg. July 1992. Page 39.
[17] Ibid.

Table 9 Race and Ethnicity (2000)							
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	33,871,648	20,170,059	10,966,556	2,263,882	333,346	3,697,513	1,607,646
Tulare County	368,627	213,751	186,846	5,852	5,737	12,018	16,938
Kingsburg CDP	9,199	6,617	3,166	42	62	252	411
Kingsburg % of Total	-	71.93%	34.42%	0.45%	0.67	2.74%	4.46%

Source: California Department of Finance

In 2020 **(see Table 10)**, 77.47% of Kingsburg's population was white. Approximately 47.75% of Kingsburg were Hispanic (of any race). Between 2000 and 2020, the proportion of the White population increased in the Kingsburg Area Community Plan 2023; from 71.93% to 77.47%. During this time, the African American population increased in Kingsburg from 0.45% to 0.74%. The Asian population percentage increased in Kingsburg from 2.74% to 7.88%. The two or more-race demographic increased in the community from 4.46% to 5.08%. The Hispanic (of any race) increased from 34.42% to 47.75% in Kingsburg.

Table 10 Race and Ethnicity (2020)							
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	38,982,847	14,777,594	15,105,806	2,161,459	117,813	5,427,928	1,140,164
Tulare County	458,809	135,372	291,867	5,973	3,029	14,622	6,709
Kingsburg CDP	12,380	9,386	5,912	90	44	955	616
Kingsburg % of Total	-	77.47%	47.75%	0.74%	0.36%	7.88%	5.08%

Source: California Department of Finance

Economic Conditions

Employment Projections California

By the end of the 2008-2018 projection period, total nonfarm employment in California is projected to grow to nearly 16.5 million jobs. This exceeds the peak job level of just over 15.2 million jobs reached before the Great Recession by over 1.2 million jobs. From June 2007 to June 2009, 1.1 million jobs were lost (not seasonally adjusted). Over the 2008-to-2018 projections period, nonfarm employment is expected to rebound by 1,511,100 jobs as the economy recovers from these recessionary job losses. More than 50 percent of all projected nonfarm job growth is in education services (private), health care, and social assistance, and professional and business services. The largest number of new jobs is expected in education services, health care, and social assistance, with a gain of more than 421,000 jobs.

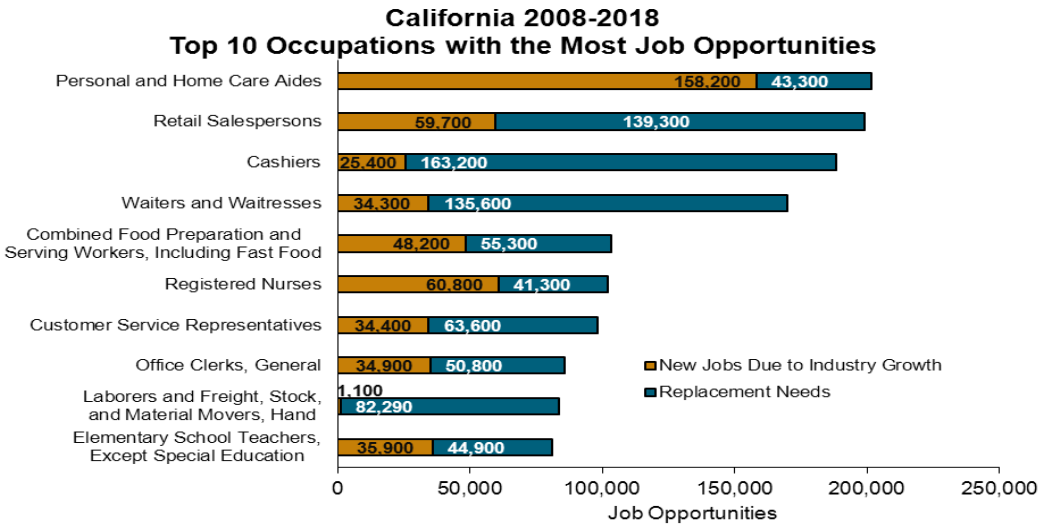
Factors fueling the economic recovery in California include the state's population growth and a rise in foreign imports and exports…The state's population increased by more than 3.3 million from 2000 to 2010 and the California Department of Finance projects the population will increase by another 4.3 million from 2010 to 2020. A steady increase in foreign imports and exports has strengthened the wholesale, retail, and transportation industry sectors

Tulare County's Local Economy

Similar to the broader Central Valley area, Tulare County's economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited. Tulare is the second most productive agricultural county in a State that itself is by far the most productive in the nation. The *2020 Tulare County Annual Crop and Livestock Report* stated "Tulare County's total gross production value for 2020 as $7,140,076,500. This represents a decrease of $365,275,600 or 4.9% below 2019's value of $7,505,352,100. Milk represents 26.1% of the total crop and livestock value for 2020. Total milk production increased by 1.5%. Livestock and Poultry's gross value of $671,896,000 represents an increase of 1% above that of 2019, mostly due to the higher per unit value for both cattle and poultry. The total value of all Field Crop production was $504,947,000, an increase of 1.8% from the previous year. Fruit and Nut commodities were valued at $3,832,212,000, a decrease of 15.9%. This decrease can be partially attributed to the decrease in Almond, Grape, Peach, and Tangerine values. Nursery Products increased by 49.3% compared to 2019, with an overall value of $108,697,000. Vegetable Crops were valued at $26,289,000, representing a 31.9% increase **(see Figure 9).**

Tulare County is also a major distribution hub because of its central location in the State, 200 miles north of Los Angeles and 225 miles south of San Francisco. The County's employment base has been significantly impacted by the recent downturn with unemployment increasing to 18.3 percent in January 2010, significantly above the historic range of between 8.5 and 18.2 since 1990. In 2008, the median household income was approximately $44,000.

Figure 9 Occupations with the Most Job Opportunities



Source: California Employment Development Dept., California Labor and Market and Economic Analysis, 2012

The county's major employers are Tulare County government, Porterville Development Center, 2 Kaweah Delta Healthcare, and Ruiz Food Products. The top 20 employers combine for about 19,300 jobs, or 11 percent of the overall county employment. The major distributors include Jo-Ann Fabrics, VF Distribution, Wal-Mart, and Best Buy Electronics that combine for nearly 3.5 million square feet of distribution space. The county's overall industrial market

Unemployment in Tulare County

According to the 2030 Update of the Tulare County General Plan, Tulare County's economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the U.S. Approximately 27% of the employment within CT 0003001 is agriculturally related according to information shown in **Table 11**. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

According to the California Department of Finance, the 2010-2014 American Community Survey **(see Table 11)** indicated that the unemployment rate in the KACP Planning Area was 7.48% for men and 10.17% for women, 13.42% for men and 13.64% for women in Tulare County, and 11.09% for men and 10.87 for women in the State of California's

Table 11 Unemployment 2010-2014

American Community Survey: Unemployment 2010-2014 Population 16 Years and Over				
			Unemployment Rate Percent	
Geography	**Population**	**Total Civilian Labor Force**	Male	Female
California[18]	29,934,838	19,108,876	11.09%	10.87%
Tulare County[19]	322,441	111,218	13.42%	13.64%
CT 000301[20]	5,019	3,053	7.48%	10.17%
Source: State of California Department of Finance.				

Employment Projections Tulare County

Table 12 presents a summary of the employment projections for Kingsburg Area for 2042 which were provided by TCAG. [21]

Table 12 Population and Employment Projects

Tulare County 2015 to 2042						
Year	**2020**	**2025**	**2030**	**2035**	**2040**	**2042**
Population	488,293	514,101	541,140	568,186	594,348	604,969
Employment	181,560	190,344	199,344	207,912	216,696	220,210
Source: Tulare County Association of Governments. Tulare County Demand Forecast Model, 2015.						

Low-income and Minority Populations

The Draft Plan contains various demographic information that was considered in order to develop a plan that addresses all segments of the community. Information from the American community Survey (ACS) 2010-2014 indicate that 84.27% of the KACP area's population was white. Approximately 57.21% of the KACP was Hispanic (of any race). The Asian population was 1.28%, Blacks was 0.9%, and Native Americans was 0.21% of other races in the KACP area. The two or more-race demographic was 1.99%."[22] The Hispanic community represents the largest of any ethnic/racial group in the KACP planning area.

The Mean and Median income in the KACP planning area is higher when compared to Tulare County, but lower than the State of California. Mean and Median Household Income for the KACP area were

[18] USA.com California Income and Careers. Accessed December 2021 at: http://www.usa.com/california-state-income-and-careers.htm

[19] USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[20] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

[21] Tulare County Association of Governments (TCAG). 2018 Regional Transportation Plan. Action Element. Page B-13. Accessed August 2021 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/action-element/

[22] USA.com. Census Tract 000301 in Tulare County, California Population and Race. Accessed December 2021 at: http://www.usa.com/CA107000301-population-and-races.html.

$66,032 and $47,639; respectively.[23] Whereas, Mean and Median Household Income for Tulare County were $58,798 and $42,863; respectively; and $86,704 and $61,489 for the State of California.[24]

As noted earlier, the Project site is located within a disadvantaged community (as defined by E.O. 12898). As noted in Chapter 3.11 Land Use and Planning, existing uses surrounding the KACP planning area vicinity includes agriculturally productive lands to the east, south, and southeast; scattered rural-residences and agriculture to the south; and the City of Kingsburg (predominantly single-family residences, light industrial, commercial, and an elementary school) to the northwest (see **Figure 6**). There is no known housing for migrant farm workers located within a mile of the Project vicinity.

Income

Median and Mean income for the KACP planning area was higher than Tulare County, but lower than the State of California. Average median household income for the KACP was $47,639 and $66,032[25]; respectively. compared to $42,863 and $58,798[26]; respectively, for Tulare County; and $61,489 and $86,704[27]; respectively, for the State of California.[28]

Table 13 Income

2010-2014 American Community Survey: Income[29]				
Geography	**Median household income**	**Mean household income**	**Median family income**	**Mean family income**
California	$61,489	$86,704	$70,187	$96,357
Tulare County	$42,863	$58,798	$45,296	$61,858
CT 000301	$47,639,	$66,032	$52,222	$70,402
Source: California Department of Finance				

Poverty

According to the California Department of Finance, the 2010-2014 American Community Survey and as shown in **Table 14,** 20.69% of all families living in the KACP planning area lived below the poverty

[23] Ibid.

[24] USA.com. Tulare County, California Income and Careers. 2010-2014 American Community Survey. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html.

[25] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

[26] USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[27] USA.com California Income and Careers. Accessed December 2021 at: http://www.usa.com/california-state-income-and-careers.htm

[28] USA.com California Income and Careers. Accessed December 2021 at: http://www.usa.com/california-state-income-and-careers.htm

[29] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status; USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm; and USA.com California Income and Careers. Accessed December 2021 at: http://www.usa.com/california-state-income-and-careers.htm.

line[30] compared to Tulare County's 22.51%[31] and the State of California's 12.28%[32]. For the entire population in the KACP planning area 26.06% had a higher level of poverty[33] compared to Tulare County at 27.42%[34] and the State of California at 16.38%.[35]

Table 14 Poverty

2010-2014 American Community Survey - Poverty Level		
Geography	**All Families**	**Entire Population**
California	12.28%	16.38%
Tulare County	22.51%	27.42%
CT 000301	20.69%	26.06%
Source: California Department of Finance; also see footnotes 30-35 for internet sources.		

Affordable Housing

As County Policies require contiguous development and an orderly extension of services, the recommendation not to amend the location of the existing UDB not only satisfies development suitability requirements, but also provides the requisite area needed to meet forecast land demand in the KACP planning area.

"Affordability problems occur when housing costs become so high in relation to household income. Households that have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless are impacted by housing affordability problems. A household is considered to be overpaying (or cost burdened) if it spends more than 30% of its gross income on housing. Severe overpayment occurs when a household spends more than 50% of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

The 2010 Census indicates that overpayment remains a critical problem for low and moderate-income households, who are disproportionately affected by this burden compared to other households. Data for the unincorporated areas of Tulare County for the Table 3-14 [in the Housing Element] below was calculated using 2010 Census figures for renters from Census Table H73 "Household Income in 1999 by Gross Rent as a %age of Households" and for homeowners from Census Table H97 "Household Income in 1999 by Selected Monthly Owner Costs as a %age of Household Income in 1999". Household information for the incorporated cities was subtracted from

[30] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

[31] USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[32] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

[33] Ibid.

[34] USA.com Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[35] Op. Cit. USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status

information for the total county to obtain results for the unincorporated area. Households in the unincorporated area of Tulare County that overpay for housing are shown by tenure in Table 3-14 [in the Housing Element].[36]"

"In general, overpayment disproportionately affects lower income households, as shown in Table 3-15. While some higher income households may choose to spend greater portions of their income for housing, the cost burden for lower income households reflect choices limited by a lack of sufficient affordable housing opportunities. These households have a higher percentage of housing problems and a greater cost burden than other households. As noted below, the housing cost burden increases as income decreases – 37% of low-income households (with income between 50% and 80% median family income), 61% of very low-income households (with income between 30% and 50%) and 75% of extremely low-income households (with income less than 30% of median family income) spend more than 30% of household income for housing in Tulare County as a whole. Lower income households who are overpaying for housing frequently have insufficient resources for other critical essentials, such as food and medicine. This is a significant hardship for many workers, families and seniors, but also impacts local economies, since money that might otherwise be spent in local stores generating sales tax revenues is being spent on housing."[37]

2010-2014 American Community Survey (ACS) data shows that the KCAP planning area had a median household income of $47,639, which is less than 80% of the State median household income of $61,489. The 2017 ACS data indicates the KCAP planning area had a median household income of $51,979, which remains less than 80% of the State median household income of $67,169. Approximately 21.95% of the households in the KCAP planning area spent 29.70%[38] or more of their income on housing, while Tulare County's was 25.65% and 26.90%; respectively,[39] and the State of California's was 16.99% and 28.30%; respectively[40]. As such, based on the income data for the KACP, there is a demonstrated need for affordable housing. Lastly, 2010-2014 American Community Survey (ACS) data shows that average household size of owner-occupied units was 2.95[41] for the KACP, 3.22 for Tulare County, and 2.95 for the State of California.[42]. 2017 data indicates an average of 3.13 persons per household within Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 (versus the 2.73 average household size for the entire KACP planning area and 2.95 from the 2010-2014 ACS).

[36] Tulare County Housing Element 2015 Update. Page 3-21. Accessed August 2021 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf

[37] Ibid. 3-21 and 3-22.

[38] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html

[39] USA.com. Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[40] Ibid.

[41] USA.com. Census Tract 000301 in Tulare County, California Housing. Accessed December 2021 at: http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily.

[42] USA.com. Tulare County Population and Race. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-population-and-races.htm#HouseholdandFamily.

Housing Characteristics

Housing Units

Prior to approval and subsequent development of the Summerlyn Subdivision project, housing remained static between 2010 and 2020. Following its approval in July 2018, the Summerlyn project is nearing final buildout. When completed, an additional 195 single-family residences will be added to the KACP planning area. It is noted that this project was planned and subsequently approved prior to initialization of the KACP process and is being included as part of the KACP planning area as it fulfills a housing need and is a logical extension of the existing, adjacent City of Kingsburg residential developments located northwest of this project. Also, the Summerlyn project demonstrates good urban form, is consistent with approximately 269 Tulare County General Plan 2030 Update policies (e.g., AG-1.8 Agriculture within Urban Boundaries; LU-3.1 Residential Developments; PF-1.1 Maintain Urban Edges; PF-1.2 Location of Urban Development; PF-1.3 Land Uses in UDBs/HDBs; PF-1.4 Available Infrastructure; PF-2.1 Urban Development Boundaries – Communities; Available Infrastructure; PF-2.7 Improvement Standards in Communities; PFS-2.1 Water Supply; PFS-2.2 Adequate Systems; PFS-2.4 Water Connections; PFS-3.3 New Development Requirements; PFS-4.2 Site Improvements; PFS-4.3 Development Requirements; PFS-4.4 Stormwater Retention Facilities; etc.).[43]

Housing Types

The 2010-2014 American Community Survey (ACS) indicated that 71.94% of the housing units in the KACP planning area were 1-unit detached. In Tulare County 78.01% of the housing units were 1-unit detached, and in California 58.17% of housing units were 1-unit detached."[44] Additional housing unit data is shown in **Table 15.**

[43] Tulare County. Tulare County General Plan 2030 Update Environmental Impact Report. Chapter 8 Immitigable Impacts. Page 8-4.
[44] Op Cit.

Table 15 American Community Survey 2010-2014: Unit Types

2010-2014 American Community Survey: Unit Types						
	California[a]		Tulare County[a]		CT 000301[b]	
Total Housing Units	13,781,929		143,869		2,156	
	Units	Percent	Units	Percent	Units	Percent
1-unit detached	8,016,948	58,16	109,441	78.07	1,551	71.94
1-unit attached	960,600	6.97	3,488	2.42	32	1.48
2-units	350,061	2.54	4,064	2.82	51	2.37
3 or 4 units	763,512	5.54	7,208	5.01	31	1.44
5 to 9 units	843,454	6.12	4,073	2.83	78	3.62
10 or more units	2,313,986	16.79	5,103	3.55	28	1.30
Mobile home, Boat, RV, Van, etc.	534,739	3.88	10,492	7.29	385	17.86

Note: Based on ACS 2010-214 data.
Source: a: USA.COM. Tulare County Housing. Accessed March 2023 at: http://www.usa.com/tulare-county-ca-housing.htm
b: USA.COM. Census Tract 000301 in Tulare County, California. Housing. Accessed March 2023 at: http://www.usa.com/CA107000301-housing.html#Units-in-Structure

Table 16 Ownership and Household Size 2000

Ownership and Household Size				
2000	**Percent of owner-occupied units**	**Average household size of owner-occupied units**	**Percent of renter-occupied units ****	**Average household size of renter-occupied units**
California[a]	56.9%	2.93	43.1%	2.79
Tulare County[a]	61.5%	3.18	38.5%	3.66
CT 000301[b]	57%	4.01	43%	4.52
2010[a]				
California[a]	55.5%	2.95	44.1%	2.83
Tulare County[a]	58.8%	3.24	41.2%	3.52
CT 000301[b]	58%	4.02	42%	4.80
2010-2014				
California[b]	56.7%	2.97	43.3%	2.93
Tulare County[b]	58.9%	3.27	41.1%	3.52
CT 000301[c]	50.05%	3.22	48.06%	unavailable

Notes: Years 2000 and 2010 data for California and Tulare County were excerpted from the Earlimart Community Plan. Year 2000 and 2010 data were excerpted the Traver Community Plan as it is the nearest community plan area located near the KACP. Although Travers has approximately four times more housing units than the KACP planning area, they share many common features such as both are adjacent to SR 99, the Union Pacific Railroad, and are generally bound by agriculturally productive lands. Also, Year 2010-2014 based on ACS data
*Source: **a**: Earlimart Community Plan. Table 39. Page 156. Accessed March 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/120Part%20III%20Community%20Plans%201%20of%207/003Earlimart/GPA%2017-05%20EARLIMART%20COMMUNITY%20PLAN.pdf*
***b**: Traver Community Plan. Tables 21 and 22. Page 50. Accessed March 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/130Part%20III%20Community%20Plans%202%20of%207/009Traver/GPA%2014-003%20TRAVER%20COMMUNITY%20PLAN-ADOPTED.pdf*
***c**. USA.com. Census Tract 000301 in Tulare County, California Housing. Housing Occupancy. Accessed March 2022 at: http://www.usa.com/CA107000301-housing.html#Housing-Occupancy; and USA.com. Census Tract 000301 in Tulare County, California Population and Housing. Household and Family. http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily*

During the ensuing years between 2000 and 2021 **(see Tables 16 and 17)**, the home ownership percentage in California decreased by approximately 1.4%. In Tulare County, that percentage decreased by approximately 5.3%. In CT000301, the homeownership percentage increased by approximately 6.0%. While the average household size for owner-occupied units decreased in Tulare County and CT 000301 and household size for renter-occupied units decreased in the State of California and increased in CT 000301; Tulare County's average household size increased for owner-occupied units but decreased for renter-occupied units.

	Table 17 Ownership and Household Size (2017-2021)			
Geography	2017-2021			
	Percent of owner-occupied units	Average household size of owner-occupied units	Percent of renter-occupied units	Average household size of renter-occupied units
California	55.5%	3.00	44.5%	2.91
Tulare County	56.2%	3.28	42.6%	3.41
CT 000301	63.0%	2.98	37%	3.32

Source: United States Census Bureau, 2021: ACS 5-Year Estimates Data Profiles
https://data.census.gov/table?g=1400000US06107000303_1500000US061070003031&d=ACS+5Year+Estimates+Data+Profiles&tid=ACSDP5Y2021.DP04

Tenure

Tenure is essentially a description of how a household is being occupied, that is, whether the owners or renters are living in a housing unit. **Table 18** shows ownership and average household size for both owner- and renter-occupied units in the State of California, Tulare County and CT 000301 in the KACP planning area. It is noted that Years 2000 and 2010 data are excerpted from the Earlimart and Traver community plans.

Owner Affordability

According to the US Census Bureau, the 2010-2014 American Community Survey data indicated that the cost of a mortgage in CT 000301 was lower in Tulare County and the State of California. The mortgage constituted a smaller percentage of household income compared to Tulare County and the State of California. The median owner cost (with mortgage) was $1,844 in CT 000301; whereas the median owner cost was $1,381 in Tulare County; and $2,214 in the State of California, respectively. The percentage of households paying 35% or more of income on housing was 48.22% in CT 000301; 42.16% in Tulare County; and 34.03% in the State of California **(see Table 18)**.

Table 18 2010-2014 American Community Survey: Owner Cost

Geography	Median Owner Cost (with mortgage)	Mortgage as a % of Household Income					
		Owner Cost as % of the Total Income, Distribution	10% or Less	10% to 20.0%	20% to 30.0%	30.0% to 40%	40% or More
California	$2,214	28.30%	4.28%	31.95%	27.64%	13.74%	20.29%
Tulare County	$1,381	26.90%	4.85%	26.40%	25.65%	16.14%	26.02%
CT 000301	$1,844	29.70%	5.82%	21.95%	21.95%	15.01%	33.21%

Source: 2010-2014 American Community Survey 5-Year Estimates
Source: a: USA.COM Census Tract 000301 in Tulare County, California Housing. Monthly Owner Costs for Housing Units with a Mortgage. Owner Cost as a Percentage of the Total Income Distribution. Accessed March 2023 at: http://www.usa.com/tulare-county-ca-housing.htm.
b: USA.COM Census Tract 000301 in Tulare County, California Housing. Monthly Owner Costs for Housing Units with a Mortgage. Owner Cost as a Percentage of the Total Income Distribution. Accessed March 2023 at: http://www.usa.com/CA107000301-housing.html

Regional Housing Needs Assessment (RHNA)

"State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). The RHNA is updated prior to each housing element cycle. The current RHNA, [adopted on June 30, 2014] is for the fifth housing element cycle and covers a 9.75-year projection period (January 1, 2014 – September 30, 2023). The Regional Housing Needs Plan (RHNP) describes the methodology developed to allocate the region's housing needs in four income categories (very low, low, moderate, and above moderate) among Tulare County's eight cities and the unincorporated county in accordance with the objectives and factors contained in State law."[45]

"The growth projections applied in the Housing Element Update are based upon growth projections developed by the State of California. The RHNA housing allocations for Tulare County were incorporated into **Figure 10**. "A Regional Housing Needs Assessment Plan" provides a general measure of each local jurisdiction's responsibility in the provision of housing to meet those needs. The Tulare County Association of Governments (TCAG) was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in the Housing Element." [46]

The RHNA housing results are summarized in **Figure 10**. The Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 7,081 units per year in the unincorporated portions of the County. The County administratively agreed to a housing share of 7,081 units (726 units per year over the 9.75-year RHNA planning period). The RTP allocates 30% of the population to the County. The RHNA bases the housing needs assessment on this percentage.

[45] TCAG. Final Regional Housing Needs Plan for Tulare County 2014-2023. Page i. Accessed July 2021 at: http://www.tularecog.org/wp-content/uploads/2015/07/Final-Regional-Housing-Needs-Plan-for-Tulare-County-2014-2023.pdf

[46] TCAG. Final Regional Housing Needs Plan for Tulare County 2014-202. Page 9. Accessed February 2022 at: https://tularecog.org/tcag/studies/regional-housing-needs-assessment-rhna/

Figure 10 summarizes the overall allocation of units to each jurisdiction and the allocation by the four income categories. 12F[47] It is noted that the RHNA allocation is County-wide and is not specific to Kingsburg Area Community Plan 2023.

Figure 10 RHNA 2014-2023

Tulare County Region January 1, 2014 to September 30, 2023								
Jurisdiction	1/1/2014 Housing Unit Control Totals	2023 Housing Unit Control Totals	Estimated 9/30/2023 Housing Units		2024 Housing Unit Control Totals	Housing Units 9/30/2023 (Based on Allocation of 26,910 units)		
			Housing Units	Percent of Total		Total Housing Units	Percent of Total	Net New Housing Units 1/1/2014-9/30/2023
	A	B	C	D	E	F	G	H
Dinuba	6,223	7,106	7,186	4.05%	7,212	7,188	4.05%	965
Exeter	3,803	4,305	4,426	2.50%	4,365	4,428	2.50%	625
Farmersville	2,878	3,253	3,343	1.89%	3,298	3,344	1.89%	466
Lindsay	3,384	3,858	3,972	2.24%	3,914	3,974	2.24%	590
Porterville	17,764	20,331	20,952	11.82%	20,639	20,960	11.82%	3,196
Tulare	20,022	22,908	23,606	13.32%	23,255	23,616	13.32%	3,594
Visalia	47,380	55,411	57,379	32.37%	56,386	57,401	32.37%	10,021
Woodlake	2,187	2,486	2,558	1.44%	2,521	2,559	1.44%	372
Unincorporated County	46,774	52,477	53,834	30.37%	53,151	53,855	30.37%	7,081
Total	**150,415**	**172,134**	**177,255**	**100.00%**	**174,741**	177,325	100.00%	26,910

Sources
Columns A, B, and E: TCAG 2040 Demographic Forecast (2013)
Column C: Estimated using trendline growth between Columns B and E
Column D: Column C divided by countywide total from Column C (177,225)
Column F: Proportionally scaled up from Column D to 9/30/2023 countywide total (177,325)
Column G: Column F divided by countywide total from Column F (177,325)
Column H: Column A subtracted from Column F

[47] Op. Cit. 19.

Figure 11 RHNA 2014-2023 Allocation by Income Category

Table 1: 2014-2023 Final RHNA Allocations by Income Category
Tulare County Region
January 1, 2014 to September 30, 2023

	Total RHNA Allocation	Very Low-Income Allocation		Low-Income Allocation		Affordable Allocation (Combined Low + Very Low-Income)		Moderate-Income Allocation		Above Moderate-Income Allocation	
		Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA
Dinuba	965	211	21.9%	163	16.9%	374	38.8%	121	12.5%	470	48.7%
Exeter	625	143	22.9%	125	20.0%	268	42.9%	85	13.6%	272	43.5%
Farmersville	466	74	15.9%	65	13.9%	139	29.8%	68	14.6%	259	55.6%
Lindsay	590	80	13.6%	80	13.6%	160	27.1%	82	13.9%	348	59.0%
Porterville	3,196	623	19.5%	576	18.0%	1,199	37.5%	566	17.7%	1,431	44.8%
Tulare	3,594	920	25.6%	609	16.9%	1,529	42.5%	613	17.1%	1,452	40.4%
Visalia	10,021	2,616	26.1%	1,931	19.3%	4,547	45.4%	1,802	18.0%	3,672	36.6%
Woodlake	372	71	19.1%	41	11.0%	112	30.1%	69	18.5%	191	51.3%
Unincorporated County	7,081	1,477	20.9%	1,065	15.0%	2,542	35.9%	1,169	16.5%	3,370	47.6%
Total	**26,910**	**6,215**	**23.1%**	**4,655**	**17.3%**	**10,870**	**40.4%**	**4,575**	**17.0%**	**11,465**	**42.6%**

Note: Percentages may not sum to 100 percent due to rounding

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State's climate action goals…to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California's Metropolitan Planning Organizations (MPO) to prepare a sustainable communities strategy as part of its regional transportation plan (RTP). The SCS contains land use, housing and transportation strategies that, if implemented, would allow the region to meet its GHG reduction targets. In the past, the RHNA was undertaken independently from the RTP. SB 375 requires that the RHNA and RTP/SCS processes be undertaken together to better integrate housing, land use, and transportation planning. In addition to the RHNA requirements, SB 375 requires that TCAG address the region's housing needs in the SCS of the RTP, to include sections on state housing goals (Government Code Section 65080(b)(2)(B)(vi)); identify areas within the region sufficient to house all the population of the region (including all economic segments of the population) over the course of the planning period for the RTP (out to 2040 for the 2040 RTP/SCS); and identify areas within the region sufficient to meet the regional housing needs.

"According to the California Department of Finance estimates, the total population of Tulare County was 462,189 on January 1, 2015. The 2010 U.S. Census reported Tulare County the 8th largest county of growth in California. Numerically speaking, the 2010 Census data reports the County grew from 368,021 (2000 Census) to 442,179, which is 20.2% growth. The population living in unincorporated

areas of the County was 144,743, which represented 32% of the total population. Using the U.S. Census Bureau and California Department of Finance figures, the total population of Tulare County has grown 18% since the year 2000. However, much of that growth has occurred within the eight incorporated cities located throughout the County. Since 2000, the populations in the cities grew 26%, while the population of the unincorporated areas grew 2.7%. This growth pattern directed toward cities can be explained by availability of public services and infrastructure that cities can provide and results in the continuing annexation of unincorporated agricultural lands adjacent to city boundaries. In 1980, 51% of the County's total population lived in cities. Now it stands at 68% as indicated in **Table 19**.

Table 19 Population Growth Trend 1980-2014

Tulare County Population Growth Trend 1980-2014					
Geography	**1980**	**1990**	**2000**	**2010**	**2014**
Cities	124,302	178,815	227,199	299,307	312,634
Unincorporated Area	121,436	311,921	368,021	442,179	459,446
County Population	245,738	311,921	368,021	442,179	459,446
Source: Tulare County Housing Element 2015 Update. Page 3-2, Table 3-1.					

Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless. A household is considered to be overpaying (or cost burdened) if it spends more than 30 percent of its gross income on housing. Severe overpayment occurs when a household spends more than 50 percent of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

Housing costs continue to rise significantly. The 2010 Census reports the median rent has increased 10.72% from $727 in 2000 to $805 in 2010. The median monthly owner costs for housing units with a mortgage have seen a minor decrease going from $1,518 to $1,471 which is a -3.09% decrease. The monthly owner costs for those housing units without a mortgage increased by less than 1%, going from $330 to $361."

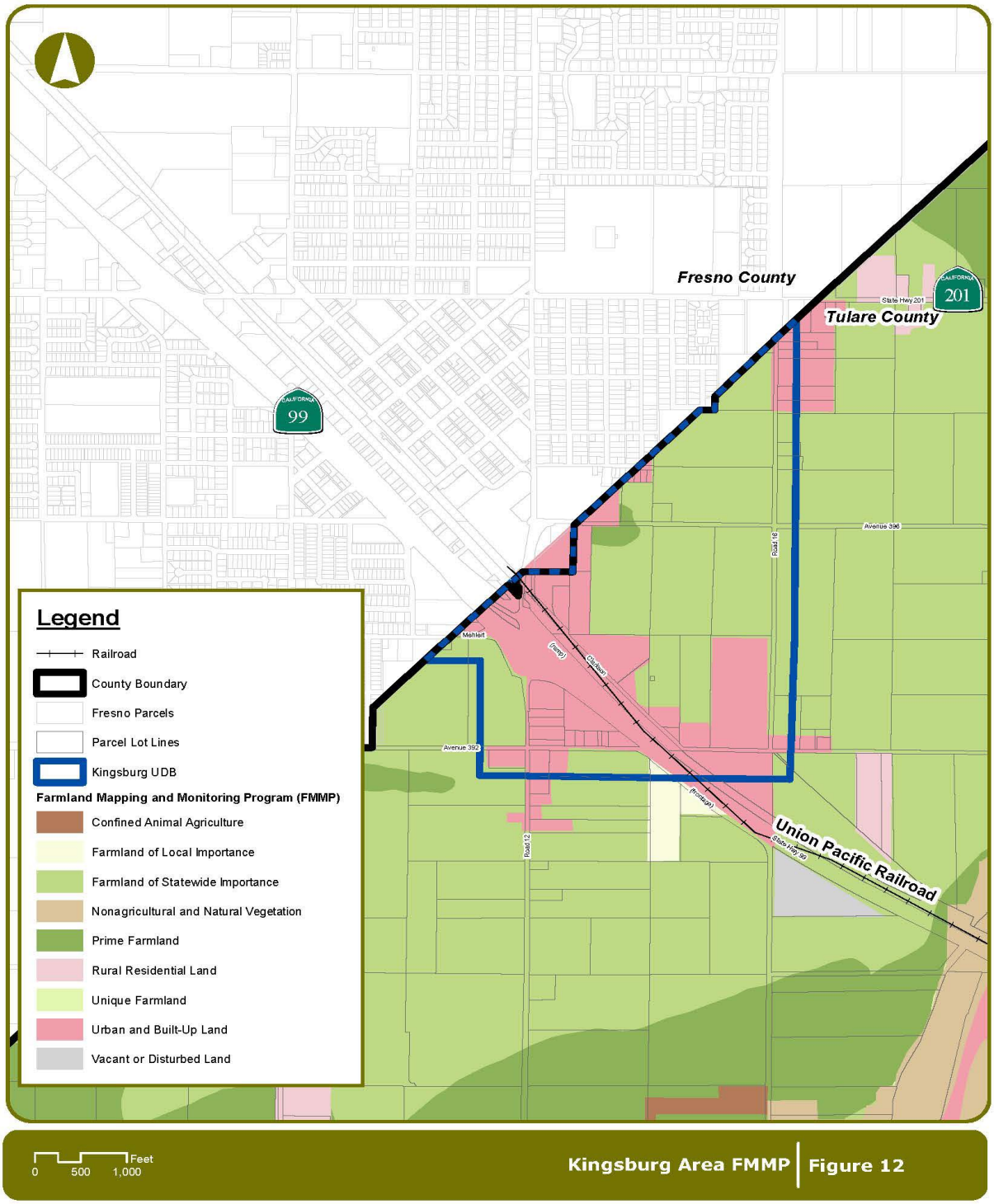
Natural and Cultural Resources

Agriculture

The California Department of Conservation, Division of Land Resource Protection, maintains the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. The program monitors a wide variety of farmland types: Prime Farmland is farmland with the best combination of physical and chemical soil features to sustain long-term agricultural production; Farmland of Statewide Importance is Prime Farmland but has minor shortcomings, such as greater slopes or less ability to store soil moisture; and Unique Farmland has lesser quality soils used for the production of the state's leading agricultural crops.

The area within the existing 286.4-acre UDB is designated in the 2017 FMMP maps **(see Figure 12)**. Of these, approximately 65.3 acres are designated Urban and Built-up Land, approximately 174.6 acres are designated Prime Farmland.

Figure 12 - FMMP Map



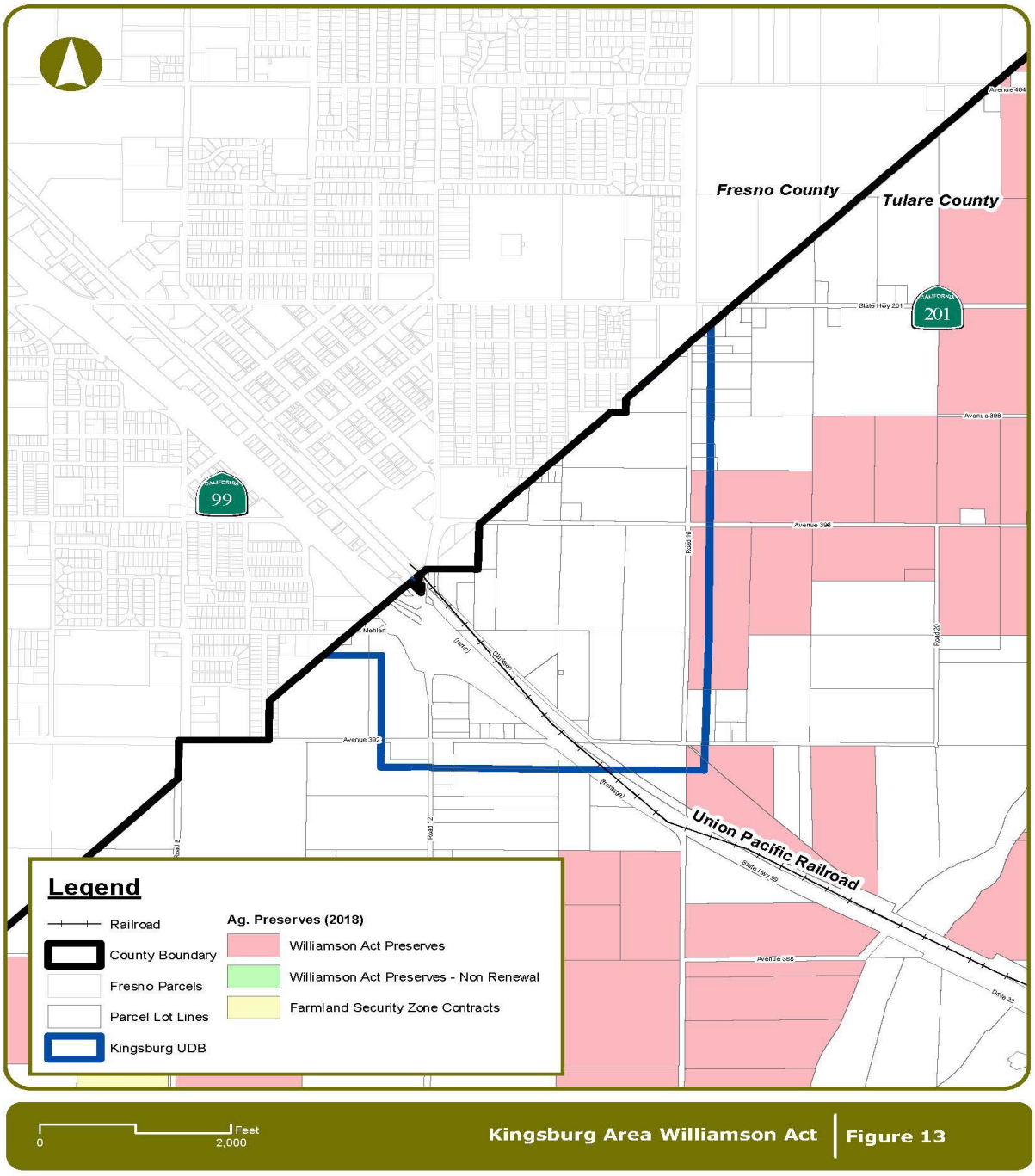
Williamson Act Lands

Agricultural land is a resource that must be conserved just like air and water resources. It is also economically important and provides other benefits such as wildlife habitat, groundwater recharge, and open space, which contributes to the rural character of the area.

The importance of agricultural land is underscored by the level of attention state planning law has placed on it. Three mandatory elements of the general plan: 1) land use; 2) open space; and 3) conservation, all require local governments to include a discussion of agricultural lands in their general plans. The County's planning policies also underscore agricultural land importance to the local economy and environment as well.

Within the area, there are several farms in the Williamson Act. The Williamson Act is designed to keep productive farmland of a contract, that the land will not be converted to an urban type of use. Land in the Williamson Act is required to remain in agriculture for a 10-year period. Unless a notice of non-renewal is filed, the contract is automatically self-renewed every year for an additional 10-year period. If filing for nonrenewal, the property taxes will gradually increase back to normal rates over the course of the 9-year phase-out period. Contracts can be canceled before the 9-year period ends, if an approved alternative use satisfies the five findings of the Department of Conservation or if the project is found to be in the interest of the public. However, the property owner must pay a penalty equal to 12.5 percent of the unrestricted value of the property if approved **(see Figure 13)**.

Figure 13 - Williamson Act Map



Air Quality

The Kingsburg Area Community 2023 Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State 0_3 1-hour standard, non-attainment for the State 0_3 8-hour standard, non-attainment for the State PM_{10} standard, non-attainment for the federal and State $PM_{2.5}$ standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. CO and NO_x emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

Executive Order S-3-05, issued by Governor Schwarzenegger in 2005, established targets for greenhouse gas (GHG) emissions for the State. The Global Warming Solutions Act of 2006 (or Assembly Bill (AB) 32) directed the California Air Resources Board (CARB) to develop and adopt statewide GHG emission limits in order to reduce emission levels to those experienced in 1990, by the year 2020. In order to achieve those targets, CARB adopted the Climate Change Scoping Plan in December 2008.

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, builds upon AB 32 by requiring CARB to develop regional GHG emissions reduction targets for passenger vehicles. Then each Metropolitan Planning Organization (MPO) must prepare a Sustainable Communities Strategy (SCS) to demonstrate how the region will meet its targets. The SCS will be incorporated into the Regional Transportation Plan (RTP).

The SJVAPCD provides a list of potential air quality mitigation measures that are applicable to General Plan updates and community plans:

- Adopt air quality element/general plan air quality policies/specific plan policies
- Adopt Local Air Quality Mitigation Fee Program
- Fund TCM program: transit, bicycle, pedestrian, traffic flow improvements, transportation system management, rideshare, telecommuting, videoconferencing, etc.
- Adopt air quality enhancing design guidelines/standards
- Designate pedestrian/transit-oriented development areas on general plan/specific plan/planned development land use maps
- Adopt ordinance limiting wood burning appliances/fireplace installations
- Fugitive dust regulation enforcement coordinated with SJVUAPCD
- Energy efficiency incentive programs
- Local alternative fuels programs
- Coordinate location of land uses to separate odor generators and sensitive receptors

Air quality is directly related to land use; it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Kingsburg Area Community Plan 2023 is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

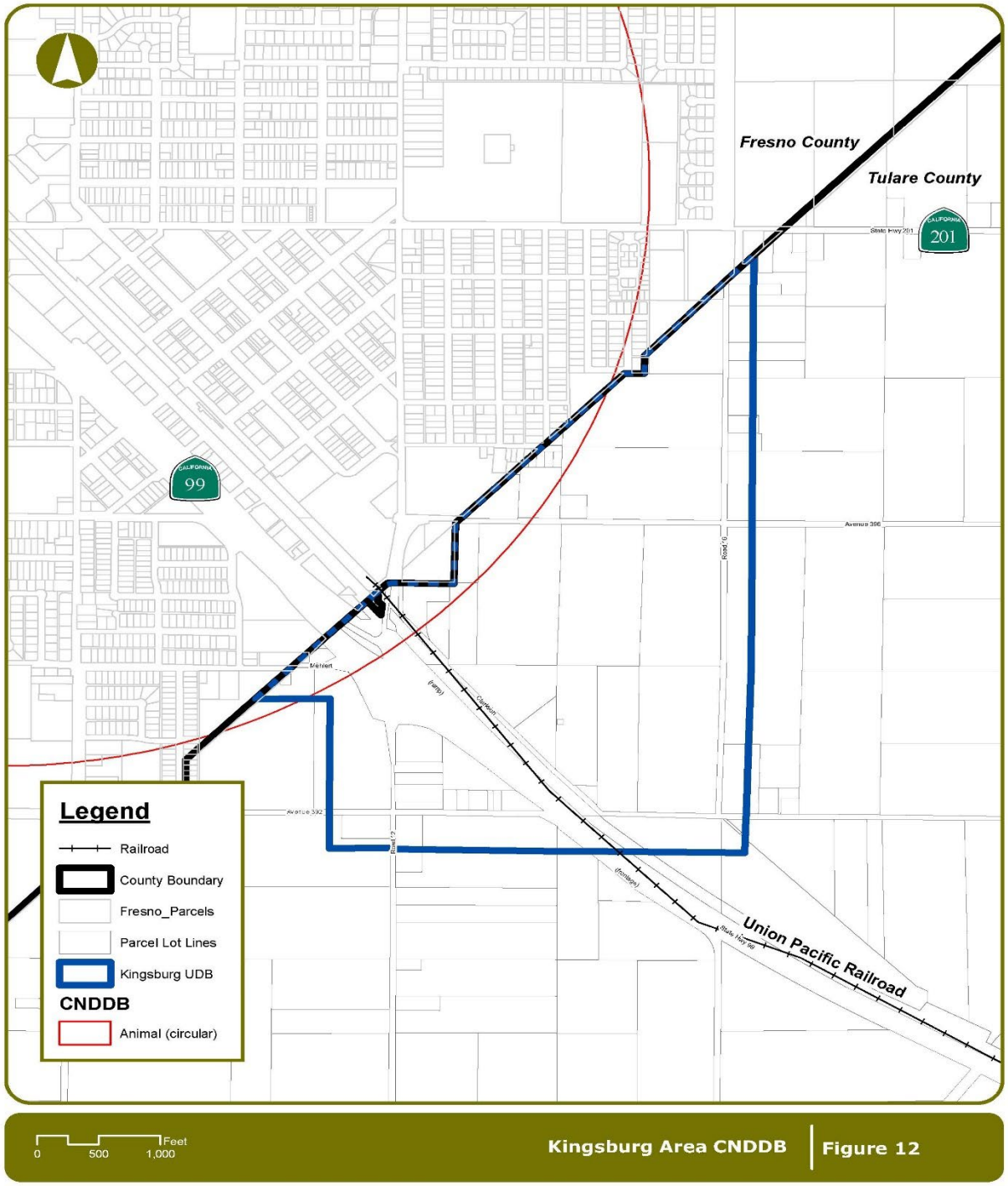
Local air pollution sources within the general vicinity of the Kingsburg Area Community Plan 2023 and within the community itself include SR 99 and SR 201, industrial firms emitting dust and odors, and agricultural activities. Dust and odors are concerns of residents within the area, particularly from nearby agricultural operations.

Biological Resources

Kingsburg Area Community Plan 2023 is situated within a matrix of agricultural lands, industrial complexes, and residential/commercial development. A California Natural Diversity Database (CNDDB) search conducted on July 25, 2018, **(see Figure 14)** indicated there are special status species within the Orange Cove South Quadrant Species List (which includes the Kingsburg Area Community Plan 2023 Planning Area) consisting of three animal species and one plant species: California tiger salamander (Ambystoma californiense, Federal and State threatened); vernal pool fairy shimp (Branchinecta lynchi, Federal Threatened); and vernal pool tadpole shrimp (Lepidurus packardi Federally endangered); and San Joaquin Valley adobe sunburst (Pseudobahia peirsonii, Federal Threatened and State Endangered).

A January 2022 California Natural Diversity Database (CNDDB) search (conducted by RMA staff) and the previously adopted/certified environmental impact report (EIR, SCH No. 2016091017) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project were used in evaluating potential impact to biological resources as that project is entirely within the KACP planning area. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030.

Figure 14 - Kingsburg Area Community Plan 2023 CNDDB Map



Cultural Resources

"Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory."[48]

"California's coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region."[49]

"The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford. Visalia, the County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley."[50]

The California Historical Resources Information Center (CHRIS), Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield conducted a cultural resources records search and provided results dated August 11, 2020, to Tulare County RMA. As indicated in the CHRIS' results letter, "According to the information in our files, there have been three previous cultural resource studies conducted within the project area. There have been five additional studies conducted within the one-half mile radius.

There is one recorded resource within the project area. There are 61 recorded resources within the one-half mile radius. These resources primarily consist of historic buildings and include an historic railroad.

Forty-one (41) resources have been given a National Register status of 2S2, indicating these resources have been determined eligible for listing in the National Register of Historic places by consensus through the Section 106 process. They are all listed in the California Register of Historical Resources. A list of these resources is enclosed. There are no other recorded cultural resources within the project

[48] Tulare County 2030 General Plan. Page 8-5.
[49] Ibid. Page 8-5.
[50] Op. Cit. Page 8-6.

area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on July 28, 2020, in order to determine whether Native American sacred sites have been identified either within or in close proximity to the study area. The NAHC responded in a letter dated July 30, 2020, stating that a records search of the NAHC Sacred Lands Inventory failed to indicate the presence of Native American traditional sites/places within the project study area. The NAHC notes that the records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource.

Geology & Seismic Hazards

"Tulare County is divided into two major physiographic and geologic provinces: the Sierra Nevada Mountains and the Central Valley. The Sierra Nevada Physiographic Province, in the eastern portion of the county, is underlain by metamorphic and igneous rock. It consists mainly of homogeneous granitic rocks, with several islands of older metamorphic rock. The central and western parts of the county are part of the Central Valley Province, underlain by marine and non-marine sedimentary rocks. It is basically a flat, alluvial plain, with soil consisting of material deposited by the uplifting of the mountains.

"Groundshaking is the primary seismic hazard in Tulare County because of the county's seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake's epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county, which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[51]

"There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

[51] General Plan Background Report, page 8-7

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west of Tulare County lies the "Central California Active Area," where many earthquakes have originated.
- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.
- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as "potentially active." This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts."[52]

Soils Characteristics

According to the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), and the Soil Survey of Tulare County, the following soil types are located in Kingsburg Area Community Plan 2023 **(see Figure 15)**. The following soil types for Kingsburg Area Community Plan 2023 are provided below.

Calgro/Calgro, consists of moderately deep to a duripan, moderately well drained soils formed in alluvium derived from granitic rock source.

Hanford Sandy loam, 0 to 2 percent slopes, consists of very deep, well drained soils that formed in moderately coarse textured alluvium dominantly from granite. Hanford soils are on stream bottoms, floodplains and alluvial fans.

Tujunga sand, consists of very deep, somewhat excessively drained soils that formed in alluvium from granitic sources. Tujunga soils are on alluvial fans and floodplains, including urban areas.

[52] General Plan Background Report, pages 8-6 and 8-7

Table 20 Soil Types

Eastern Fresno Area			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI[a]**	**Percent of AOI**
105TW	Calgro-Calgro, saline-Sodic complex	2.4	0.8%
TzbA	Tujunga loamy sand	0.2	0.1%
Subtotals for Soil Survey Area		2.6	0.9%
Tulare County, Western Part			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
105	Calgro-Calgro, saline-Sodic complex	293.1	95.9%
124	Hanford sandy loam	6.0	2.0%
138	Tujunga loamy sand	4.1	1.3%
Subtotals for Soil Survey Area		303.1	99.1%
Totals for Area of Interest		**305.8**	**100.0%**
Notes: [a] *Area of Interest*			

As shown in **Table 20**, Calgro-Calgro soil makes up almost 96% of the soils within the KACP, and almost 100% of the unimproved areas (i.e., undeveloped as an urban-type use such as residential, commercial, industrial, etc.). Hanford Sandy Loam and Tujunga make up the remaining soil types, with 100% of Tujunga soil areas developed as part of the Summerlyn residential subdivision project.

Figure 15 - NRCS Soils Map



Greenhouse Gases

"Executive Order S-3-05 was signed by Governor Schwarzenegger on June 1, 2005. This executive order established [GHG] emission reduction targets for California. Specifically, the executive order established the following targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order additionally ordered that the Secretary of the California Environmental Protection Agency (Cal EPA) would coordinate oversight of the efforts among state agencies made to meet the targets and report to the Governor and the State Legislature biannually on progress made toward meeting the GHG emission targets. Cal EPA was also directed to report biannually on the impacts to California of global warming, including impacts to water supply, public health, and agriculture, the coastline, and forestry, and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the EO [executive order], the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state…"[53]

Assembly Bill 32 California Global Warning Solutions Act of 2006

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

Senate Bill 97

"Governor Schwarzenegger signed Senate Bill (SB) 97, a CEQA and greenhouse gas emission bill, into law on August 24, 2007. SB 97 requires the Governor's Office of Planning and Research (OPR) to prepare CEQA guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency certified and adopted the guidelines on December 31, 2009, and submitted them for review by the Office of Administrative Law. The adopted amendments will become effective after the Office of Administrative Law completes its review of the adopted amendments and rulemaking file and transmits the adopted amendments to the Secretary of State for inclusion in the California Code of

[53] Tulare County General Plan 2030 Update RDEIR, pages 3.4-4 to 3.4-5

Regulations. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by CARB pursuant to the Global Warming Solutions Act, scheduled for 2012.[54]

Governor's Office of Planning and Research (OPR)

The OPR published a Technical Advisory in June of 2008 that is an informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents to serve in the interim until guidelines are established pursuant to SB 97. This Advisory recommends that CEQA documents include quantification of estimated GHG emissions associated with a proposed project and that a determination of significance be made. "The technical advisory points out that neither CEQA nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. "This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable" (OPR, page 4, 2008). OPR recommends that "the global nature of climate change warrants investigation of a Statewide threshold of significance for GHG emissions" (OPR, page 4, 2008). Until such a standard is established, OPR advises that each lead agency should develop its own approach to performing an analysis for projects that generate greenhouse gas emissions (OPR, page 5, 2008)."[55]

Senate Bill 375

"SB 375 (Steinberg) was signed into law in 2008. It builds on AB 32 to connect the reduction of GHG emissions from cars and light trucks to land use and transportation policy. The transportation sector represents the State's largest contributor of greenhouse gases. Accordingly, SB 375 seeks (1) to use the regional transportation planning process to help achieve AB 32 goals; (2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GHG emissions; and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process. SB 375 aligns regional land use, transportation, housing and greenhouse gas reduction planning efforts. It requires CARB to set greenhouse gas emission reduction targets for passenger vehicles and light trucks for 2020 and 2035. The targets are for the 18 Metropolitan Planning Organizations in California. Metropolitan Planning Organizations are responsible for preparing Sustainable Community Strategies and, if needed, Alternative Planning Strategies, that will include the region's strategy for meeting the established targets. Tulare County Association of Governments is the Metropolitan Planning Organization for Tulare County. Implementation of SB 375 is a multi-year process, with regional GHG reduction targets to be determined in late 2010."[56]

"On April 29, 2015, the Governor issued Executive Order B-30-15 establishing a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. All state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. ARB was directed to update the AB

[54] Tulare County General Plan 2030 Update. RDEIR. Page 3.4-9.
[55] Ibid. 3.4-9 to 3.4-10.
[56] Op. Cit. 3.4-11.

32 Scoping Plan to reflect the 2030 target, and therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions."[57]

The San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted the *Climate Change Action Plan* (CCAP) in August 2008. "The (CCAP) directed the District Air Pollution Control Officer to develop guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas (GHG) emissions on global climate change.

On December 17, 2009, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted the guidance: *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects* under CEQA, and the policy: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA.

"The Tulare County Climate Action Plan (CAP) (last updated in 2021), serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[58]

Federal Emergency Management Agency (FEMA)

"The Tulare Lake Hydrologic Region covers approximately 10.9 million acres (17,050 square miles) and includes all of Kings and Tulare counties and most of Fresno and Kern counties **(see Figure 14).** The San Joaquin Valley is divided into the San Joaquin River and the Tule Lake regions by the San Joaquin River with the Tulare Lake region in the southern portion. Historically, the valley floor in this region had been a complex series of interconnecting natural sloughs, canals, and marshes.

The economic development of the region is closely linked to the surface water and groundwater resources of the Tulare Lake region. Major rivers draining into the Tulare Lake region include the Kings, Kaweah, Tule, and Kern rivers. The original ecological character of the area has been changed dramatically, largely from the taming of local rivers for farming. In the southern portion of the region, significant geographic features include the lakebeds of the former Buena Vista/Kern and Tulare lakes, comprising the southern half of the region; the Coast Ranges to the west; the Tehachapi Mountains

[57] ARB. AB 32 Climate Change Scoping Plan. Accessed May 2023 at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm.
[58] Tulare County Climate Action Plan, page 1

to the south; and the southern Sierra Nevada to the east.
The Tulare Lake region is one of the nation's leading agricultural production areas, growing a wide variety of crops on about 3 million irrigated acres. Agricultural production has been a mainstay of the region since the late 1800s. However, since the mid-1980s, other economic sectors, particularly the service sector, have been growing"[59]

Federal Emergency Management Agency FEMA

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C0293E, effective date June 16, 2009, shows the majority of the Kingsburg Planning Area's footprint is located within Flood Zone X, which is defined by FEMA as Areas determined to be outside the 0.2% annual chance floodplain (**see Figure 17**).

"Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). "Floodplain" or "flood-prone area" means any land area susceptible to being inundated by water from any source. "Base Flood" is the flood having a one percent chance of being equaled or exceeded in any given year. "One-hundred-year flood" or "100-year flood" has the same meaning as "base flood." "Special flood hazard area" is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. "Floodway" means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the State Reclamation Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone which is intended for application to those areas of the County which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

"The flood carrying capacity in rivers and streams has decreased as trees, vegetation, and structures (e.g., bridges, trestles, buildings) have increased along the Kaweah, Kings, and Tule Rivers. Unsecured and uprooted material can be carried down a river, clogging channels and piling up against trestles and bridge abutments that can, in turn, give way or collapse, increasing blockage and flooding potential. Flooding can force water out of the river channel and above its ordinary floodplain. Confined floodplains can result in significantly higher water elevations and higher flow rates during high runoff and flood events."[60]

[59] California Department of Water Resources. California Water Plan Update 2013. Tulare Lake Hydrologic Region. Page TL-11 and TL-13.
[60] Ibid Tulare County General Plan 2030 Update. Background Report.

Figure 16 Tulare Lake Hydrologic Region



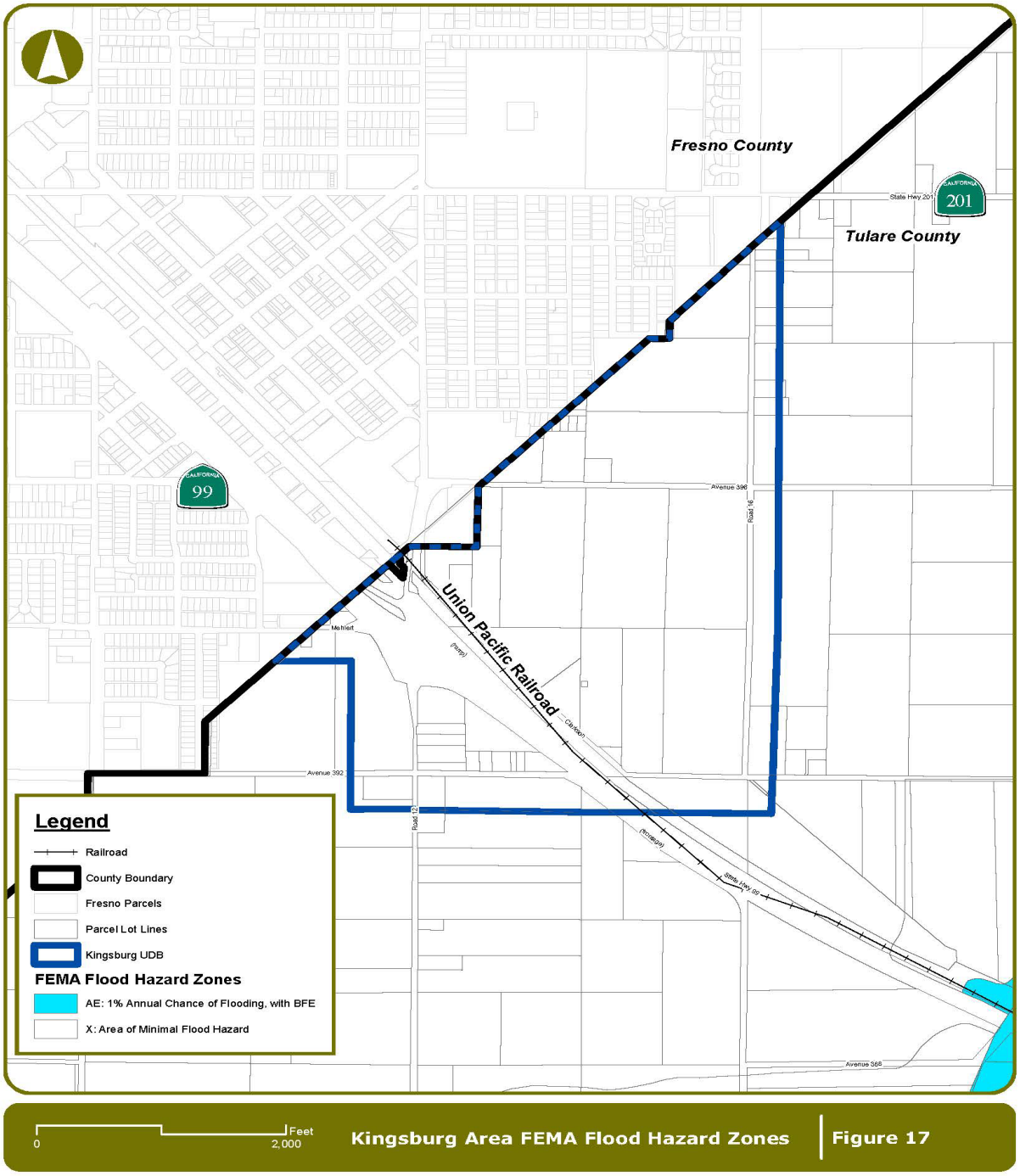
"Dam failure can result from numerous natural or human activities, such as earthquakes, erosion, improper sitting, rapidly rising flood waters, and structural and design flaws. Flooding due to dam failure can cause loss of life, damage to property, and other ensuing hazards. Damage to electric-generating facilities and transmission lines associated with hydro-electric dams could also affect life support systems in communities outside the immediate hazard area."[61]

FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). These areas are designated as Zone A, AO, A1-30, AE, A99, or AH on the FIRM. A 100-year flood is considered for purposes of land use planning and protection of property and human safety.

The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), by actively adopting minimum regulatory standards as set forth by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in special flood hazard areas (SFHAs). Information about the NFIP, is available at the following website: www.fema.gov. As part of the county's participation in the NFIP, individuals are eligible to obtain flood insurance. Further flood information is available at the County of Tulare Resource Management Agency at the following website: https://tularecounty.ca.gov/rma/public-works/flood-information/. On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps (DFIRMs). Information is available to determine if a property is located in a SFHA by using the following FEMA Map Service Center link as follows: https://msc.fema.gov/portal.

[61] Op. Cit. Page 8-17.

Figure 17 – FEMA Flood Map

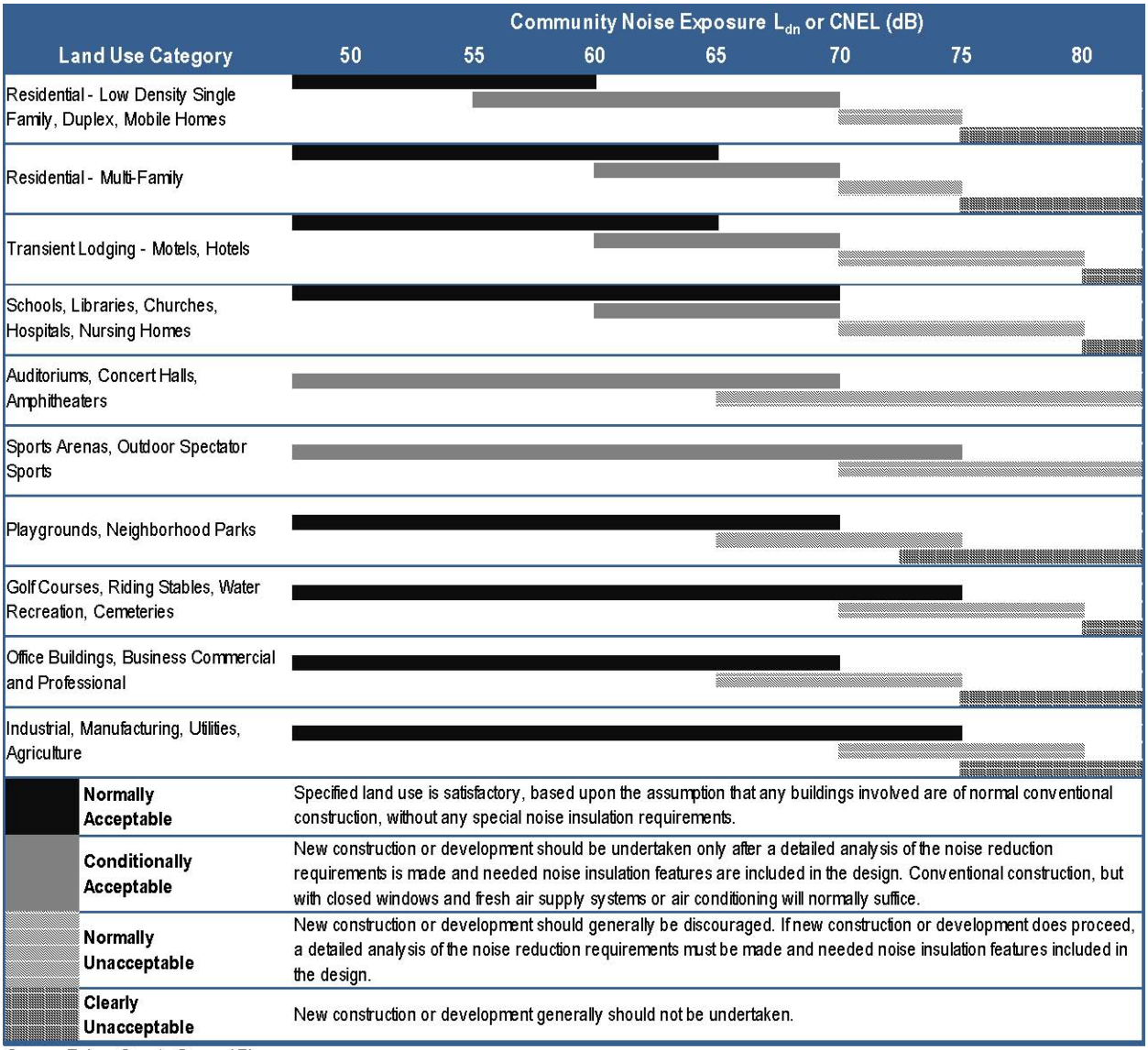


Noise

The Kingsburg Area Community Plan (KACP) Planning Area is generally triangular in shape. It is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Rural residential, commercial, and industrial areas accounted for approximately 300 acres of the KACP. Approximately 30 rural residences are located within the KACP planning area with many adjacent to or part of agriculturally productive lands. Commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication], Mid-Valley Disposal), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Valero gas station/mini mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and vacant land. Rural residential areas in the KACP planning area generally consisted of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. The light industrial facility consisted of buildings, containers, and paved surfaces.

State of California General Plan Guidelines (California Governor's Office of Planning and Research, 2003) identifies guidelines for the Noise Elements of city and county General Plans, including a sound level/land-use compatibility chart that categorized, by land use, outdoor Ldn ranges in up to four categories (normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable). These guidelines provide the State's recommendations for city and county General Plan Noise Element **(see Figure 18)**.

Figure 18 - Community Noise Exposure



Source: Tulare County General Plan

There are a variety of sources that produce noise in the Kingsburg Area Community 2023 Planning Area and include traffic, railroad operations, industrial, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR. State Route 99 runs through the Kingsburg Area Community 2023 Plan and is the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 99 adversely impacts an area through Kingsburg Area Community planning area making properties in close proximity to the highway less desirable for new housing construction.

Operations along the Union Pacific Railroad line are another significant source of noise in the Kingsburg Area Community 2023 Plan. According to the Tulare County General Plan EIR, there are more than twenty (20) freight train operations per day along the Union Pacific rail line in Tulare County that may occur at any time of day or night.

The 2010 Recirculated Environmental Impact Report (RDEIR) prepared for the Tulare County General Plan Update included the following information regarding freeway and railroad noise. Baseline traffic noise contours for major roads in the County were developed using Sound32 (Caltrans' computer implementation of the FHWA Traffic Noise Prediction Model). Table 3.5-3 in the RDEIR summarized the daily traffic volumes, and the predicted LDN noise level at 100 feet from the roadway centerline is approximately 79 feet, and the distance from the roadway centerline to the 60-, 65-, and 70-dB-Ldn contours are 82 feet, 1,813 feet, and 3,907 feet respectively.

Noise levels from mainline operations within Tulare County were quantified using the analytical methods developed in 1973 by Wyle Laboratories (County of Tulare, 2010 Background Report, page 8-52, 2010a). The Wyle methodology calculates noise exposure based upon reference noise level data for various types of trains under different operating conditions, distance from the tracks, speed and the characteristics of the track the trains are passing over. In order to provide a comparison of the noise levels predicted by the Wyle methodology to those actually occurring in Tulare County, and to document single-event noise levels, noise level measurements were conducted at various locations near or away from grade crossings. The reference measurement distance was 100 feet from the center of the tracks. Specific noise level data are described in the following sections describing operations for each railroad. Railroad noise levels are described below by railroad operator."[62]

Mainline operations on the Union Pacific Railroad in Tulare County affect the City of Tulare and a number of small communities and rural residential uses. According to the Trainmaster's office in Fresno, there are more than 20 freight train operations per day in the Tulare County Area. Passenger trains presently do not operate on Union Pacific tracks in Tulare County. Train speeds on the mainline are generally 45-65 mph and train movements may occur at any time during the night or day. According to the Wyle methodology, the above-described type and frequency of operation results in noise exposures of 65 and 60 dB Ldn at approximately 335 and 660 feet, respectively, from the center of the tracks for present operations, and at approximately 440 and 800 feet, respectively, from the center of the tracks for estimated future operations. Noise levels in the vicinity of grade crossings are somewhat higher than this due to the use of the warning horn.

The Noise Element identifies noise-impacted areas throughout Tulare County. These areas include lands which have exiting or projected noise levels exceeding 60 decibels (dBa) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas. The two primary noise sources are SR 99 and the Union Pacific Railroad. Together, these noise sources place a portion of the urbanized portion of Kingsburg Area Community within the 60 dB Ldn noise contour. Roadways and traffic noise are the dominant source of ambient noise in the County.

[62] Tulare County General Plan Background Report, page 8-61

The Health and Safety Element of the Tulare County General Plan adopted two County wide goals regarding noise in 2012. They are: 1) Protect the citizens of Tulare County from the harmful effects of exposure to excessive noise; and 2) Protect the economic base of Tulare County by preventing the encroachment of incompatible land uses near known noise-producing industries, railroads and other sources. The Tulare County General Plan 2030 models noise contours for lands adjacent to freeways and local industries and railroads for the base year (1986) and provides projected contours for the year 2010. The noise contours were prepared in terms of either the community noise equivalent level (CNEL) or day-night average decibel level (LDN), which is descriptive of the total noise exposure at a given location for an annual average day.

The Noise Element includes performance standards for new residential or other noise-sensitive land uses which are to be located near noise-impacted areas. The Element indicates that these uses will not be permitted unless effective design measures can be integrated into the development to mitigate the impact of noise. **Table 21** summarizes the daily traffic volumes for SR 99 from Avenue 384 to Mendocino Avenue (Road 12).

Table 21 Traffic Noise Level Data

Roadway	Location	ADT	% Day	Ldn (dBA) @ 50 ft	Ldn (dBA) @ 100 ft	Distance in Feet to:			
						70 Ldn Contour	65 Ldn Contour	60 Ldn Contour	55 Ldn Contour
SR 99	Ave. 384 to Mendocino Avenue	49,500	81	83.3	78.7	383	825	1778	3830
Source: 2010 Tulare County General Plan Background Report									

City of Kingsburg General Plan Policies

The City of Kingsburg has adopted applicable sections of the Noise Element of the Fresno County General Plan, first prepared by Fresno County in 1975.[63] Fresno County will consult with the City of Kingsburg when development is proposed within the KACP on a case-by-case basis in regard to noise impact and potential mitigation measures, conditions of approval, and/or project design features as applicable.

Infrastructure

Infrastructure is defined as "the basic physical and organizational structures needed for the operation of a society or enterprise or the services and facilities." In regard to Kingsburg Area Community Plan 2023, this Area Community Plan is intended to address deficiencies and the need for improvements to the drinking water system improvements, wells, water distribution piping and storage tanks, curbs, gutters, streets, sidewalks, etc.

[63] City of Kingsburg General Plan. Section B – Noise. Page 110. Accessed February 2023 at: http://www.cityofkingsburg-ca.gov/DocumentCenter/View/1815/City-of-Kingsburg-General-Plan

There is planned expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The Project site is currently in agricultural production and draws groundwater from a well on site for purposes of irrigation. However, when the Project is implemented, the existing well will be capped (and will be rendered inactive), as the Project will tie into the City of Kingsburg's water system.

Sustainable Groundwater Management Act SGMA

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package, composed of AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act (SGMA). The SGMA provides local governments and stakeholders the time needed to implement the complex law. Completion of plans in critically over drafted basins timeframe is January 31, 2020, and high- and medium-priority basins achieve sustainability 20-years after adoption of their plan (2040).

Groundwater Sustainability Agency (GSA)

The City of Kingsburg's water system is located within the Kings River East Groundwater Sustainability Agency (GSA).

Surface Water

"Surface water supplies for the Tulare Lake Basin include developed supplies from the [Central Valley Project] CVP, the [State Water Project] SWP, rivers, and local projects. Surface water also includes the supplies for required environmental flows. Required environmental flows are comprised of undeveloped supplies designated for wild and scenic rivers, supplies used for instream flow requirements, and supplies used for Bay-Delta water quality and outflow requirements. Finally, surface water includes supplies available for reapplication downstream. Urban wastewater discharges and agricultural return flows, if beneficially used downstream, are examples of reapplied surface water."[64]

"The Kings, Kaweah, Tule, and Kern Rivers, which drain the west face of the Sierra Nevada Mountains, are of excellent quality and provide the bulk of the surface water supply native to the Basin. Imported surface supplies, which are also of good quality, enter the Basin through the San Luis Canal/California Aqueduct System, Friant-Kern Canal, and the Delta-Mendota Canal. Adequate control to protect the quality of these resources is essential, as imported surface water supplies contribute nearly half the increase of salts occurring within the Basin.

Buena Vista Lake and Tulare Lake, natural depressions on the valley floor, receive flood water from the major rivers during times of heavy runoff. During extremely heavy runoff, flood flows in the Kings River reach the San Joaquin River as surface outflow through the Fresno Slough. These flood flows represent the only significant outflows from the Basin.

[64] Tulare County General Plan 2030 Update. Background Report. Page 10-7.

Besides the main rivers, the basin also contains numerous mountain streams. These streams have been administratively divided into eastside streams and westside streams using Highway 58 from Bakersfield to Tehachapi. Streams from the Tehachapi and San Emigdio Mountains are grouped with westside streams. In contrast to eastside streams, which are fed by Sierra snowmelt and springs from granitic bedrock, westside streams derive from marine sediments and are highly mineralized, and intermittent, with sustained flows only after extended wet periods.[65]"

Ground Water Aquifers and Wells

Groundwater resources in the Tulare Lake region are supplied by both alluvial and fractured rock aquifers. Alluvial aquifers are composed of sand and gravel or finer grained sediments, with groundwater stored within the voids, or pore space, between the alluvial sediments. Fractured rock aquifers consist of impermeable granitic, metamorphic, volcanic, and hard sedimentary rocks, with groundwater being stored within cracks, fractures, or other void spaces. The distribution and extent of alluvial and fractured-rock aquifers and water wells vary significantly within the region.

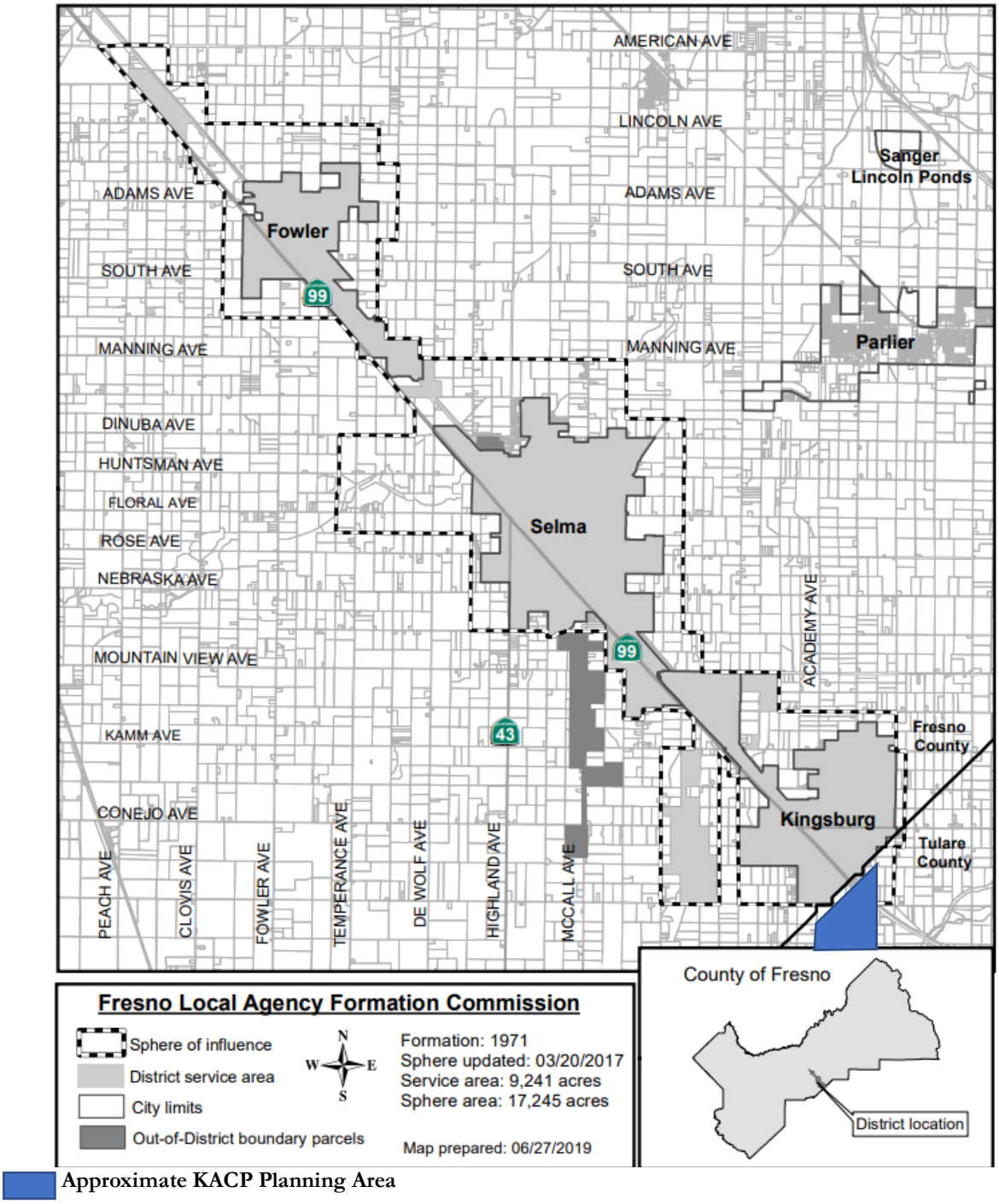
Domestic Water and Wastewater

The KACP planning area is generally served by individual wells and it is unknown if there are any service connections regarding sewer services with the Selma-Kingsburg-Fowler (SKF) County Sanitation District.

An exception is the Summerlyn subdivision project which receives potable water service from the City of Kingsburg and sanitary sewer service from SKF via extra-territorial agreements with both the City and SKF.

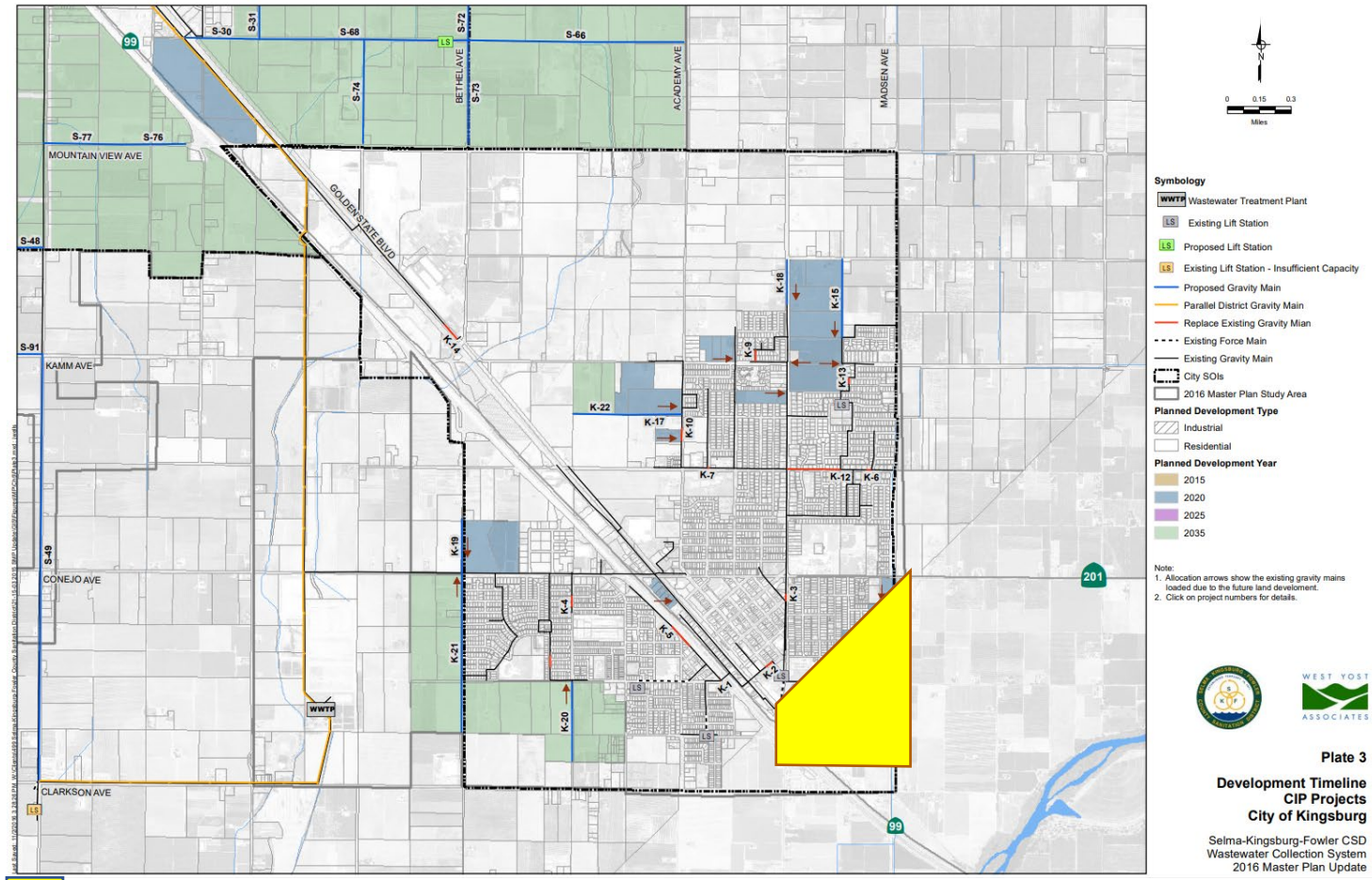
[65] California Regional Water Quality Control Board. Central Valley Region. Water Quality Control Plan for the Tulare Lake Basin. Third Edition Revised May 2018. Page 1-2.

Figure 19 Fresno Local Agency Formation Commission



Approximate KACP Planning Area

Figure 20 SKF Collections System Master Plan



Approximate KACP Planning Area

The California Regional Water Quality Control Board (RWQCB) regulates the District under order #5-01-255. The District has generally met the paraments of the permit and has not received any notices of violation by the CRWQCB or the CRWQCB Waste Discharge Requirements for Collection Systems" [66]

Engineering/Functions - "The District operates, maintains, refurbishes, replaces, and expands the wastewater treatment plant and the large diameter sewers. Each city owns its own local sewer system. The District operates, maintains, refurbishes, and replaces the cities' sewers. The District does not build new sewers for the cities. The District makes sure that the sewer system is constructed correctly and maintains them after they are constructed.

The engineering department responds to residential/developer inquiries, conducts plan checks, issues permit, conducts sewer construction inspections, and manages the capital improvement program.

The State Water Resources Control Board adopted a Statewide General Waste Discharge Requirements for Sanitary Sewer Systems on May 2, 2006(GWDR). All state agencies, municipalities, counties, districts, that own or operate a sanitary sewer system greater than one mile in length that collect wastewater from a publicly owned treatment facility in California are required to conform with said order.

The order requires that the Selma-Kingsburg-Fowler County Sanitation District prepare a Sewer System Management Plan (SSMP), which is to contain a plan and schedule to properly manage, operate, and maintain the sewer collection system in its entirety. The goals are, in summary, are to reduce the preventable occurrences of sewer system overflows (SSO), protect waters of the United States, provide adequate capacity for design flows, and provide adequate resources for operation, maintenance, and repair."[67]

Operations/Functions - "The treatment and disposal department is responsible for the treatment and disposal of over one billion gallons annually of wastewater emanating from within the service boundaries of the District. The department collects 728 individual influent and effluent samples and 200 miscellaneous samples annually in accordance with the State of California Regional Water Quality Control Board Central Valley Region, Waste Discharge Requirements Order No. 5-01-255."[68]

[66] Fresno County Local Agency Formation Commission. Sphere of Influence Update and Municipal Service Review Program. Approved Municipal Service Reviews. Sanitation District. Selma-Kingsburg-Fowler County Sanitation District. 3. MSR/SOI Update. Selma-Kingsburg-Fowler County Sanitation District. Present and Planned Capacity of Public Facilities and Infrastructure Needs or Deficiencies. Page 15. Accessed March 2022 at: SKF MSR.pdf (fresnolafco.org)

[67] Selma-Kingsburg-Fowler (SKF) County Sanitation District. Engineering. Functions. Accessed March 2022 at: Engineering - Selma-Kingsburg-Fowler County Sanitation District (skfcsd.org).

[68] Selma-Kingsburg-Fowler (SKF) County Sanitation District. Operations. Functions. Accessed March 2022 at: Operations - Selma-Kingsburg-Fowler County Sanitation District (skfcsd.org).

Storm Drainage

A storm drainage system is designed to drain excess rain and groundwater (from roads, sidewalks, etc.) to some point where it is discharged into a channel, ponding basin, or piped system. The system itself typically consists of pipes connecting inlets and is facilitated by curbs and gutters, manholes, and sumps. The operation of the system consists of runoff being collected in the inlets and transported by pipes to a discharge location. Manholes provide access to storm drainpipes for inspection and cleanout. A sump is a shallow, artificial pond designed to infiltrate storm water through permeable soils into the groundwater aquifer. It does not typically discharge to a detention basin.

Storm drainage systems should be designed so they have adequate capacity to accommodate runoff that enters the system for the design frequency and should also be designed considering future development. An inadequate roadway drainage system could result in the following:

- ✓ Water overflowing the curb and entering adjacent property leading to damage
- ✓ Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways
- ✓ Over saturation of the roadway structural section due to immersion will lead to pavement deterioration

The KACP planning area does not have an areawide storm water drainage system. Storm water drainage is currently limited to the Summerlyn subdivision project or contained on-site via grading, swales, and storm water retention basins.

Solid Waste

Solid waste disposal services for the KACP planning area are provided by Pena's Disposal, a private company. Solid waste generated in KACP Planning Area can be disposed of at the Visalia and fill, located at 22466 Road 80, Visalia, California).

The Tulare County Solid Waste Department (communication with Mr. Scott Pfanstiel, retired), states aerial usage rate shows 140 years remaining landfill capacity. No constraints to growth have been identified.

Energy Natural Gas/Electricity

"Southern California Edison provides electric service to the majority of Tulare County, including the majority of the San Joaquin Valley and the foothills. Natural gas service is primarily provided by The Gas Company (formerly Southern California Gas Company). Pacific Gas & Electric also serves northern Tulare County's electric needs on a limited basis. The electrical facilities network includes both overhead and underground lines, with new development required to install underground service lines.

Telephone
Telephone service in and around the KACP planning area is provided by AT&T.

Police

Tulare County Sheriff
The nearest TCSO sub-station is located at 12800 Avenue 416, in Orosi (approximately 14 miles east of the KACP planning area). "The Substation covers approximately 289 square miles serving a rural population to include the unincorporated communities of Cutler, East Orosi, Orosi, Seville, Sultana, Traver and Yettem. The Substation runs a four-shift operation, which includes 23 deputies, four (4) sergeants and one (1) lieutenant. There are a minimum of three deputies and one sergeant in the field at all times. In addition, general shift staffing the communities of Cutler-Orosi are assigned a Community Based Officer assigned specifically to those areas. The substation is open for walk-ins from 8:00 am to 5:00 pm Monday through Friday. After hours and weekends there is a phone provided outside the substation that calls directly into the dispatch center. The substation provides patrol services 24 hours per day, 365 days per year. Additional Sheriff Resources are available as needed via dispatch from the main Sheriff's Office in Visalia, CA."[69]

City of Kingsburg Police Department
The City of Kingsburg Police Department, located at 1300 California Street, provides police services to planning area. The Police Department is staffed with 15 sworn and 6 non-sworn officer positions within the Records and Communications Division and also includes a Records Supervisor, four dispatchers and one Administrative Assistant.[70] The Police Department is approximately 0.4 miles west of the KACP planning area.

Fire

Tulare County Fire Department
The nearest Tulare County Fire Department substation is Fire Station #2 located at 3811 Avenue 400 in Kingsburg: approximately 2.75 miles from the northeastern portion of the KACP Planning area and approximately 3.5 miles from the southwestern portion of the KACP Planning area.

City of Kingsburg Fire Department
The City of Kingsburg Fire Department provides fire response services within the KACP's planning area's Sumerlynn subdivision project. The main station is located at 1460 Marion Street, and a satellite station is located at 1880 Bethel Avenue. The Fire Department provides 24/7 fire and ambulance

[69] Tulare County. Draft Cutler-Orosi Community Plan 2021 Update. Page 80.

[70] City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed March 2023 at: http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf. Accessed January 2017.

services not only to citizens of Kingsburg but also to those citizens in the surrounding unincorporated areas of Fresno, Kings, and Tulare Counties. The Department has one full-time Fire Chief, three full-time Captains/Paramedics, six full-time Firefighter/Paramedics, and up to twenty paid Call Firefighters. Kingsburg Fire and Ambulance is equipped with one 1250 GPM Engine, one 1000 GPM Engine, one 1000 GMP Engine, a 55-foot ladder truck, two ALS ambulances, and one BLS ambulance.[71] The main station is approximately 0.6 miles west of the proposed Project site. The Marion Street station is located approximately 0.33 miles (northwest) of the KACP planning area east of SR 99; and the Bethel Avenue station is located approximately 1.5 miles (northwest) of the KACP planning area west of SR 99.

Schools

Tulare County Schools

"A total of 48 school districts provide education throughout Tulare County... Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12th grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many districts only have one school."[72]

"Total enrolment in Tulare County public schools has increased from about 80,000 to 88,300 students during a nine-year span from 1993 to 2002. On average, the growth rate has remained steady with annual increases approximating two percent."[73]

Kingsburg Schools

The Kingsburg Elementary Charter School District (KECSD) and the Kingsburg Joint Union High School District (KJUHSD) provide K-12 school services to the City of Kingsburg. KJUHSD includes one high school and an alternative continuation school while the KECSD includes one junior high school and eight elementary schools.[74] The proposed KACP planning area is within the service area of both school districts.

Libraries

Tulare County Library

"The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents

[71] City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed March 2023 at: http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf. Accessed January 2017.

[72] Tulare County General Plan 2030 Update. Background Report. Pages 7-75 to 7-76.

[73] Ibid. Page 7-76.

[74] City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed March 2023 at: http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf.

of the county. At present, there are 14 regional libraries and one main branch."[75] The closest libraries are located in Dinuba, London, Orosi, and Visalia. **(see Table 22)**.

Table 22 Tulare County Libraries

Tulare County Libraries		
Branch	**Address**	***Operating Hours (2023)[76]***
Dinuba	150 South "I" Street Dinuba, CA 93618-2399 (559) 591-5829	Tuesday through Friday: 10 a.m. - 1 p.m., 2 p.m. – 5:30 p.m.
London	5711 Avenue 378 London [Dinuba], CA 93618 (559) 591-1017	Tuesday and Wednesday: 10 a.m. - 1 p.m., 2 p.m. – 5:30 p.m.
Orosi	12646 Avenue 416 Orosi, CA 93647-2018 (559) 591-5830	Wednesday through Friday: 10 a.m. – 1 p.m., 2 p.m. – 5:30 p.m.
Visalia	Main Branch 200 West Oak Avenue Visalia, CA 93291-4993 (559) 713-2700	Tuesday, Wednesday, Thursday, and Friday: 10 a.m. – 5:30 p.m.; Saturday: 11 a.m. - 4 p.m.
Note: Hours of operation are subject to change. The London Branch Library is located in London but has a Dinuba postal address.		

City of Kingsburg Library

Kingsburg Branch Library is located at 1399 Draper Street, Kingsburg, hours are Monday through Wednesday 10:00 am to 6:00 pm, Thursday 12:00 pm to 8:00 pm, Friday 12:00 pm to 4:00 pm and Saturday 10:00 am to 2:00 pm.

Parks

Tulare County parks

The nearest County owned/operated park to the KACP planning area is Ledbetter Park located approximately 14 miles east of the Kingsburg area at 40779 Road 124 in Cutler, California. The next nearest County owned/operated park is the Kings Nature Preserve located approximately 1.5 miles east of the Kingsburg area however, limited access for educational purposes only.

City of Kingsburg parks

The Planning and Community Services Division provides parks and recreation services to the Kingsburg community. There are four parks located within the planning area that provide a diverse array of outdoor recreation opportunities including picnic tables, playground equipment, benches, bar-

[75] General Plan Background Report, page 7-96

[76] Tulare County Library. Locations. Accessed March 2023 at: https://www.tularecountylibrary.org/locations.

bques, arbors, meeting halls, and open space. Historical Park is a unique, 4.7-acre site consisting of historical buildings and dedicated to preserving the area's historic character. The Park includes the Olson Ball House, Clay School, a band stand, a barn, a fire department, a gas station, a Hall of Fame, a harvester, a Heritage Building, a Historical Park Hall, a medical building, a jail, the Olson Bottle Shop, the Olson Building, a tank house, Rieffel's Store, and a tractor barn.[77]

[77] Ibid.

Kingsburg Area Community Plan 2023

The Need for a Community Plan

Purpose

The Kingsburg Area Community Plan 2023 will be used to foster economic development by identifying opportunities for development. This community plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, 2016 Sustainable Highway 99 Corridor Plan, and the Tulare County 2030 General Plan.

Relationship to the General Plan

Tulare County's General Plan provides a comprehensive statement of the objectives, themes and policies, which the community is seeking to achieve in the areas of land use, growth management, community design, transportation, open space, parks and public facilities, environmental conservation, health and safety, noise, and housing. This Community Plan, as an instrument which promulgates and is an extension of the General Plan, incorporates, by definition, the stated general objectives, themes and policies and, where more specific objectives and policies are stated, makes reference to such objectives and policies and provides further elaboration on the ways in which the Community Plan is responsive to this guidance. Relevant General Plan goals, policies, and programs that provide direction and input to this Community Plan are provided in this document. In addition, this plan has specific policies for the Kingsburg Area Community Plan 2023.

Planning Framework

San Joaquin Valley Regional Blueprint

"The San Joaquin Valley Blueprint is the result of an unprecedented effort of the eight Valley Regional Planning Agencies (RPA), that include the Fresno Council of Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the Tulare County Association of Governments, to develop a long-term regional growth strategy for the future of the San Joaquin Valley. Following three-years of visioning and outreach by the eight Valley RPAs, the Regional Policy Council (RPC), the decision-making body for the Valleywide process, adopted the Valley Blueprint in April 2009.

The Blueprint is a long-range vision for a more efficient, sustainable, and livable future for the Valley. The Valleywide Blueprint is made up three elements: a 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements; a Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a set of 12 Smart Growth Principles. Importantly, the Blueprint recognizes and

incorporates by reference the visioning and outreach efforts undertaken by the eight Valley Regional Planning Agencies."[78]

Tulare County Regional Blueprint

"TCAG and its member agencies felt that it was important to prepare a Tulare County Regional Blueprint that clarified Tulare County's role in the Blueprint process. The Tulare County Regional Blueprint is a stand-alone policy document that is consistent with the San Joaquin Valley Regional Blueprint. This document represents Tulare County's local vision and goals as a participant in the San Joaquin Valley Regional Blueprint process."[79] Key elements of the preferred growth scenario outlined in the Tulare County Regional Blueprint include 25% increase in overall density and focused growth in urban areas.

TCAG, Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Kingsburg Area Community 2023 Plan. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describes bicycle circulation patterns and pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

Senate Bill 244, Housing Element Implementation

Senate Bill (SB) 244, passed by the California Legislature and signed into law in 2011, requires California municipalities analyze the inequality and infrastructure deficits within disadvantaged unincorporated communities (DUCs), which lack basic community infrastructure like sidewalks, safe drinking water, and adequate waste processing. As a part of this process and the implementation of the Housing Element the County continues to identify housing related infrastructure needs, such as; water, sewer, natural gas or streetlights, using community needs assessments, housing condition surveys, public comments at community meetings, redevelopment implementation plans and amendments, community plans and other relevant information from the Health & Human Services Agency (HHSA) Environmental Health Services, Regional Water Quality Control Board, public utility districts, community services districts and other agencies. The County of Tulare prepared a 2016 Disadvantage Unincorporated Communities Assessment (infrastructure needs assessment) of the County in conjunction with SB 244 and Action Program 9 as part of the 2015 Tulare County Housing Element Update.

Sustainable Highway 99 Corridor Plan

The Sustainable Highway 99 Corridor Plan is a plan that serves as a foundation planning document to guide the preparation of future community plans for unincorporated and economically disadvantaged communities along the corridor, and provide sustainable planning practices, standards

[78] San Joaquin Valley Blueprint Roadmap Guidance Framework, page i
[79] Tulare County Regional Blueprint, page 3

and strategies for the abundant agricultural and natural lands in between the communities. The primary project objectives of this plan are as follows: Promote Public Health, Promote Equity, Increase Affordable Housing, Revitalize Urban and Community Centers, Protect Natural Resources and Agricultural Lands, Reduce Automobile Usage and Fuel Consumption, Improve Infrastructure Systems, Promote Energy Efficiency and Conservation, Strengthen the Economy.

Transportation Concept Report (TRC)-State Route (SR) 201

The TRC is a planning document that identifies the existing and future route conditions as well as future needs for each route on the State Highway System. The TRC is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor.

Tulare County 2030 General Plan Implementation

This Community Plan is intended to implement the Tulare County 2030 General Plan. The General Plan Policies relevant to this Community Plan are outlined in the General Plan Policies Section below. In addition to the General Plan Policies, this Community Plan outlines policies specific to the Kingsburg Area. Following are the ways in which this Community Plan implements the General Plan:

- Update Zoning Map to match the Community Plan Land Use Map.
- Addition of Design Standards to replace use permit standards.
- Update Zoning text to outline allowed uses in this Community Plan.
- Introduction of a Mixed-Use Overlay Zoning District
- Provides a Market Analysis of the Kingsburg Area.
- Provides an updated analysis of Kingsburg Area population and housing characteristics.
- Defines an economic development strategy.

On October 15. 2019, the Tulare County Board of Supervisors (BOS) approved by Resolution No. 2019-0884, approved the Planning Branch proposal to prepare the Draft 2023 Kingsburg Area Community Plan. The 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed, generally triangular-shaped, CACUDB boundary includes an assessment of potential project impacts from the proposed land use changes, southwest of the Fresno County/Tulare County boundary, along Road 16 on the east (generally south of State Route 201 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 3**. The Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The 2023 Kingsburg Area Community Plan

components are described later in this section and will be consistent with the Tulare County General Plan 2030 Update and will include the following primary goals and objectives.

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional State Route (SR) 99 Corridor in order to implement the following General Plan goals:

- Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters, such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals.
- Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County.
- Reduce development pressure on agriculturally designated lands within the Valley Floor, thereby encouraging agricultural production to flourish.
- Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
- Help to improve the circulation and transit transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

- With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved expeditiously.
- Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the General Plan 2030 Update (August 2012) and the recently adopted Housing Element 2015 Update (November 2015); and
- With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs, such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

21 Complete Streets Program will be a part of the Kingsburg Area Community Plan 2023 for inclusion in the Circulation Element of this Community Plan. The KACP Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, pedestrian circulation.

Community Outreach Process

Community outreach is vital to the success of the community plan update, because it provided the opportunity for residents to share their ideas and concerns in Kingsburg Area Community Plan 2023. This also helps guide decisions on priorities for the community and identify potential challenges. The update process included extensive community and policymaker engagements that were conducted in English and Spanish.

Kingsburg Area Community Plan 2023 Public Meetings

In order to ensure that the Kingsburg Area Community Plan 2023 was community-driven, the County conducted public outreach meetings from 2020 through 2021. There were public meetings held on February 13, 2020, August 27, 2020, and August 26, 2021. Broad public input was obtained through a series of workshops where residents, employees, property owners, as well as representatives from the school district and the public utility district, and the surrounding neighborhoods, weighed in on issues and provided recommendations **(see Attachment A-7)**.

Sustainability

Climate Change/Adaptation/Resiliency/Sustainability

According to the 2023 Tulare County Multi Jurisdiction Local Hazard Mitigation Plan (LHMP), Climate change has occurred throughout the history of the planet. Due to variations in the earth's inclination to the sun, volcanic activity and other factors such as asteroids impacts, the amount of solar radiation reaching the earth's surface. The temperature of the planet correlates to the amount of solar radiation arriving at the surface and with it the climate.

In relatively recent history, the last glacial period, popularly known as the Ice Age, occurred from c. 110,000 to 12,000 years ago. This most recent glacial period is part of a larger pattern of glacial and interglacial periods known as the Quaternary glaciation (c. 2,588,000 years ago to present). From this point of view, scientists consider this "ice age" to be merely the latest glaciation event in a much larger ice age, one that dates back over two million years and is still ongoing. During this last glacial period, there were several changes between glacier advance and retreat. The Last Glacial Maximum, the maximum extent of glaciation within the last glacial period, was approximately 22,000 years ago. While the general pattern of global cooling and glacier advance was similar, local differences in the development of glacier advance and retreat make it difficult to compare the details from continent to continent. Generally, the pattern of temperature variation and glaciation has lagged atmospheric carbon dioxide (CO2) content.

Tulare County Climate Action Plan

Tulare County adopted a Climate Action Plan (CAP) on August 28, 2012. The CAP is an implementation measure of the 2030 General Plan Update. The policies, regulations, and programs considered in the CAP include those by federal, state, and local governments. The CAP was updated on December 13, 2022. The 2022 CAP Update incorporates new baseline and future year inventories and updates the County's strategy to address SB 32 2020 Target.

"The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[80]

Tulare County Local Hazard Mitigation Plan 2023

The Tulare County (County) has prepared the 2023 Multi-Jurisdictional Local Hazard Mitigation Plan (MJ-LHMP) to assess the natural, technological, and human-caused risks to County communities, to reduce the potential impact of the hazards by creating mitigation strategies. The 2023 MJ-LHMP represents the County's commitment to create a safer, more resilient community by taking actions to reduce risk and by committing resources to lessen the effects of hazards on the people and property of the County.

The plan complies with The Federal Disaster Mitigation Act (DMA 2000), Federal Register 44 CFR Parts 201 and 206, which modified the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) by adding a new section, 322 - Mitigation Planning. This law, as of November 1, 2004, requires local governments to develop and submit hazard mitigation plans as a condition of receiving Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) and other mitigation project grants. The County; the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake; the Tule River Tribe; Tulare County Office of Education; and Special District staffs have coordinated preparation of the MJ-LHMP in cooperation with stakeholders, partner agencies and members of the public.

Tulare County General Plan Policies (Sustainability)

The Tulare County General Plan has a number of policies that apply to projects within the County of Tulare. General Plan policies that relate to Sustainability include the following.

PF-3.4 Mixed Use Opportunities - Unless or until a traditional plan approach is requested by the hamlet and such a plan is adopted, land use designations within the HDB shall be the mixed-use land use designations as provided in Chapter 4-Land Use that promotes the integration of a compatible

[80] Tulare County Climate Action Plan, page 1

mix of residential types and densities, commercial uses, public facilities and services, and employment opportunities.

LU-1.1 Smart Growth and Healthy Communities
The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. Utilizing planned community zoning to provide for the orderly pre-planning and long-term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
12. Encouraging connectivity between new and existing development.

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

LU-7.17 Shared Parking Facilities
The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include developments with different day/night uses.

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

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

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

TCAG Sustainable Communities Strategy (2018 Regional Transportation Plan)
AB 32 set emission targets for the State of California. SB 375 requires the California Air Resources Board to set greenhouse gas emission targets for different regions in California. Under SB 375 Metropolitan Planning Organizations like TCAG are required to create a Sustainable Communities Strategy. TCAG included this strategy in the 2018 Regional Transportation Plan. Highlights of the implementation strategies include:

- Provide an efficient, integrated, multi-modal transportation system for the movement of people and goods that enhances the physical, economic, and social environment in the Tulare county region
- System Performance: Develop an efficient, maintained, and safe circulation network that maximizes circulation, longevity, and fiscal responsibility while minimizing environmental impacts.
- Transit: Provide a safe, secure, coordinated and efficient public transit system that can reasonably meet the needs of residents.
- Aviation: Support development of a regional system of airports that meets the air commerce and general aviation needs of the county.
- Rail: Promote safe, economical, convenient rail systems and schedules that meet the needs of passenger and freight services in the region.
- Goods Movement: Provide a transportation system that efficiently and effectively transports goods to, from, within, and through Tulare County.
- Active Transportation: Improve, enhance, and expand the region's bicycle and pedestrian systems and connectivity to those systems, while keeping them safe and convenient.
- Regional Roads and Corridors: Preserve and enhance regional transportation roads and corridors.
- Air Quality and Greenhouse Gases: Promote the improvement of air quality and GHG reductions through congestion management, coordination of land use, housing, and transportation systems, provision of alternative modes of transportation, and provision of incentives that reduce vehicle miles traveled.
- Public Health: Promote public health in the region by providing opportunities for residents to bicycle and walk to destinations such as home, work, school, medical facilities, and commercial and service businesses.

- TSM Strategies, TDM Measures, TCMS, and ITS Programs: Improve transportation mobility and operations by improving and utilizing TSM strategies, TDM measures, TCMS and ITS programs.
- Environmental Justice: Ensure that transportation investments do not discriminate on the basis of race, color, national origin, sex, age or disability.
- Emerging Technologies: Support the development and implementation of emerging technologies in the surface transportation system."[81]

"The RTP implementation strategies are compatible with the Tulare County General Plan policies."[82]

Policy Framework

In determining a UDB and planning area for the Kingsburg Area Community Plan 2023, it is important to not only fulfill the requirements of State planning law, but to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, there are many County policies that guide development in Kingsburg Area Community Plan 2023. However, those which have direct effect on the establishment of the community's urban boundary include the following policies in the Tulare County General Plan Planning Framework Element:

PF-2.1 Urban Development Boundaries – Communities
The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined as shown on Figures 2.2-2 through 2.2-22.

PF-2.2 Modification of Community UDB

1. The County may consider modification to a community UDB under any of, but not limited to the following circumstances:
    - The location of the UDB shall be evaluated during preparation or update of a community plan.
    - All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
    - A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
    - At the request of a special district or the community.
    - A UDB should be considered for expansion at such time as land for infill becomes limited. This condition is considered satisfied when 80 percent of the non-Williamson Act land within the UDB is developed for urban uses.
    - UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.

[81] Tulare County Association of Governments (TCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy. SCH#20171010374. Draft Program Environmental Impact Report. May 2018. Pages 2.0-1 through 2.0-3. Prepared by Impact Sciences. Accessed June 2021 at: https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/environmental-impact-report/

[82] Op. Cit. 130.

2. Prior to approval of a UDB boundary expansion, the County shall ensure that infrastructure can be provided to serve the new areas added to the UDB and that sufficient water supplies are also available. This may require preparation of an infrastructure master plan that includes methods of financing of improvements and maintenance, as well as representation/documentation of availability and sufficiency of long-term water supplies.

3. Preservation of productive agricultural lands shall be the highest priority when considering modifications. Expansion of a UDB to include additional agricultural land shall only be allowed when other non-agricultural lands are not reasonably available to the community or are not suitable for expansion.

PF-2.3 UDB and Other Boundaries
The County shall provide notice and opportunity for special districts, school districts, and other service providers to comment when evaluating the expansion of a Community's UDB.

PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses, which benefit from urban services. Permanent uses, which do not benefit from such urban services, shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

Urban Development Boundary

The County Adopted City Urban Development Boundary (CACUDB) for Kingsburg (or Kingsburg CACUBD) was originally adopted in 2010. The Kingsburg CACUDB for Kingsburg will implement strategies to address existing and trending conditions. The amended Kingsburg CACUDB planning area will be used to foster economic development by identifying opportunities for development. The proposed Draft Kingsburg Area Community Plan (KACP) 2023, is consistent with the Tulare County General Plan 2030 Update (2012). The KACP will be developed as part of the update of the Kingsburg CACUDB, Land Use Designation, Zoning Classifications, and Zoning Ordinance. It is also noted that updating the Kingsburg CACUDB is consistent with General Plan Policy PF-4.16 Coordination with Cities in Adjacent Counties which states, "The policies set forth in this Section (PF-4) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove and Reedley), except Policy PF-4.4. Policy PF-4.4 Planning in UDBs states, "The County acknowledges that the cities have primary responsibility for planning within their UDBs and are responsible for urban development and the provision of urban services within their UDBs."

Urban Development Boundaries (UDBs) are officially adopted and mapped County lines delineating the area expected for urban growth in cities and unincorporated communities over a 20-year period. Within UDB boundaries, the County and cities will coordinate plans, policies and standards related to building construction, subdivision development, land use and zoning regulations, street and highway

construction, public utility systems, environmental studies, and other closely related matters affecting the orderly development of urban fringe areas. These boundaries provide an official definition of the interface between future urban and agricultural land uses.[83]

"For unincorporated communities, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official planning area for communities over a 20-year period. Land within an unincorporated UDB is assumed appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan (RVLP Policy 1-1)"[84]

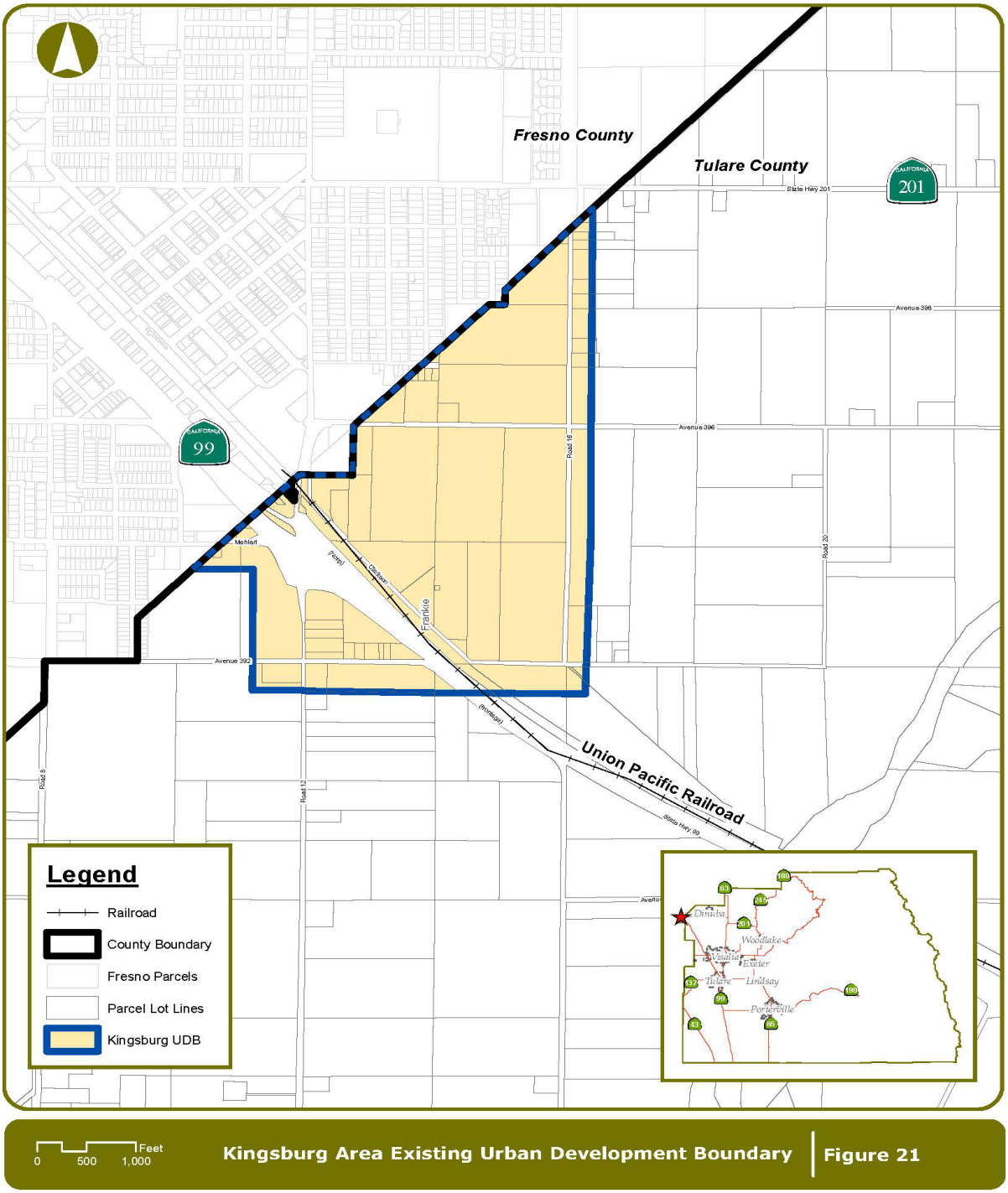
The purpose of this chapter is to review the adequacy of the adopted Urban Development Boundary (UDB) and determine through analysis contained in this chapter whether modifications may be required. The proposed UDB functions as the planning area boundary of the Kingsburg Area Community Plan 2023 **(see Figure 19)**. The UDB line establishes a twenty-year growth boundary for the community of Kingsburg Area Community Plan 2023. Over the years, services will be extended into this area, which will allow new growth to occur. Since the UDB line defines the area where growth will occur, it is logical that it also serves as the planning area boundary for this plan.

In addition to defining there in which future development of the community of Kingsburg Area Community Plan 2023 will occur, designating an urban boundary can provide local agencies and citizens with other benefits, including:

1. Encouraging coordination between land use planning and the provision of governmental services.
2. Identifying and resolving potential interagency conflicts regarding service areas.
3. Encouraging efficient, economical and effective delivery of public services.
4. Allowing property owners to identify the type and level of service their lands presently receive or may receive in the future.
5. Assisting in the County's efforts to preserve open space and productive agricultural land.

[83] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3
[84] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

Figure 21 Kingsburg Area Existing Urban Development Boundary



Adopted Land Use Plan

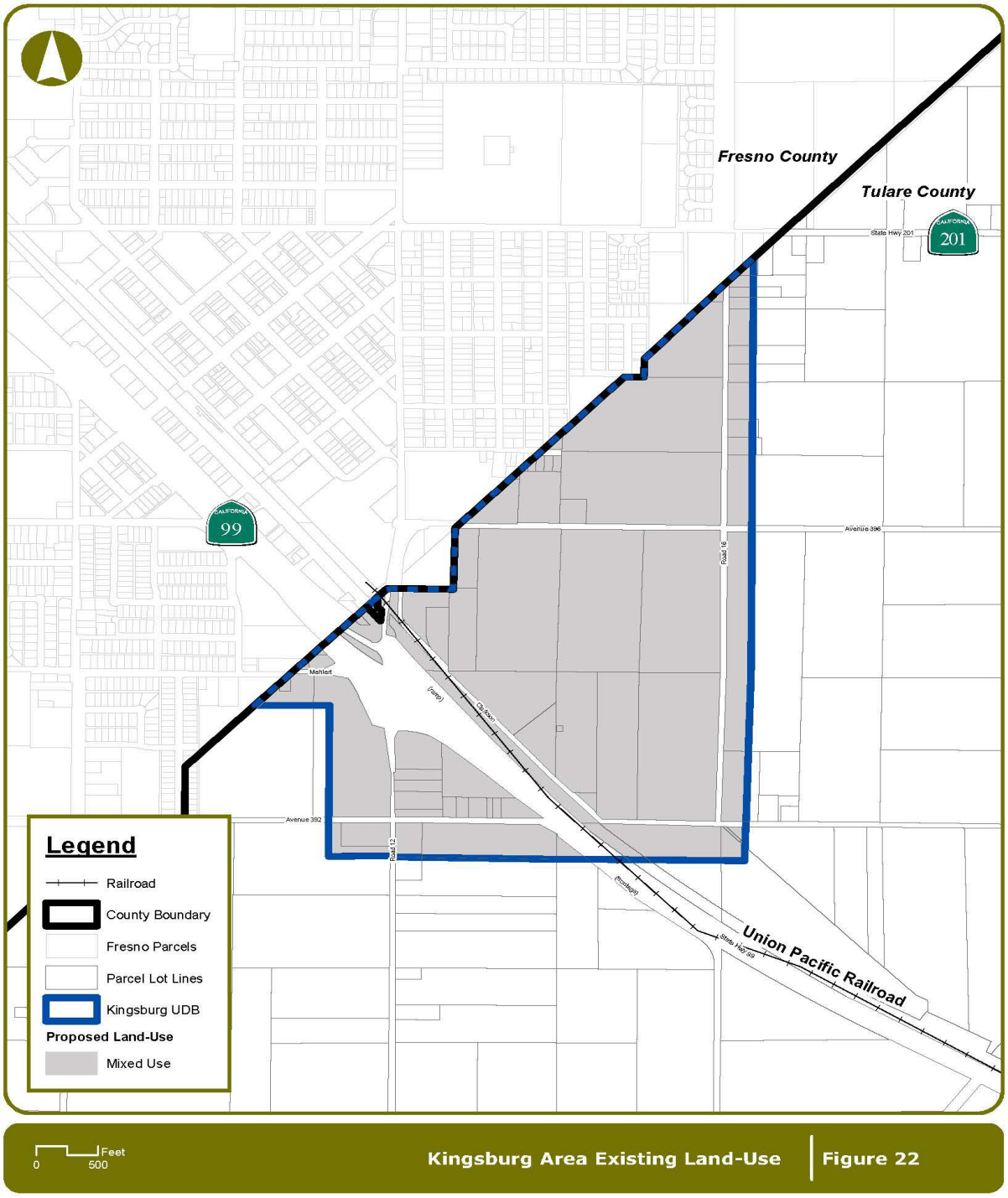
Kingsburg existing Land Use Plan

Table 23 land in the adopted Kingsburg Area Community Plan 2023 is designated Mixed Use. In total, there is about 246.8 acres of designated lands in the Kingsburg Area Community Planning Area **(see Figure 22)**. Approximately 39.5 acres within the plan area is dedicated to rights-of-way.

Table 23 Adopted Land Use Plan

Designation	Total Acreage
Mixed Use	246.8
Unclassified (Right-of-Way)	39.5
Total	**286.4**

Figure 22 Adopted Land Use Plan Map as Amended



Adopted Zoning Districts

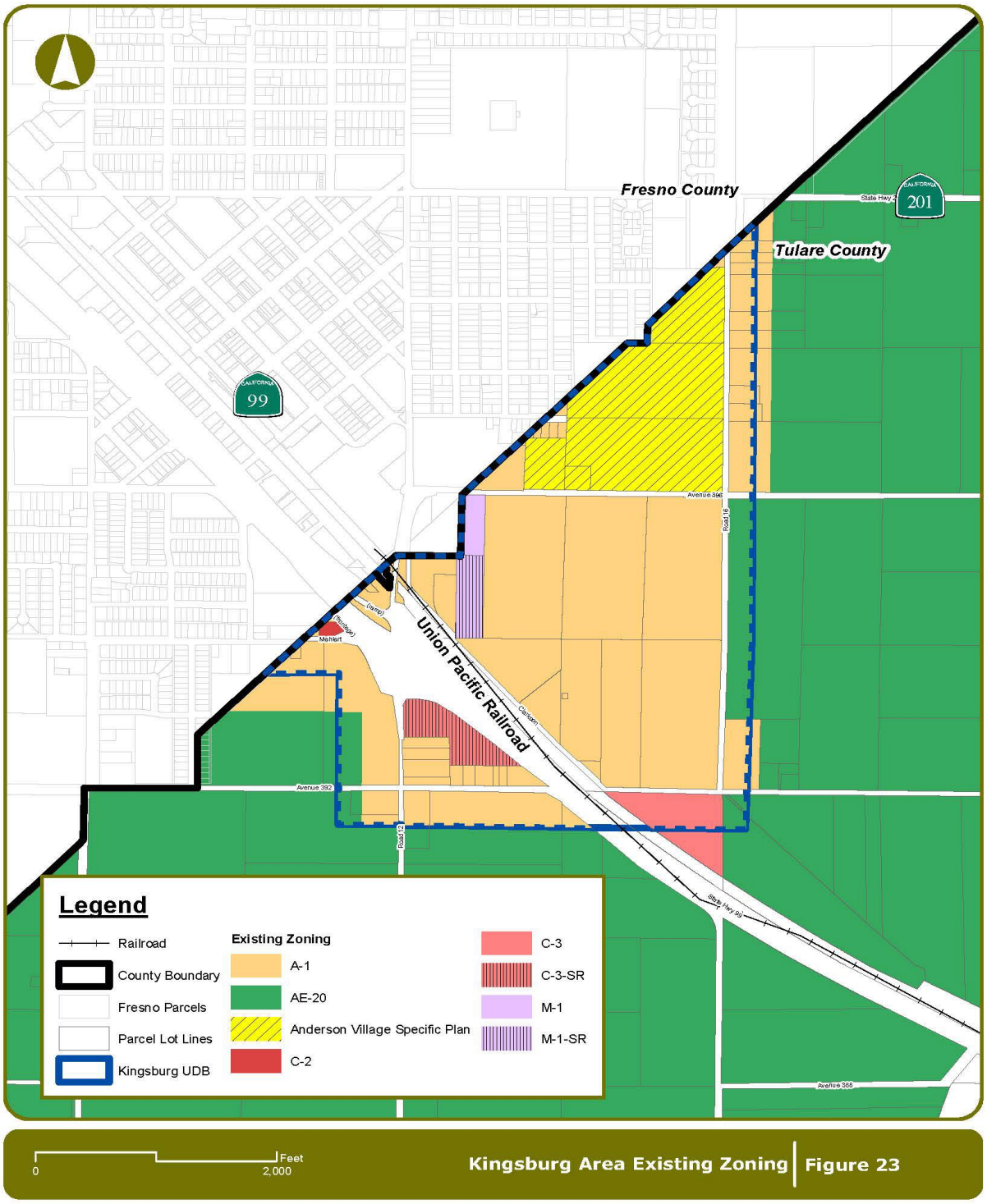
Existing Zoning Districts

The zoning designations within the existing Kingsburg Area are shown in **Figure 23** and demonstrated in **Table 24.**

Table 24 Kingsburg Area Existing Zoning District

Zoning Designations	Existing Acres
A-1	159.9
AE-20	14.7
Anderson Village Specific Plan	46.9
C-2	.05
C-3	5.6
C-3-SR	6.1
M-1	2.4
M-1-SR	3.8
Z	6.8
Unclassified (Right-of-Way)	39.5
Total	**286.4**

Figure 23 Existing Zoning Districts Map



Tulare County General Plan Policies

The following adopted policies from the Tulare County General Plan are applicable to the Kingsburg Area Community Plan 2023. Policies throughout the General Plan use the terminology "shall" and "should." For the purposes of interpreting the policies in the General Plan, the term "shall" indicate a mandatory or required action or a duty to undertake an action unless the context indicates otherwise, in which case the term is synonymous with "should." The term "should," indicates a directive subject to discretion and requires at least review or consideration and, in that context, substantial compliance with the spirit or purpose of these General Plan policies. The term "may" indicate at the sole discretion of the County.

Land Use Policies

PF-1.3 Land Uses in UDBs
The County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs. Permanent uses, which do not benefit from urban services, shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures.

PF-2.6 Land Use Consistency
The County shall require all community plans, when updated, to use the same land use designations as used in this Countywide General Plan (See Chapter 4-Land Use). All community plans shall also utilize a similar format and content. The content may change due to the new requirements such as Global Climate Change and Livable Community Concepts, as described on the table provided (Table 2.1: Community Plan Content). Changes to this format may be considered for unique and special circumstances as determined appropriate by the County. Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, services and employment opportunities.

PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses, which benefit from urban services. Permanent uses, which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

PF-4.7 Avoiding Isolating Unincorporated Areas
The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

LU-3.2 Cluster Development
The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately maintained road designed to meet County road standards.

LU-3.3 High-Density Residential Locations
The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

LU-3.4 Mountain, Rural, and Low-Density Residential
The Mountain, Rural, and Low-Density Residential development located outside of a UDB shall be subject to the following requirements:

1. Able to meet the Rural Valley Lands Plan policies, Foothill Growth Management Plan policies, or Mountain Framework Plan policies and requirements,
2. Areas which qualify for minimum densities greater than 1 unit per 10 acres must meet the following characteristics (unless clustering is used):
    a. Average slopes must be below a 30 percent grade,
    b. Not identified as a moderate-to-high landslide hazard area, and
    c. Access to new developments is provided via an existing publicly maintained road or via a new road improved consistent with adopted County standards.

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

PFS-8.4 Library Facilities and Services
The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

<u>Circulation Policies</u>

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

LU-7.3 Friendly Streets
The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.4 Streetscape Continuity
The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture)

maintain visual continuity and follow a common image for each community.

LU-1.10 Roadway Access
The County shall require access to public roadways for all new developments.

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

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

SL-4.1 Design of Highways
The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of SR 99 and other State Highways protects scenic resources and provide access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pullouts and rest areas.

SL-4.2 Design of County Roads
The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pullout.

SL-4.3 Railroads and Rail Transit
The County shall encourage rail infrastructure for freight and passenger service to be planned and designed to limit visual impacts on scenic landscapes by:

1. Concentrating infrastructure in existing railroad rights-of-ways,
2. Avoiding additional grade separated crossings in viewshed locations, and
3. Using new transit stations supporting rail transit as design features in existing and future core community areas.

TC-1.1 Provision of an Adequate Public Road Network
The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Tulare County Road Systems to accommodate projected growth in traffic volume.

TC-1.2 County Improvement Standards
The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity.

TC-1.6 Intermodal Connectivity
The County shall ensure that, whenever possible, roadways, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and airfreight/passenger movements.

TC-1.7 Intermodal Freight Villages
The County shall consider the appropriate placement of intermodal freight villages in locations within the Regional Growth Corridors.

TC-1.8 Promoting Operational Efficiency
The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity

TC-1.9 Highway Completion
The County shall support State and Federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Routes 65, 99, and 198, including widening and interchange projects in the County.

TC-1.10 Urban Interchanges
The County shall work with TCAG to upgrade State highway interchanges from rural to urban standards within UDBs.

TC-1.11 Regionally Significant Intersections
To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally significant corridors.

TC-1.12 Scenic Highways and Roads
The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County.

TC-1.16 County Level of Service (LOS) Standards
The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

TC-1.18 Balanced System
The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

TC-1.9 Highway Completion
The County shall support State and Federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Routes 65, 99, and 198, including widening and interchange projects in the County.

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The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

TC-1.18 Balanced System
The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

TC-2.1 Rail Service
The County shall support improvements to freight and expanding passenger rail service throughout the County.

TC-2.2 Rail Improvements
The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.

TC-2.3 Amtrak Service
The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

TC-2.5 Railroad Corridor Preservation
The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of–way for future rail expansion or other appropriate transportation facilities.

TC-2.7 Rail Facilities and Existing Development
The County will work with the California Public Utilities Commission (CPUC) to ensure that new railroads rights-of-ways, yards, or stations adjacent to existing residential or commercial areas are screened or buffered to reduce noise, air, and visual impacts. Similarly, the County should coordinate with the CPUC and railroad service providers to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures to be considered and incorporated into the design of future projects affecting rail lines include, but are not limited to, the installation of grade separations, warning signage, traffic signaling improvements, vehicle parking prohibitions, installation of pedestrian-specific warning devices, and the construction of pull-out lanes for buses and vehicles.

TC-4.7 Transit Ready Development
The County shall promote the reservation of transit stops in conjunction with development projects in likely or potential locations for future transit facilities.

TC-5.1 Bicycle/Pedestrian Trail System
The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

TC-5.2 Consider Non-Motorized Modes in Planning and Development
The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

TC-5.3 Provisions for Bicycle Use
The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

TC-5.4 Design Standards for Bicycle Routes
The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

TC-5.5 Facilities
The County shall require the inclusion of bicycle support facilities, such as bike racks, for new major commercial or employment locations.

TC-5.7 Designated Bike Paths
The County shall support the creation and development of designated bike paths adjacent to or separate from commute corridors.

TC-5.8 Multi-Use Trails
The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals.

TC-5.9 Existing Facilities
The County shall support the maintenance of existing bicycle and pedestrian facilities.

Housing Policies

LU-3.5 Rural Residential Designations
The County shall not re-zone any new areas for residential development in the RVLP area, unless it can be shown that other objectives, such as buffers and the relationship of the development to surrounding uses, can be achieved.

Housing Guiding Principle 1.1
Endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County.

Housing Policy 1.11
Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.

Housing Policy 1.13
Encourage the utilization of modular units, prefabricated units, and manufactured homes.

Housing Policy 1.14
Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

Housing Policy 1.15
Encourage housing counseling programs for low-income homebuyers and homeowners.

Housing Policy 1.16

Review community plans and zoning to ensure they provide for adequate affordable residential development.

Housing Guiding Principle 1.2
Promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, disability, or any other arbitrary basis.

Housing Guiding Principle 1.3
Strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment.

Housing Policy 1.31
Encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act.

Housing Guiding Principle 1.4
Enhance and support emergency shelters and transitional and supportive housing programs that assist the homeless and others in need.

Housing Policy 1.51
Encourage the construction of new housing units for "special needs" groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 1.52
Support and encourage the development and improvement of senior citizen group housing, convalescent homes, and other continuous care facilities.

Housing Policy 1.55
Encourage development of rental housing for large families, as well as providing for other housing needs and types.

Housing Guiding Principle 1.6
Assess and amend County ordinances, standards, practices and procedures considered necessary to carry out the County's essential housing goal of the attainment of a suitable, affordable and satisfactory living environment for every present and future resident in unincorporated areas.

Housing Policy 2.14
Create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County thorough analysis and investigation of public infrastructure needs and deficits, pursuant to Action Program 9.

Housing Guiding Principle 2.2
Require proposed new housing developments located within the development boundaries of unincorporated communities to have the necessary infrastructure and capacity to support the development.

Housing Policy 2.21
Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells.

Housing Guiding Principle 3.1
Encourage "smart growth" designed development that serves the unincorporated communities, the environment, and the economy of Tulare County.

Housing Policy 3.11
Support and coordinate with local economic development programs to encourage a "jobs to housing balance" throughout the

unincorporated area.

Housing Policy 3.23
Prepare new and/or updated community plans that provide adequate sites for a variety of types of housing within the development boundaries of the community.

Conservation Policies

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

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

AG-1.5 Substandard Williamson Act Parcels
The County may work to remove parcels that are less than 10 acres in Prime Farmland and less than 40 Acres in Non-Prime Farmland from Williamson Act Contracts (Williamson Act key term for Prime/Non-Prime).

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

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

AG-1.8 Agriculture within Urban Boundaries
The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.10 Extension of Infrastructure into Agricultural Areas

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

AG-1.11 Agricultural Buffers

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

a. Distance: to be determined,
b. Stabilization of edge condition,
c. Types of operation,
d. Types of land uses (i.e. schools, etc.)
e. Building orientation,
f. Planting of trees for screening,
g. Location of existing and future rights-of-way,
h. Types of uses allowed inside the buffer-zone
i. Unique site conditions,
j. Responsibility for maintenance,
k. Scale of development,
l. Mechanism for exemptions.

AG-1.13 Agricultural Related Uses

The County shall allow agriculturally related uses, including value-added processing facilities by discretionary approvals in areas designated Valley or Foothill Agriculture, subject to the following criteria:

1. The use shall provide a needed service to the surrounding agricultural area which cannot be provided more efficiently within urban areas, or which requires location in a non-urban area because of unusual site requirements or operational characteristics;
2. The use shall not be sited on productive agricultural lands if less productive land is available in the vicinity;
3. The operational or physical characteristics of the use shall not have a significant adverse impact on water resources or the use or management of surrounding agricultural properties within at least one-quarter (1/4) mile radius;
4. A probable workforce should be located nearby or be readily available; and
5. For proposed value-added agricultural processing facilities, the evaluation under criterion "1" above shall consider the service requirements of the use and the capability and capacity of cities and unincorporated communities to provide the required services.

AG-1.16 Schools in Agricultural Zones

The County shall discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.

AG-2.6 Biotechnology and Biofuels

The County shall encourage the location of industrial and research-oriented businesses specializing in biotechnologies and biofuels that can enhance agricultural productivity, enhance food-processing activities in the

County, provide for new agriculturally related products and markets, or otherwise enhance the agricultural sector in the County.

LU-7.12 Historic Buildings and Areas
The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas. Landscaping, original roadways, sidewalks, and other public realm features of historic buildings or neighborhoods shall be restored or repaired wherever feasible.

LU-7.13 Preservation of Historical Buildings
The County shall encourage and support efforts by local preservation groups to identify and rehabilitate historically significant buildings.

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

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development

Housing Guiding Principle 4.1
Support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation.

Housing Policy 4.13
Promote energy efficiency and water conservation.

Housing Policy 4.21
Promote energy conservation opportunities in new residential development.

Housing Policy 5.24
Encourage the development of suitable replacement housing when occupied housing units are demolished due to public action.

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

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

ERM-1.3 Encourage Cluster Development
When reviewing development proposals, the County shall encourage cluster development in areas with moderate to high potential for sensitive habitat.

ERM-1.4 Protect Riparian Areas
The County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls.

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans
The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands
The County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats.

ERM-1.8 Open Space Buffers
The County shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities. These buffers should be sufficient to assure the continued existence of the waterways and riparian habitat in their natural state.

ERM-1.12 Management of Oak Woodland Communities
The County shall support the conservation and management of oak woodland communities and their habitats.

ERM-2.1 Conserve Mineral Deposits
The County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50-year supply of locally available PCC grade aggregate.

ERM-2.2 Recognize Mineral Deposits
The County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits.

ERM-3.2 Limited Mining in Urban Areas
Within the County UDBs and HDBs, new commercial mining operations should be limited due to environmental and compatibility concerns.

ERM-3.3 Small-Scale Oil and Gas Extraction
The County shall allow by Special Use Permit small-scale oil and gas extraction activities and facilities that can be demonstrated to not have a significant adverse effect on surrounding or adjacent land and are within an established oil and gas field outside of a UDB.

ERM-3.4 Oil and Gas Extraction
Facilities related to oil and gas extraction and processing in the County may be allowed in identified oil and gas fields subject to a special use permit. The extraction shall demonstrate that it will be compatible with surrounding land uses and land use designations.

ERM-4.1 Energy Conservation and Efficiency Measures
The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation
The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

ERM-7.1 Soil Conservation
The County of Tulare shall establish the proper controls and ordinances for soil conservation.

WR-1.4 Conversion of Agricultural Water Resources
For new urban development, the County shall discourage the transfer of water used for agricultural purposes (within the prior ten years) for domestic consumption except in the following circumstances:

1. The water remaining for the agricultural operation is sufficient to maintain the land as an economically viable agricultural use,
2. The reduction in infiltration from agricultural activities as a source of groundwater recharge will not significantly impact the groundwater basin.

WR-1.5 Expand Use of Reclaimed Wastewater
To augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts

WR-1.6 Expand Use of Reclaimed Water
The County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources.

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

HS-9.2 Walkable Communities
The County shall require where feasible, the development of parks, open space, sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

PF-1.4 Available Infrastructure
The County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available, and that there are adequate provisions for long-term management and maintenance of infrastructure and identified water supplies.

Open-Space Policies

LU-2.3 Open Space Character
The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons.

SL-1.3 Watercourses

The County shall protect visual access to, and the character of, Tulare County's scenic rivers, lakes, and irrigation canals by:

1. Locating and designing new development to minimize visual impacts and obstruction of views of scenic watercourses from public lands and right-of-ways, and
2. Maintaining the rural and natural character of landscape viewed from trails and watercourses used for public recreation.

ERM-5.1 Parks as Community Focal Points

The County shall strengthen the role of County parks as community focal points by providing community center/recreation buildings to new and existing parks, where feasible.

ERM-5.2 Park Amenities

The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

ERM-5.3 Park Dedication Requirements

The County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities.

ERM-5.5 Collocated Facilities

The County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible.

ERM-5.6 Location and Size Criteria for Parks

Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks)**. The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size is one acre or less. If a park of this type is not accessible to the general public, it cannot be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.
- **Neighborhood Parks**. Neighborhood parks typically contain a tot lot and playground for 2–5-year-olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½-mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks**. Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2-mile radius. Community parks can be found in communities,

planned community areas, and large hamlets.

- **Regional Parks**. Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area, etc.), but the majority of their area is maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200 acres in size, but smaller facilities may be appropriate for specific sites of regional interest.

The following guidelines should be observed in creating and locating County parks:

1. The County shall strive to maintain an overall standard of five or more acres of County-owned improved parkland per 1,000 population in the unincorporated portions of the County,
2. Neighborhood play lots (pocket parks) are encouraged as part of new subdivision applications as a project amenity, but are not included in the calculation of dedication requirements for the project,
3. Neighborhood parks at three acres per 1,000 population, if adjoining an elementary school and six acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 3; Pg. 101],
4. Community parks at one-acre per 1,000 population if adjoining a high school and two acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 4; Pg. 101],
5. Regional parks at one-acre per 1,000 population,
6.
7. Only public park facilities shall be counted toward Countywide parkland standards, and
8. A quarter mile walking radius is the goal for neighborhood parks.

ERM-5.12 Meet Changing Recreational Needs

The County shall promote the continued and expanded use of national and State forests, parks, and other recreational areas to meet the recreational needs of County residents.

ERM-5.13 Funding for Recreational Areas and Facilities

The County shall support the continued maintenance and improvement of existing recreational facilities and expansion of new recreational facilities opportunities for County, State, and Federal lands. The County shall strive to obtain adequate funding to improve and maintain existing parks, as well as construct new facilities.

ERM-5.15 Open Space Preservation

The County shall preserve natural open space resources through the concentration of development in existing communities, use of cluster development techniques, maintaining large lot sizes in agricultural areas, discouraging conversion of lands currently used for agricultural production, limiting development in areas constrained by natural hazards, and encouraging agricultural and ranching interests to maintain natural habitat in open space areas where the terrain or soil is not conducive to agricultural production.

HS-9.1 Healthy Communities

To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks

and walking and biking paths that discourage automobile dependency in existing communities.

Noise Policies

HS-8. 1 Economic Base Protection
The County shall protect its economic base by preventing the encroachment of incompatible land uses on known noise-producing industries, railroads, airports, and other sources.

HS-8-3 Noise Sensitive Land Use
The County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces.

HS-8.5 State Noise Standards
The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-8.6 Noise Level Criteria
The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

HS-8.7 Inside Noise
The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical isolation, mechanical ventilation or air conditioning is provided.

HS-8.8 Adjacent Uses
The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

HS-8.9 County Equipment
The County shall strive to purchase equipment that complies with noise level performance standards set forth in the Health and Safety Element.

HS-8.10 Automobile Noise Enforcement
The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

HS-8.11 Peak Noise Generators
The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

HS-8.13 Noise Analysis
The County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the

development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element).

HS-8.14 Sound Attenuation Features
The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-8.15 Noise Buffering
The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

HS-8.16 Noise Buffering
The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

HS-8.18 Construction Noise
The County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors.

HS-8.19 Construction Noise Control
The County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

Safety Policies

HS-1.1 Maintain Emergency Public Services
The County shall ensure that during natural catastrophes and emergency situations, the County can continue to provide essential emergency services.

HS-1.9 Emergency Access
The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

HS-1.10 Emergency Services Near Assisted Living Housing
In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

HS-5.2 Development in Floodplain Zones
The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be

developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-5.8 Road Location
The County shall plan and site new roads to minimize disturbances to banks and existing channels and avoid excessive cuts and accumulations of waste soil and vegetative debris near natural drainage ways.

HS-5.9 Floodplain Development Restrictions
The County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas.

HS-5.10 Flood Control Design
The County shall evaluate flood control projects involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berms and landscaped levees, in combination with recreation amenities, are studied.

HS-5.11 Natural Design
The County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

HS-7.4 Upgrading for Streets and Highways
The County shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

PFS-7.1 Fire Protection
The County shall strive to expand fire protection services in areas that experience growth in order to maintain adequate levels of service.

PFS-7.6 Provision of Station Facilities and Equipment
The County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County.

PFS-7.11 Locations of Fire and Sheriff Stations/Sub-stations
The County shall strive to locate fire and sheriff sub-stations in areas that ensure the minimum response times to service calls.

PFS-7.12 Design Features for Crime Prevention and Reduction
The County shall promote the use of building and site design features as means for crime prevention and reduction.

PFS-8.3 Location of School Sites
The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage setting up new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

Other

PF-2.7 Improvement Standards in Communities
The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

WR-3.9 Establish Critical Water Supply Areas

The County shall designate Critical Water Supply Areas to include the specific areas used by a municipality or community for its water supply system, areas critical to groundwater recharge, and other areas possessing a vital role in the management of the water resources in the County.

PFS-6.1 Telecommunications Services

The County shall work with telecommunication providers to ensure that all residents and businesses have access to telecommunications services, including broadband internet service. To maximize access to inexpensive telecommunications services, the County shall encourage marketplace competition from multiple service providers.

ERM-6.3 Alteration of Sites with Identified Cultural Resources

When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development should be permitted in these areas only after a site-specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.

PFS-8.4 Library Facilities and Services

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

HS-8.5 State Noise Standards

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

WR-3.9 Establish Critical Water Supply Areas

The County shall designate Critical Water Supply Areas to include the specific areas used by a municipality or community for its water supply system, areas critical to groundwater recharge, and other areas possessing a vital role in the management of the water resources in the County.

PFS-6.1 Telecommunications Services

The County shall work with telecommunication providers to ensure that all residents and businesses have access to telecommunications services, including broadband internet service. To maximize access to inexpensive telecommunications services, the County shall encourage marketplace competition from multiple service providers.

PFS-8.4 Library Facilities and Services

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

PFS-8.5 Government Facilities in Community Centers

The County shall actively support development and expansion of federal, State, County, districts, and other governmental offices and

facilities where infrastructure exists within community core areas.

S-9.1 Expansion of Gas and Electricity Facilities

The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

General Plan Policies that Relate to Health

PF-2.7 Improvement Standards in Communities
The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

Land Use Element

LU-1.1 Smart Growth and Healthy Communities
The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
12. Encouraging connectivity between new and existing development.

LU-1.2 Innovative Development
The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-1.3 Prevent Incompatible Uses
The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

LU-1.4 Compact Development
The County shall actively support the development of compact mixed use projects that reduce travel distances.

LU- 1.5 Paper Subdivision Consolidations
The County shall encourage consolidation of paper parcels/subdivisions, especially those lots that are designated Valley Agriculture (VA), Foothill Agriculture (FA), or Resource Conservation (RC), are irregular in shape, inadequate in size for proper use, or lack infrastructure.

LU-1.6 Permitting Procedures and Regulations
The County shall continue to ensure that its permitting procedures and regulations are consistent and efficient.

LU-1.7 Development on Slopes
The County shall require a preliminary soils report for development projects in areas with shallow or unstable soils or slopes in excess of 15 percent. If the preliminary soil report

indicates soil conditions could be unstable, a detailed geologic/hydrologic report by a registered geologist, civil engineer, or engineering geologist shall be required demonstrating the suitability of any proposed or additional development.

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-1.10 Roadway Access
The County shall require access to public roadways for all new development.

LU-3.1 Residential Developments
The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

LU-3.3 High-Density Residential Locations
The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

LU-3.6 Project Design
The County shall require residential project design to consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

LU-7.3 Friendly Streets
The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.5 Crime Prevention through Design
The County shall encourage design of open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

Health and Safety Element

HS-1.4 Building and Codes
Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

HS-1.5 Hazard Awareness and Public Education
The County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

HS-1.6 Public Safety Programs
The County shall promote public safety programs, including neighborhood watch programs, child identification and fingerprinting, public awareness and prevention of fire hazards, and other public education efforts.

HS-1.7 Safe Housing and Structures
The County shall continue to seek grant funding for the rehabilitation of deteriorated and dilapidated structures and provide available information regarding housing programs and other public services.

HS-1.9 Emergency Access
The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

HS-1.10 Emergency Services Near Assisted Living Housing
In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

HS-4.3 Incompatible Land Uses
The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

HS-4.4 Contamination Prevention
The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

HS-4.5 Increase Public Awareness
The County shall work to educate the public about household hazardous waste and the proper method of disposal.

HS-4.6 Pesticide Control
The County shall monitor studies of pesticide use and the effects of pesticide on residents and wildlife and require mitigation of the effects wherever feasible and appropriate.

HS-4.8 Hazardous Materials Studies
The County shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal, or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

HS-5.1 Development Compliance with Federal, State, and Local Regulations

The County shall ensure that all development within the designated floodway or floodplain zones conforms with FEMA regulations and the Tulare County Flood Damage Prevention Ordinance.

New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-5.2 Development in Floodplain Zones

The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-9.1 Healthy Communities

To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

HS-9.2 Walkable Communities

The County shall require, where feasible, the development of parks, open space, sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

Environmental Resources Element

ERM-5.2 Park Amenities

The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

Air Quality Element

AQ-1.3 Cumulative Air Quality Impacts

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

AQ-1.4 Air Quality Land Use Compatibility

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

AQ-1.7 Support Statewide Climate Change Solutions

The County shall monitor and support the efforts of Cal/EPA, CARB, and the

SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan

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

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,
2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and

3. Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

AQ-2.2 Indirect Source Review

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

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

AQ-2.3 Transportation and Air Quality

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

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

AQ-3.2 Infill near Employment

The County shall identify opportunities for infill development projects near employment

areas within all unincorporated communities and hamlets to reduce vehicle trips.

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

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

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

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

Noise Policies

HS-8.5 State Noise Standards
The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-8.6 Noise Level Criteria
The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

HS-8.7 Inside Noise
The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical isolation, mechanical ventilation or air conditioning is provided.

HS-8.8 Adjacent Uses
The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

HS-8.9 County Equipment
The County shall strive to purchase equipment that complies with noise level performance standards set forth in the Health and Safety Element.

HS-8.10 Automobile Noise Enforcement
The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle

mufflers, modified exhaust systems, and other amplified noise.

HS-8.11 Peak Noise Generators
The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.
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HS-8.14 Sound Attenuation Features
The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-8.15 Noise Buffering
The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

Safety Policies

HS-1.1 Maintain Emergency Public Services
The County shall ensure that during natural catastrophes and emergency situations, the County can continue to provide essential emergency services.

HS-1.9 Emergency Access
The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

HS-1.10 Emergency Services Near Assisted Living Housing
In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

HS-5.2 Development in Floodplain Zones
The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-5.8 Road Location
The County shall plan and site new roads to minimize disturbances to banks and existing channels and avoid excessive cuts and accumulations of waste soil and vegetative debris near natural drainage ways.

HS-5.9 Floodplain Development Restrictions
The County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas.

HS-5.10 Flood Control Design
The County shall evaluate flood control projects involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment,

such as wider berms and landscaped levees, in combination with recreation amenities, are studied.

HS-5.11 Natural Design

The County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

HS-7.4 Upgrading for Streets and Highways

The County shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

PFS-7.1 Fire Protection

The County shall strive to expand fire protection service in areas that experience growth in order to maintain adequate levels of service.

PFS-7.6 Provision of Station Facilities and Equipment

The County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County.

PFS-7.11 Locations of Fire and Sheriff Stations/Sub-stations

The County shall strive to locate fire and sheriff sub-stations in areas that ensure the minimum response times to service calls.

PFS-7.12 Design Features for Crime Prevention and Reduction

The County shall promote the use of building and site design features as means for crime prevention and reduction.

PFS-8.3 Location of School Sites

The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage siting new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

Public Facilities and Services Element

PFS-1.1 Existing Development

The County shall generally give priority for the maintenance and upgrading of County-owned and operated facilities and services to existing development in order to prevent the deterioration of existing levels-of-service.

PFS-1.3 Impact Mitigation

The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

PFS-1.4 Standards of Approval

The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and

3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

PFS-1.5 Funding for Public Facilities
The County shall implement programs and/or procedures to ensure that funding mechanisms necessary to adequately cover the costs related to planning, capital improvements, maintenance, and operations of necessary public facilities and services are in place, whether provided by the County or another entity.

PFS-1.6 Funding Mechanisms
The County shall use a wide range of funding mechanisms, such as the following, to adequately fund capital improvements, maintenance, and on-going operations for publicly-owned and/or operated facilities:
1. Establishing appropriate development impact fees,
2. Establishing assessment districts, and
3. Pursuing grant funding.

PFS-1.7 Coordination with Service Providers
The County shall work with special districts, Kingsburg Public Utility Districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer maintenance districts to provide adequate public facilities and to plan/coordinate, as appropriate, future utility corridors in an effort to minimize future land use conflicts.

PFS-1.8 Funding for Service Providers
The County shall encourage special districts, including Kingsburg Public Utility Districts and public utility districts to:
1. Institute impact fees and assessment districts to finance improvements,
2. Take on additional responsibilities for services and facilities within their jurisdictional boundaries up to the full extent allowed under State law, and Investigate feasibility of consolidating services with other districts and annexing systems in proximity to promote economies of scale, such as annexation to city systems and regional wastewater treatment systems.

PFS-1.9 New Special Districts
When feasible, the County shall support the establishment of new special districts, including Kingsburg Public Utility Districts and public utility districts, to assume responsibility for public facilities and services.

PFS-1.10 Homeowner Associations
The County shall support the creation of homeowner associations, condominium associations, or other equivalent organizations to assume responsibility for specific public facilities and services.

PFS-1.11 Facility Sizing
The County shall ensure that publicly-owned and operated facilities are designed to meet the projected capacity needed in their service area to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental sizing, the initial design shall include adequate land area and any other elements to easily expand in the future.

PFS-1.12 Security
The County shall seek to minimize vulnerability of public facilities to natural and man-made hazards and threats.

Water Resource Element

WR-2.1 Protect Water Quality
All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination

hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement

The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

WR-2.3 Best Management Practices (BMPs)

The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

PFS-2.1 Water Supply

The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

PFS-2.2 Adequate Systems

The County shall review new development proposals to ensure that the intensity and timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval.

PFS-2.3 Well Testing

The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

PFS-2.4 Water Connections

The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

PFS-2.5 New Systems or Individual Wells

Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

PFS-3.1 Private Sewage Disposal Standards

The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity
The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

Other

PFS-3.3 New Development Requirements
The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available.

PFS-3.4 Alternative Rural Wastewater Systems
The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

PFS-3.7 Financing
The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County.

PFS-4.2 Site Improvements
The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

PFS-4.3 Development Requirements
The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

PFS-4.4 Stormwater Retention Facilities
The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

PFS-4.5 Detention/Retention Basins Design
The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

PFS-4.6 Agency Coordination
The County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge.

PFS-4.7 NPDES Enforcement
The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S.

Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

Fire Staffing and Reponses Time Standards			
	Demographics	**Staffing/ Response Time**	**% of Calls**
Urban	>1,000 people/sq. mi.	15 FF/9 min.	90
Suburban	500-100 people/sq. mi.	10 FF/10 min.	80
Rural	<500 people/sq. mi.	6 FF/14 min.	80
Remote*	Travel Dist.>8 min.	4 FF/no specific response time	90

*Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safety commence an initial attach within 2 minutes, 90% of the time.
FF: fire fighters

PFS-5.1 Land Use Compatibility with Solid Waste Facilities

The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.

PFS-5.8 Hazardous Waste Disposal Capabilities

The County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan.

PFS-7.2 Fire Protection Standards

The County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection.

PFS-7.5 Fire Staffing and Response Time Standards

The County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

PFS-7.8 Law Enforcement Staffing Ratios

The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas.

PFS-7.9 Sheriff Response Time

The County shall work with the Sheriff's Department to achieve and maintain a response time of:

1. Less than 10 minutes for 90 percent of the calls in the valley region; and
2. 15 minutes for 75 percent of the calls in the foothill and mountain regions.

PFS-7.12 Design Features for Crime Prevention and Reduction

The County shall promote the use of building and site design features as means for crime prevention and reduction.

PFS-8.2 Joint Use Facilities and Programs

The County shall encourage the development of joint school facilities, recreation facilities, and educational and service programs between school districts and other public agencies.

PFS-8.3 Location of School Sites

The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage siting new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

PFS-9.1 Expansion of Gas and Electricity Facilities

The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems

The County shall coordinate with natural gas and electricity service providers to locate and design gas and electric systems that minimize impacts to existing and future residents.

PFS-9.3 Transmission Corridors

The County shall work with the Public Utilities Commission and power utilities so that transmission corridors meet the following minimum requirements:

1. Transmission corridors shall be located to avoid health impacts on residential lands and sensitive receptors, and
2. Transmission corridors shall not impact the economic use of adjacent properties.

Goals, Objectives, and Policies Specific to Kingsburg Area Community Plan 2023

Goals, objectives and policies are the fundamental building blocks of the planning process. Goals describe the desirable results to which the plan is committed while objectives describe the intermediate steps or achievements, which must be taken to reach the goals. Policies describe more specific actions or processes which must be undertaken in order to achieve objectives.

Taken as a whole, goals, objectives and policies provide guidelines as to how the community is to grow in terms of type, quantity and quality of development. The goals, objectives and policies are an integral part of the plan itself and the final land use map and plan description must reflect the goals, objectives and policies of the community. The plan map then is a graphic portrayal of what goals, objectives and policies are intended to accomplish.

The goals, objectives and policies of this community plan are divided into four categories. The four areas are: Community Development, Housing, Economic Base, and Environmental Quality.

Community Development

GOAL I: Foster a cohesive community with easy access to necessary services and support facilities

Objective I: Prevent premature urban-type development on agriculturally productive lands.

Policies:

1. Encourage in-filling of vacant land and compatible development on underdeveloped land as a priority before development of agriculturally productive lands.
2. The County shall carefully coordinate the extension of water and sewer services in the Planning Area and promote orderly and efficient development patterns.

GOAL II: Avoid land use conflicts through planning separation of uses.

Objective I: Promote concentrations of similar or compatible uses.

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.
3. The County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion, which is compatible with the scale of surrounding structures.
4. The County shall discourage the intrusion

into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

5. Land well suited for industrial development because of access, availability of infrastructure and proximity to similar land uses should be designated for industry and protected from the encroachment of incompatible uses.
6. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.
7. Phase-out existing nonconforming commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.
8. Locate high-density residential uses in close proximity to planned shopping areas.
9. Require public, quasi-public and high-density residential uses to locate where direct access to major streets is available.
10. The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.
11. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
12. The County shall work with the Kingsburg Area Community Plan 2023 Unified School District in facilitating the location and establishment of new school sites, or expansion of existing sites, as needed.
13. The County shall work with the Kingsburg Area Community Plan 2023 School District to provide safe routes to school.
14. The County will solicit recommendations from all interested public agencies on matters regarding the Kingsburg Area Community Plan 2023.
15. The Kingsburg Area Community Plan 2023 should be reviewed every five years to determine if amendments are appropriate.
16. When considering any land use proposal, capital expenditure or other matters of community importance, the County will request input from the local service district and other affected agencies.

Objective II: Provide for appropriate buffers between areas set aside for commercial activities and single-family residential uses.

Policies:

1. Require adequate setbacks, side and rear yards, landscaping and screening between living and working areas.
2. Utilize roadways, railroad rights of way and other physical features to separate planned living and working areas.

Objective III: Encourage land uses adjacent to State Route 99 and Road 12 which are consistent with noise impacts.

Policies:

1. Encourage commercial and/or industrial development to locate adjacent to SR 99 where access is appropriate for such development.
2. Require installation of walls, berms or heavy planting along SR 99 in conjunction with any new residential development.
3. Discourage new residential development on vacant lots within areas proposed for commercial and industrial development.
4. Encourage the eventual conversion of existing residential uses within areas proposed for commercial and industrial development to nonresidential uses; except living quarters used in conjunction with a business.
5. Phase-out existing non-conforming commercial and industrial uses within planned residential areas by zoning such areas residential, and by enforcement of local zoning regulations pertaining to illegal

buildings and uses.

6. The County shall designate and zone sufficient amounts of land to accommodate existing and projected industrial, commercial, residential, and public (e.g., parks and recreational) needs of the community.
7. Provide appropriate buffers between areas set aside for commercial activities and single-family residential uses.

GOAL III: Achieve development densities consistent with levels of available service.

Objective I: Urbanization in the planning areas should be contiguous and compact.

Policies:

1. The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.
2. The County shall review development proposals for their impact on infrastructure (for example, sewers, water, fire stations, libraries, streets, etc.). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.
3. The extension of water and sewer facilities into the planning area shall be coordinated with the policies of this Plan and the goals and policies of the Tulare County General Plan. Development in the planning area shall pay their fair share for services.

Objective II: Encourage merger of existing vacant substandard lots within the townsite of Kingsburg Area Community Plan 2023.

Policies:

1. Conduct a study of the Kingsburg Area Community Plan 2023 townsite area to determine the impact of a comprehensive vacant lot merger action and undertake such a merger, if feasible.

GOAL IV: Coordinate Community Development Decisions with the Kingsburg Area Community Plan.

Objective I: Ensure that all development can be served by the Kingsburg Area Community Plan during the planning period.

Policies:

1. Coordinate zoning with availability of utilities and community services.
2. Promote commercial and industrial development with wastewater discharge characteristics, which can be accommodated by the Kingsburg Area Community Plan
3. Encourage industries with excessive effluent to pre-treat Kingsburg Area Community Plan 2023 wastewater system.
4. Encourage coordination between developers and the Kingsburg Area Community Plan 2023 throughout the application and development process to prevent time delays and to assure that the Kingsburg Area Community Plan 2023 can accommodate the needs of any proposed development.
5. Before the issuance of any land use permit, the Tulare County Resource Management Agency must receive confirmation from the Kingsburg Area Community Plan 2023 Wastewater Treatment Plant that water and sewer service requirements can be accommodated.

6. Assist the Kingsburg Area Community Plan 2023 Wastewater Treatment Plant in applications for grant funds to carry out their capital improvement program for providing, maintaining and improving their sewer and water systems to serve new and existing developments, which implement the goals and objectives of this Plan and of the Tulare County General Plan.
7. Prohibit to the extent allowed by law all development from holding, diverting and/or disposing of storm water run-off at locations, or in such a manner, as to cause groundwater recharge contributable to raising the groundwater to an unsafe level in the vicinity of the Kingsburg wastewater treatment facilities.
8. Investigate the necessity of preparing a drainage plan, within five years of adoption of the Community Plan, for diverting and disposing of storm water runoff and excess irrigation water at a location, or locations, where the retention or disposition of such water will not contribute to raising the groundwater level in the vicinity of the Kingsburg Area Community Plan 2023 wastewater treatment facilities.
9. Before the issuance of any land use permit, the Tulare County Economic and Planning Department will require all project applications for new development or redevelopment to include storm water disposal plans in accordance with the recommendations of the Tulare County Public Works Department and Caltrans to prevent runoff flows into the State highway rights-of-way.

Housing

GOAL V: Provide safer and adequate housing for all citizens within the community.

Objective I: Reduce deficiencies in existing housing stock.

Policies:

1. Through the Housing Element process, Tulare County shall strive to minimize or eliminate blight in Kingsburg Area Community Plan 2023.
2. Apply the health, safety and welfare standards of the Tulare County Ordinance Code, which may require demolition of vacant substandard housing units.
3. Encourage relocation of families from substandard housing units by expanding affordable housing opportunities within the community.
4. Inform potential rehabilitators of substandard housing that incentives such as reduced building permit fees are available.
5. The County will strive to ensure that there is an adequate amount of planned residential land to meet the housing needs of Kingsburg Area Community Plan 2023.
6. The County will ensure that there are adequate sites and will work with the Kingsburg Area Community Plan and other agencies to ensure that there are adequate public facilities to support future housing needs in the Kingsburg Area Community Plan 2023.
7. The County will work diligently towards the rehabilitation of the housing stock in Kingsburg Area Community Plan 2023.
8. The County will attempt to maintain a balance between owner and renter-occupied housing stock in Kingsburg Area Community Plan 2023.
9. Sites for multi-family development shall be identified which do not overburden any one area of the community or neighborhood. Large developments should be located on collector or arterial streets.

Objective II: Encourage new housing construction within the community to meet the needs of low- and moderate-income residents.

Policies:
1. Enable the housing industry to proceed with construction in a timely and cost-efficient fashion by providing adequate amounts of residential zoning.
2. Assure that the housing industry is made aware of residential development potentials in Kingsburg Area Community Plan 2023.
3. Coordinate residential zoning with availability of utilities and community services.
4. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential development in a timely and cost-efficient fashion.

Objective III: Provide a role for mobile homes in satisfying community-housing needs.

Policies:
1. Allow for development of mobile home parks in appropriate locations.
2. Permit mobile homes to be installed on residentially designated lots within the original townsite; however, mobilehomes shall not be allowed to occupy more than 25% of such lots.
3. Discourage mobilehomes on individual lots outside the original townsite, except when necessary for caretaker use in conjunction with commercial and industrial activities.
4. Require skirting or some other type of architectural screening to improve mobilehome appearance and safety.

Economic Base

GOAL VI: Develop a strong and diversified economy.

Objective I: Provide sufficient land for industrial and commercial development to meet the needs of the community and region and strengthen and maintain a viable community economy.

Policies:
1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.
3. New service commercial uses should be located away from existing or planned residential areas or mitigation measures should be incorporated into the design of the project that will eliminate any undesirable conditions.
4. The County shall encourage industrialization in Kingsburg Area Community Plan 2023, especially industries that provide year-round employment, and which require close or near highway access.
5. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

Objective II: Provide the services necessary to support new industrial and commercial development.

Policies:
1. Encourage the City of Kingsburg to give priority to community service development in the areas reserved for commercial and industrial growth on the plan.
2. Place emphasis on development and upgrading of water supply facilities to meet fire protection standards in planned commercial and industrial areas.

Objective III: Provide the necessary safeguards to attract quality industrial and commercial development to the community.

Policies:

1. Assure that commercial and industrial developments are designed so that traffic will not impact upon residential areas.
2. Develop standards for signs, landscaping, and fencing to improve the attractiveness of industrial and commercial areas.

Environmental Quality and Public Safety

GOAL VII:
Preserve and enhance the quality of life for present and future generation of Kingsburg Area Community Plan 2023 citizens.

Objective I: Upgrade the level of community health, sanitation and safety.

Policies:

1. Encourage capital improvements (curbs, gutters, streets paving, lighting, etc.) within existing developed areas, which will upgrade the community image and improve safety.
2. The County shall, within its authority, protect the public from danger to life and property caused by fire.
3. The County shall, within its authority, protect the public against crime against people and property.

Objective II: Provide sufficient open space for community recreation needs.

Policies:

1. Encourage reservation of open space for recreational purposes in conjunction with future residential developments.
2. Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.

Objective III: Protect Agricultural Lands:

1. Land within the respective Urban Development Boundary of Kingsburg Area Community Plan 2023, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.
2. The following criteria shall be used to determine when conversion to urban use is appropriate:
   a. The property is not subject to an agricultural preserve contract;
   b. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
   c. At least 30% of the property boundaries are contiguous on at least one side to existing urban development.
3. Until productive agricultural lands are ready to be developed, they shall be retained in parcels of sufficient size to allow agricultural uses.
4. Agricultural uses outside the UDB shall be protected from conflicting urban uses by aligning the UDB along streets, canals or other man-made or natural features in order to buffer the two uses to the extent possible.
5. The County (and developers) shall carefully coordinate the extension of public water and sewer services in the planning area with the City of Kingsburg, to promote logical and orderly development patterns.
6. New agricultural preserves and contracts shall not be approved for properties within the Kingsburg Area Community Plan.
7. Commercial and residential uses will be required to connect to public services

provided by the Kingsburg Area Community Plan.

8. Large lot agricultural zoning such as AE-20 shall be applied as a holding zone to properties, which do not meet the criteria set forth in policy Agriculture Policy 2 above.
9. Promote growth along SR 99 for industrial and commercial uses to preserve adjacent agricultural lands consistent with the Corridor Framework Policies in the Tulare County General Plan.

Objective IV: Prohibit to the extent allowed by law activities that will have a significant adverse effect on the environmental quality of Kingsburg Area Community Plan 2023.

Policies:

1. Prohibit to the extent allowed by law residential development in excess of seven families per acre, until a sewage collection system is constructed.
2. Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed.
3. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Kingsburg Area Community Plan 2023.

City of Kingsburg General Plan Policies

"The intent of the Kingsburg Area Community (KACP) Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element." The 11 Goals are summarized as follows, specific policies for these Goals can be found in the Draft Update included in Appendix F" of this document, pages 243-249.

Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in the KACP Planning area.

Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

Goal 3: Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.

Goal 4: Ensure the provision of adequate off-street parking for all land uses.

Goal 5: Provide a transportation system that is integrated with the region.

Goal 6: Encourage the use of public transit services to reduce reliance on the automobile.

Goal 7: Provide efficient goods movement

Goal 8: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of the KACP.

Goal 9: Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.

Goal 10: Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.

Goal 11: Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.

General Plan Framework

Value Statements

1. The beauty of the County and the health and safety of its residents will be protected and enhanced.
2. The County will create and facilitate opportunities to improve the lives of all County residents.
3. The County will protect its agricultural economy while diversifying employment opportunities.
4. Every community will have the opportunity to prosper from economic growth.
5. Growth will pay its own way providing sustainable, high-quality infrastructure and services.

Framework Concepts

- *Concept 1: Agriculture*
  One of the most identified assets in Tulare County is the rich agricultural land on the valley floor and in the foothills. The General Plan identifies agriculture not only as an economic asset to the County but also as a cultural, scenic, and environmental element to be protected and to ensure that the utilization of these resources may continue to economically succeed.
- *Concept 2: Land Use*
  Tulare County has a number of unincorporated communities that will grow and develop and natural resource lands (agriculture, mineral extraction, and open space) that will be preserved and permitted to expand. It is anticipated that much of the projected population growth will require a range of housing choices, neighborhood support services, and employment producing uses that are centrally located in cities and unincorporated communities. The County will also utilize its goals and policies to guide the conversion of agricultural and natural resource lands to urban uses.
- *Concept 3: Scenic Landscapes*
  The scenic landscapes in Tulare County will continue to be one of its most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent.
- *Concept 4: Natural and Cultural Resources*
  As Tulare County develops its unincorporated communities, the County will ensure that development occurs in a manner that limits impacts to natural and cultural resources through the implementation of its Goals and Policies and through proper site planning and design techniques.

Guiding Principles

- *Principle 1: Opportunities*
  Provide opportunities for small unincorporated communities to grow or improve quality of life and their economic viability.
- *Principle 2: Reinvestment*
  Promote reinvestment in existing unincorporated communities in a way that enhances the quality of life and their economic viability in these locations.

- *Principle 3: Protection of Resources*
  Protect the County's important agricultural resources and scenic natural lands from urban encroachment through the implementation of Goals and Policies of the General Plan.
- *Principle 4: Limit Rural Residential Development*
  Strictly limit rural residential development potential in important agricultural areas outside of unincorporated communities, hamlets, and city UDBs, UDBs (i.e., avoid rural residential sprawl).
- *Principle 5: Agricultural Facilities*
  Allow existing and outdated agricultural facilities in rural areas to be retrofitted and used for new agricultural related businesses (including non-agricultural uses) if they provide employment.
- *Principle 6: Planning Coordination and Cooperation*
  Enhance planning coordination and cooperation with the agencies and organizations with land management responsibilities in and adjacent to Tulare County.

Opportunities & Constraints

Opportunities

Complete Streets

The Complete Streets Act of 2007 (Assembly Bill 1358) requires counties when updating General Plans, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Affordable Housing

As County Policies require contiguous development and an orderly extension of services, the recommendation not to amend the location of the existing UDB not only satisfies development suitability requirements, but also provides the requisite area needed to meet forecast land demand in the KACP planning area.

"Affordability problems occur when housing costs become so high in relation to household income. Households that have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless are impacted by housing affordability problems. A household is considered to be overpaying (or cost burdened) if it spends more than 30% of its gross income on housing. Severe overpayment occurs when a household spends more than 50% of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

The 2010 Census indicates that overpayment remains a critical problem for low and moderate-income households, who are disproportionately affected by this burden compared to other households. Data for the unincorporated areas of Tulare County for the Table 3-14 [in the Housing Element] below was calculated using 2010 Census figures for renters from Census Table H73 "Household Income in 1999 by Gross Rent as a %age of Households" and for homeowners from Census Table H97 "Household Income in 1999 by Selected Monthly Owner Costs as a %age of Household Income in 1999". Household information for the incorporated cities was subtracted from information for the total county to obtain results for the unincorporated area. Households in the unincorporated area of Tulare County that overpay for housing are shown by tenure in Table 3-14 [in the Housing Element].[85]"

[85] Tulare County Housing Element 2015 Update. Page 3-21. Accessed August 2021 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf

"In general, overpayment disproportionately affects lower income households, as shown in Table 3-15. While some higher income households may choose to spend greater portions of their income for housing, the cost burden for lower income households reflect choices limited by a lack of sufficient affordable housing opportunities. These households have a higher percentage of housing problems and a greater cost burden than other households. As noted below, the housing cost burden increases as income decreases – 37% of low-income households (with income between 50% and 80% median family income), 61% of very low-income households (with income between 30% and 50%) and 75% of extremely low-income households (with income less than 30% of median family income) spend more than 30% of household income for housing in Tulare County as a whole. Lower income households who are overpaying for housing frequently have insufficient resources for other critical essentials, such as food and medicine. This is a significant hardship for many workers, families and seniors, but also impacts local economies, since money that might otherwise be spent in local stores generating sales tax revenues is being spent on housing."[86]

2010-2014 American Community Survey (ACS) data shows that the KCAP planning area had a median household income of $47,639, which is less than 80% of the State median household income of $61,489. The 2017 ACS data indicates the KCAP planning area had a median household income of $51,979, which remains less than 80% of the State median household income of $67,169. Approximately 21.95% of the households in the KCAP planning area spent 29.70%[87] or more of their income on housing, while Tulare County's was 25.65% and 26.90%; respectively,[88] and the State of California's was 16.99% and 28.30%; respectively[89]. As such, based on the income data for the KACP, there is a demonstrated need for affordable housing. Lastly, 2010-2014 American Community Survey (ACS) data shows that average household size of owner-occupied units was 2.95[90] for the KACP, 3.22 for Tulare County, and 2.95 for the State of California.[91]. 2017 data indicates an average of 3.13 persons per household within Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 (versus the 2.73 average household size for the entire KACP planning area and 2.95 from the 2010-2014 ACS).

Renter Affordability

According to the U.S. Census Bureau, the 2010-2014 American Community Survey data indicated that the cost of rent in CT 000301 was lower than in Tulare County and the State of California, The median rent was $646[92] in KACP, $826 in Tulare County and $1,243 in the State of California, respectively.[93] The percentage of households paying 35% or more of income on housing was 47.2% in Tulare County

[86] Ibid. 3-21 and 3-22.

[87] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html

[88] USA.com. Tulare County Income and Careers. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-income-and-careers.htm

[89] Ibid.

[90] USA.com. Census Tract 000301 in Tulare County, California Housing. Accessed December 2021 at: http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily.

[91] USA.com. Tulare County Population and Race. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-population-and-races.htm#HouseholdandFamily.

[92] USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: http://www.usa.com/CA107000301-income-and-careers.html

[93] USA.com. Tulare County Housing. Accessed December 2021 at: http://www.usa.com/tulare-county-ca-housing.htm#Gross-Rent

and 47.0% in the State of California. However, data could not be located that shows the percentage of rent in relation to household income within the KACP planning area.

As shown on in Table 3-49 of the Tulare County Housing Element 2015 Update, there is no indication of exclusively farmworker housing (2009) within the KACP planning area. Further, throughout the County, "The supply of farmworker housing remains inadequate, largely because area growers only offer limited housing facilities and supportive services to employees. Historically, many migrant agricultural workers resided in farm labor camps throughout the County. However, similar to areas throughout the State, many farm operators have shifted away from hiring their own workers, and instead use farm labor contractors to provide needed agricultural labor, particularly for migrant or seasonal labor. The majority of farm operators is therefore not directly involved with employing their workforce and have also removed themselves from providing housing for the workers. However, it is difficult to quantify this trend because additional housing for up to nine farmworkers is permitted by right in all Tulare County's AE (Exclusive Agriculture) zones and data on these housing units is limited. Farms that are providing housing for ten or more employees are detailed in the Table 3-49 [of the Housing Element]."[94]

Urban Development Boundary

Although State planning law does not define specific requirements for establishing planning area boundaries, it is generally agreed that the planning boundaries should include the territory within a community's probable ultimate physical boundaries and service area. Urban Development Boundaries provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County. In the past, the County used three key planning tools to guide urban development in all unincorporated areas of the County. The first was the Urban Boundaries Element; the second are the Area Plans; the third are the General Plans for identified incorporated cities and Community Plans for unincorporated communities. In 1974, Tulare County added an Urban Boundaries Element to its General Plan. The element required the designation of an urban boundary for every "viable" unincorporated community in the county. The Urban Boundaries Element also established Urban Improvement Areas (20-year planning boundaries) for certain communities. The 1974 Urban Boundaries Element designated both an Urban Area Boundary and an Urban Improvement Area for Kingsburg Area Community Plan 2023.

In 1983, the Urban Boundaries Element was amended to create Urban Development Boundaries (UDBs, which are also to function as 20-year planning boundaries) and to Change the function of the Urban Area Boundary to simply a "comment line" around incorporated cities. Under the 1983 amendment, Urban Area Boundaries are no longer established around unincorporated communities - and Urban Improvement Areas are to be phased out over time (replaced with UDBs) as each community's boundaries are updated.

For unincorporated communities as per the Planning Framework Element of the General Plan, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural,

[94] Tulare County Housing Element 2015 Update. Pages 3-57 and 3-58.

natural, open space, or rural uses. It serves as the official planning area for communities over a 20-year period. Land within an unincorporated UDB is assumed appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan.

Constraints

There are several constraints or restrictions which will impact the nature and location of future development within the community. In particular, these constraints pertain to existing problems of public health and safety, acceptable noise levels impact of deteriorating housing, lack of a full range of community services. The following are constraints that were recognized in the preparation of this plan.

State Route 99

State Route 99 is a major route between cities within the Central Valley. SR 99 is the primary route between the City of Fresno to the North and the City of Bakersfield to the South. State Route 99 traverses the Kingsburg Area Community planning area in a north/south fashion and in effect, have divided the community geographically. Commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational.

Union Pacific Railroad

The Union Pacific Railroad runs parallel to and west of SR 99. Operations along the UP-railroad line are another dominant source of noise in KACP planning area. According to the Tulare County General Plan EIR, there are more than twenty (20) freight train operations per day along the UP-rail line in Tulare County and may occur at any time of day or night. Noise levels are higher at grade crossings due to the warning horn.

Noise Contours

There are a variety of sources that produce noise in the KACP planning area and include traffic, railroad operations, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR **(see Table 25)**. State Route 99 runs through the KACP planning area and would be the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 99 adversely impacts an area through western portion of the Kingsburg Area Community planning area making properties in close proximity to the highway less desirable for new construction.

Table 25 Traffic Noise Level Data

Roadway	Location	ADT	% Day	Ldn (dBA) @ 50 ft	Ldn (dBA) @ 100 ft	Distance in Feet to:			
						70 Ldn Contour	65 Ldn Contour	60 Ldn Contour	55 Ldn Contour
SR 99	Ave. 384 to Mendocino Avenue	49,500	81	83.3	78.7	383	825	1778	3830
Source: 2010 Tulare County General Plan 2030 Background Report.									

Tulare County Economic Development Strategy

Tulare County's current Economic Development Strategy focuses on tourism, the agricultural industry and pursuing grants.

Agriculture

Tulare County has a booth at the World Agricultural Exposition (Ag Expo) every year. The Economic Development Office uses the event to promote Tulare County tourism and business opportunities. Partnering with the County's Purchasing Department the Ag Expo provides an excellent method to market directly to the global agriculture related businesses attending the Ag Expo and sell surplus county equipment.

Grants

- State Water Resources Control Board – State Revolving Fund: $500,000 for Traver Community Wastewater System Improvements Planning Study and Design, once plans are near complete, we will apply for construction funding between $8 and 10 million.
- State Water Resources Control Board: have applied for and received $5 million in construction funding for Phase 1 of the Yettem Seville Water System.
- County Measure R funding $575k for sidewalks and ADA improvements in Goshen.
- ATP Active Transportation Program- Statewide competitive $2 million funding is anticipated for Safe Routes to School and ADA improvements in and around three (3) Goshen.
- Low Carbon Transit Program funding $147,474.00.
- Prop 84 – Goshen Neighborhood Improvement Program funding $2,153,900.00.
- Yettem & Seville Project Phase 1 funding $4,300,200.00
- Navigation Aids at Sequoia Field Airport funding $340,200.00
- Transit Operations & Maintenance Facility (TOMF) funding $10,800,000.00

Solar Projects

In Tulare County, there have been 13 Utility Scale Solar Projects that have a capacity of 198 MW. There are nine (9) projects in /under Construction with a capacity of 260 MW. In terms of total solar projects (including Utility Scale, Solar on Dairies, Commercial Solar, and Residential Solar) there have been 1570 projects built those accounts for a capacity of 227.5 MW. The Corridor offers realistic

potential to locate solar projects closer to the urban areas and outside of the direct line-of-sight viewshed of the Highway 99 Corridor. **Table 26** provides a summary of solar development in Tulare County.

Table 26 Solar Development in Tulare County

Utility Scale Solar Projects		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	2	740
Pre-construction/Under Construction	2	90
Constructed	24	388
Total	**28**	**1218**
Solar Projects on Dairies		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	2	2.16
Pre-construction/Under Construction	9	8.30
Constructed	61	47.63
Total	**72**	**58.09**
Other Commercial Solar Projects		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	1	0.06
Pre-construction/Under Construction	16	6.46
Constructed	265	73.56
Total	**282**	**80.08**
Anaerobic Digesters		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	2	
Pre-construction/Under Construction	52	
Constructed	12	
Total	**66**	
Residential Solar Projects (based on 7 kw/sfd average)		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	16	0.26
Pre-construction/Under Construction	147	2.24
Constructed	3174	24.14
Total	**3337**	**26.64**
Solar Project Totals		

Utility Scale Solar Projects		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	23	742.48
Pre-construction/Under Construction	226	124.00
Constructed	3536	533.33
Total	**3785**	**1399.81**

Reducing Barriers to Economic Development

California Competes

"The California Competes Tax Credit is an income tax credit available to businesses that want to locate in California or stay and grow in California. Tax credit agreements will be negotiated by GO-Biz and approved by a newly created "California Competes Tax Credit Committee," consisting of the State Treasurer, the Director of the Department of Finance, the Director of GO-Biz, one appointee from the Senate, and one appointee from the Assembly."[95]

"The California Competes Tax Credit only applies to state income tax owed to the Franchise Tax Board. The credit is non-refundable, and in the case where the credit allowed exceeds tax owed, the excess may be carried over to reduce the tax in the following year, and the succeeding five years, if necessary, until exhausted."[96]

"The value of the credit will be based on the following factors:

- The number of jobs the business will create or retain in this state.
- The compensation paid or proposed to be paid by the business to its employees, including wages and fringe benefits.
- The amount of investment in this state by the business.
- The extent of unemployment or poverty where the business is located.
- The incentives available to the business in this state, including incentives from the state, local government, and other entities.
- The incentives available to business in other states.
- The duration of the business' proposed project and the duration the business commits to remain in this state.
- The overall economic impact in this state of the business.
- The strategic importance of business to the state, region, or locality.
- The opportunity for future growth and expansion in this state by the business.
- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit."[97]

[95] California Competes Tax Credit FAQ
[96] Ibid.
[97] Ibid.

"The tentative number of credits that GO-Biz can allocate is as follows:

- $30 million in fiscal year 2013/14.
- $150 million in fiscal year 2014/15.
- $200 million in each fiscal year 2015/16 through 2017-18."[98]

"…25 percent of the total credits available each year is expressly reserved for small businesses (gross receipts of less than $2 million during the previous taxable year)."[99]

Tulare County Strategy

In rural areas, elimination of all barriers to economic development is the foundation for growth. This Plan addresses the following four potential barriers to Economic Development.

Infrastructure

The water system is at capacity and the wastewater system is near limiting capacity. In order for more development to occur, service levels for water and wastewater need to be expanded. Grant funding is needed to increase service levels."

Use Permits

There are a number of uses that currently require Planning Commission approval. In many cases, these uses are beneficial for the community and do not necessarily need discretionary review. In order to reduce the cost of and length of time to obtain entitlements, use permit requirements are being reduced.

Education

Tulare County has five satellite campuses for four-year universities: California State University-Fresno, University of California-Davis, Fresno Pacific University, Brandman University, and the University of Phoenix. Community Colleges in Tulare County include the College of the Sequoias, Porterville College, and San Joaquin Valley College. Workforce Development Partners include Proteus Inc., and CSET.

Home Occupation Regulations

Encouraging small-scale entrepreneurship is one way to foster economic development. Although some home occupations are allowed by right, these home occupations have regulations which limit the type and scope of allowed businesses. By reducing some of these regulations, we can eliminate a few barriers to small-scale entrepreneurship. The following are proposed changes to the Zoning Ordinance.

[98] Ibid.
[99] Ibid.

Eliminate:

- Section 15.A.7.a.6 "No one other than residents of the dwelling shall be employed in the conduct of a home occupation."
- Section 15.A.7.b.6 "No one other than residents of the dwelling shall be employed in the conduct of a home occupation."
- Section 15.A.7.c.5 "A rural home occupation shall be limited in employment to residents of the property and not more than one (1) additional person."

Replace with:
"Employment in a rural occupation shall be limited to residents of the property and not more than three (3) additional non-resident persons."

Add:
All home occupations located within the Kingsburg Area Community Plan 2023 UDB will not require a use permit.

Health Care

Health care is important for economic development as businesses need healthy employees. The nearest medical offices are located in the Cities of Kingsburg, Visalia, and Dinuba.

Marketing Strategy



Place

In terms of real estate, location is a major factor (influence) in the development and expansion of businesses. There is one locational advantage in KACP planning area to State Route 99 and industrial clusters. These locational advantages are discussed below.

- *Access to Highway 99:* There is one primary freeway entry and exit point which provides convenient access and/or egress to SR 99.
- *Quality of Life:* It is possible to increase the desirability of visiting and living in Kingsburg Area. With physical improvements, the quality of life can be improved. There are a number of potential projects that can improve the quality of life in the Kingsburg Area. New recreational facilities and aesthetic improvements have most the visible effect on the quality of life as the perception of these improvements project change and image enhancements. Physical improvements could include the following:

    1. Streetscape improvements could include sidewalks, curbs, gutters, bus lanes, and improved transit services.

Price

New businesses consider the price of land and/or rent in their formation of business plan. The cost of the land and/or the cost of rent for commercial and/or industrial uses provide an estimate of the cost of development.

Product

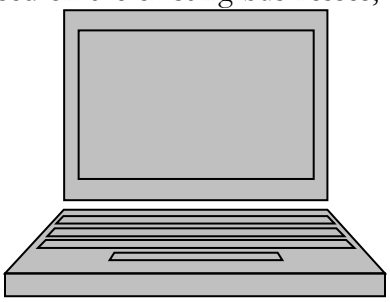
The products to be marketed in the Kingsburg Area are vacant land and available buildings.

- *Vacant Land:* Staff has prepared a vacant parcel inventory which identifies vacant parcels of various sizes and various zoning districts
- *Available Buildings:* There are limited opportunities to use buildings for commercial or industrial uses. When individual spaces become available, it would behoove a property owner to coordinate with a real estate agent to lease out each space.
- *Inventory:* The Tulare County Economic Development Department is reaching out to local real estate brokers to develop a parcels availability database. In addition, the County will be providing links from its Economic Development Webpage to individual broker webpages which can serve to advertise the availability, location, size, etc., of parcels.

Promotion

Promotion of KACP and properties in the KACP is a continual need for effective economic development. The following tasks can be used to promote the Kingsburg Area Community Plan 2023.

- *Companies to Target:* As KACP is a small community along the SR 99 corridor, economic development should be focused on enhancing existing assets. Based on the existing businesses, the County of Tulare should target the following types of businesses:
  1. Agricultural Food Packing
  2. Cold Storage
  3. Food Processing (Dairy-related products such as milk, ice cream, yogurt, butter, etc.)
  4. Distribution Centers



- *Online Presence:* Content is one of the most important aspects of an online presence. The amount of content provides relevancy and usefulness. The following could be done to improve the County of Tulare's online presence:
  1. Constantly improve (and keep current) the Economic Development website
  2. Additional information about Tulare County could be added to this website. Pictures from Tech Fair Photo Contest are available for use by Tulare County Departments.
  3. Write and submit articles for trade magazines and bloggers.
  4. Develop a Tulare County Economic Development Blog.
  5. In addition to social media sites Facebook and Twitter, Tulare County's Economic Development Department could utilize other Social Media sites such as Instagram, Youtube, Flicker, etc.

- *Brochures:* Brochures provide specific and relevant information. Brochures should be designed for the following.
  1. Specific Site Handouts brochures with the following information: APN, address, size, price, contact information, pictures of site, and pictures of the neighborhood, zoning designation, and a location map.
  2. A Food Production Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Agricultural Industry in Tulare County.
  3. A Solar/Alternative Energy Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Solar/Alternative Energy Industry in Tulare County.
  4. A brochure that lists the real estate brokers in Tulare County. This brochure should include contact information such as name, address, phone and email.

- *Advertising:* Tulare County's Economic Development Department and the KACP planning area can be advertised in targeted trade journals. These trade journals could include:
  1. California Leagues of Food Processors
  2. Food Manufacturing Magazine
  3. Food Processing Magazine
  4. Food Business News Magazine
  5. Logistics Business Magazine
  6. Food and Beverage Packing Magazine
  7. Packing World
  8. Packing Digest

- *Events:* Conferences and other events are excellent venues for networking. The Kingsburg Area could be promoted at the following conferences.
  1. World Ag Expo
  2. Food Shows
- *Videos:* Promotional videos could be available online and displayed at conferences.
  1. Powerpoint presentation video of pictures and statistics.
  2. Videos of movies filmed in Tulare County.

Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas of the community and surrounding vicinity, which could most appropriately accommodate new growth. It is a means of identifying areas free of development constraints and areas in which improvements must be made before urban only to determine the location of the Kingsburg Area Community Plan 2023 Urban Development Boundary, but development can be allowed. This development suitability analysis will be used not also to help establish land use patterns for the community's future growth.

To determine development suitability, factors that either encourage or constrain development were selected and mapped. Each factor was assigned a suitability rating to show the level of influence it will have on potential new development Suitability ratings used in this study include:

Very High: *These areas are "infill lands" or are surrounded on three sides by existing urbanized land and are, or can be easily be, serviced with urban services.*

High: *These areas are lands free of development constraints and which are either adjacent to existing development and are, or can be, served with community sewer and water service. Wastewater service areas but which are near existing urban development.*

Moderate: *These lands are outside existing boundaries of local water, and these lands also exhibit other qualities that make them suitable for future development.*

Low: *These lands should be precluded from intensive development until certain constraining conditions can be changed or corrected. Examples of such constraints include flooding and Williamson Act Lands.'*

From the process of mapping of the various factors potentially influencing the development ability of the community and surrounding environs, a composite analysis of the application of these factors to each segment of the planning area is possible. The patterns which emerged from this composite analysis have enabled the overall developed suitability of the planning area to be mapped, in conformance with the ratings described above.

It is recommended, based on the Market Analysis, Opportunities and Constraints analysis as contained above the existing configuration of the Urban Development Boundary, as adopted is appropriate and reflective of the development suitability criteria contained above, except to include the Kingsburg Area Community Plan and surrounding areas consistent with the Sphere of Influence for the City of Kingsburg Sewer and Water Systems.

Proposed Planning Areas

Policy Plan

This chapter of the Kingsburg Area Community Plan 2023 prescribes the policy framework, which will govern the development of the community over the term of the planning period (through the year 2030). It includes text, which sets out explicit policy statements about the quality, character, and manner in which development m the community will take place.

The plan, although long range in scope, is to be used on a day-to-day basis to guide the decisions of County staff, the Planning Commission, and the Board of Supervisors as they affect community development. Further, it will provide residents and property owners in the community with direction and guidelines regarding the evolution and growth of their town and its resources. In addition, this plan will aid other public agencies and entities, such as the school district and the water company, in their own long-range planning and capital expenditure programming. Each subsequent section of this chapter addresses a topical aspect of the community-planning environment. For each aspect,

background discussion of relevant issues is included, policies are stated, and implementation programs and activities are outlined.

General Plan Consistency

Policy Relationship to the General Plan

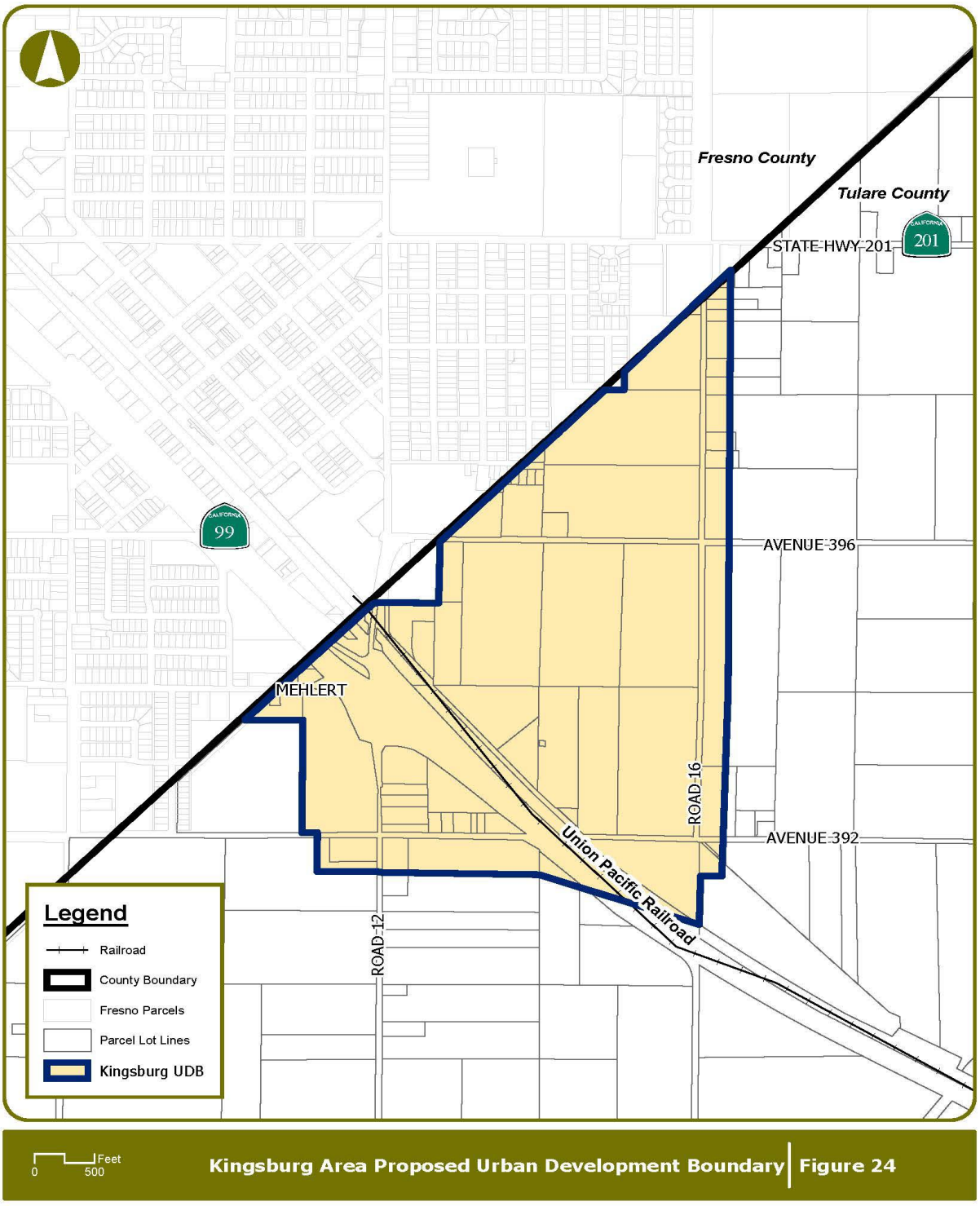
The Kingsburg Area Community Plan 2023 is a component in Part III of the Tulare County General Plan and, as such, has the same force and effect as any other adopted element of the general plan. Structurally, the Kingsburg Area Community Plan 2023 is part of the Land Use and Circulation Element of the overall general plan. The principal emphasis of the community plan is on establishing local land use and circulation system patterns and prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall Land Use and Circulation Element apply to Kingsburg Area Community Plan 2023.

Also applicable to Kingsburg Area Community Plan 2023, and governing all future development in the community, are the other elements (e.g., Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Kingsburg Area Community Plan 2023 are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

Proposed Urban Development Boundary

The KACP proposes 76.81-acre expansion to the existing Urban Development Boundary (UDB), amendments to land use and zoning designations. As such, the proposed Community Plan Update will expand the existing 286.4-acre UDB **(see Figure 24)** by approximately 26.81%, for a total UDB area of approximately 363.21 acres.

Figure 24 Proposed Urban Development Boundary



Land Use Plan

One of the most important purposes of the KACP is to establish land use patterns and development is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for KACP is to identify the most appropriate types of distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capabilities and concerns discussed in the chapters of this Plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns, which are compact and contagious. This policy position has reduced so-called "leapfrog" development throughout the County, helping preserve agricultural areas.

Land Use Plan

The existing Land Use for the Kingsburg Area is designated Mixed-Use (MU). At this time, the community of Kingsburg Area does not have a community plan, therefore, the Tulare County General Plan 2030 provides the framework for development. The Goals and Policies Report reinforce, amend and explain policies with respect to development in the unincorporated area. The General Plan 2030 provides guidance to development within the community.

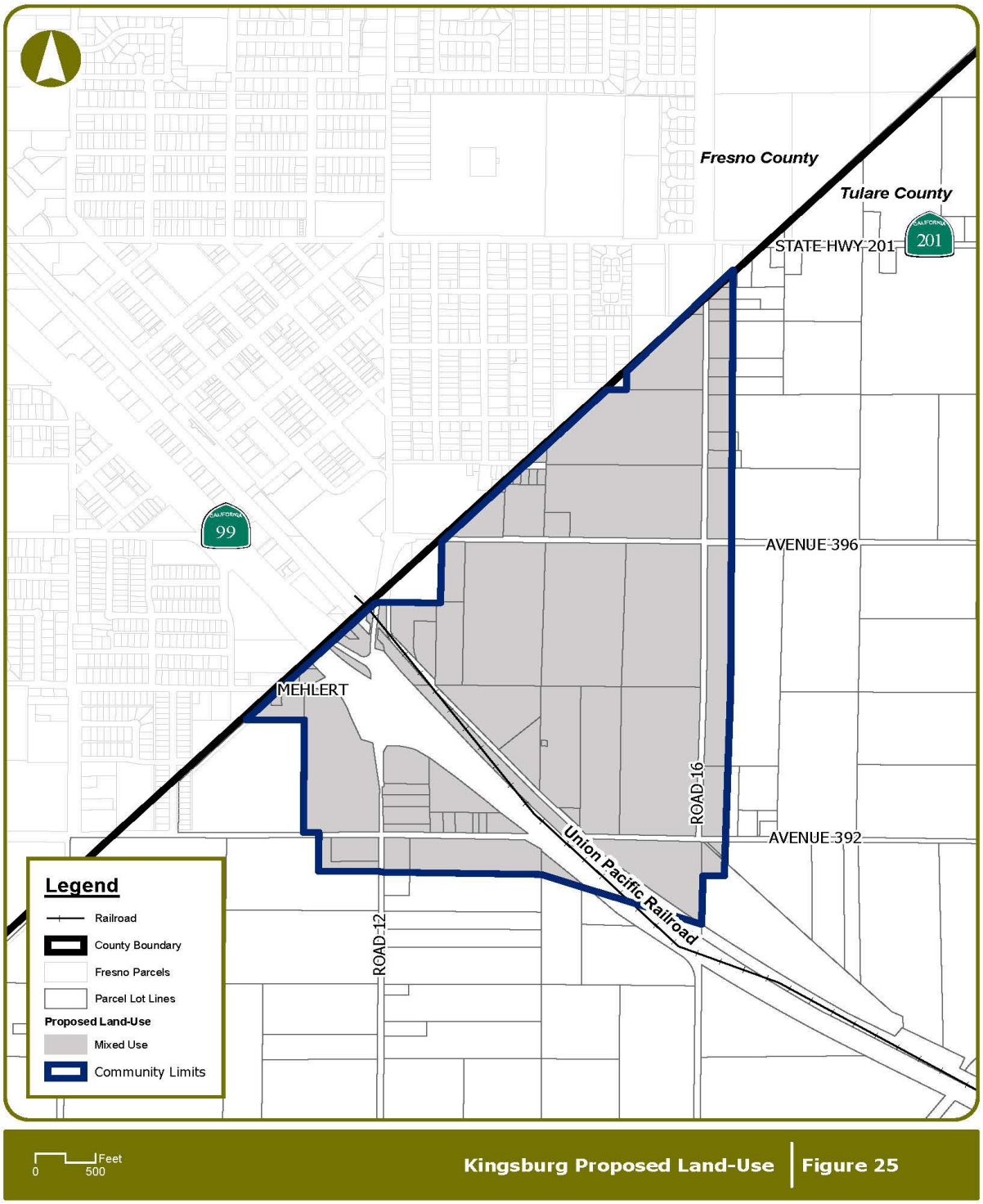
Proposed Land Use Plan

As suggested above and based on the forecasted growth and the recommended Urban Development boundary, on the economic Development/Market Analysis and Opportunities and Constraints analysis, the proposed land use plan **(see Table 27 and Figure 25)**. As illustrated in this proposed land use diagram, future urban development of the community will be concentrated on State Highway 99, Road 12, and Avenue 392. The land use plan for the community provides for substantial expansion of other commercial development along State Highway 99, Road 12, and Avenue 392; provides for the development of additional commercial uses potentially serving community-oriented demand; and enables the development of additional residential uses to meet demand generated by forecasted population growth.

Table 27 Proposed Land Use Designations

Land Use	Sum Acres
Mixed-Use	363.21
Total	**363.21**

Figure 25 Proposed Kingsburg Area Land Use Map



Proposed Zoning Districts

The Kingsburg Area Community Plan 2023 will implement the Tulare County General Plan, and increase the probability of receiving grant funding for the community. The Proposed Rezoning Maps contemplate both increases in Economic Development and compliance with the General Plan. The Tulare County General Plan was updated in 2012 with land use and policies changes that are inconsistent with the existing land use designations and zoning classifications (districts) within the KACP Urban Development Boundary. The proposed land uses and alternative land use patterns were based on (i) expansion to the Urban Development Boundary; (ii) their impacts to the environment; (iii) to improve economic development opportunities in the KACP planning area; and (iv) to be consistent with the General Plan and the Study Area Boundary.

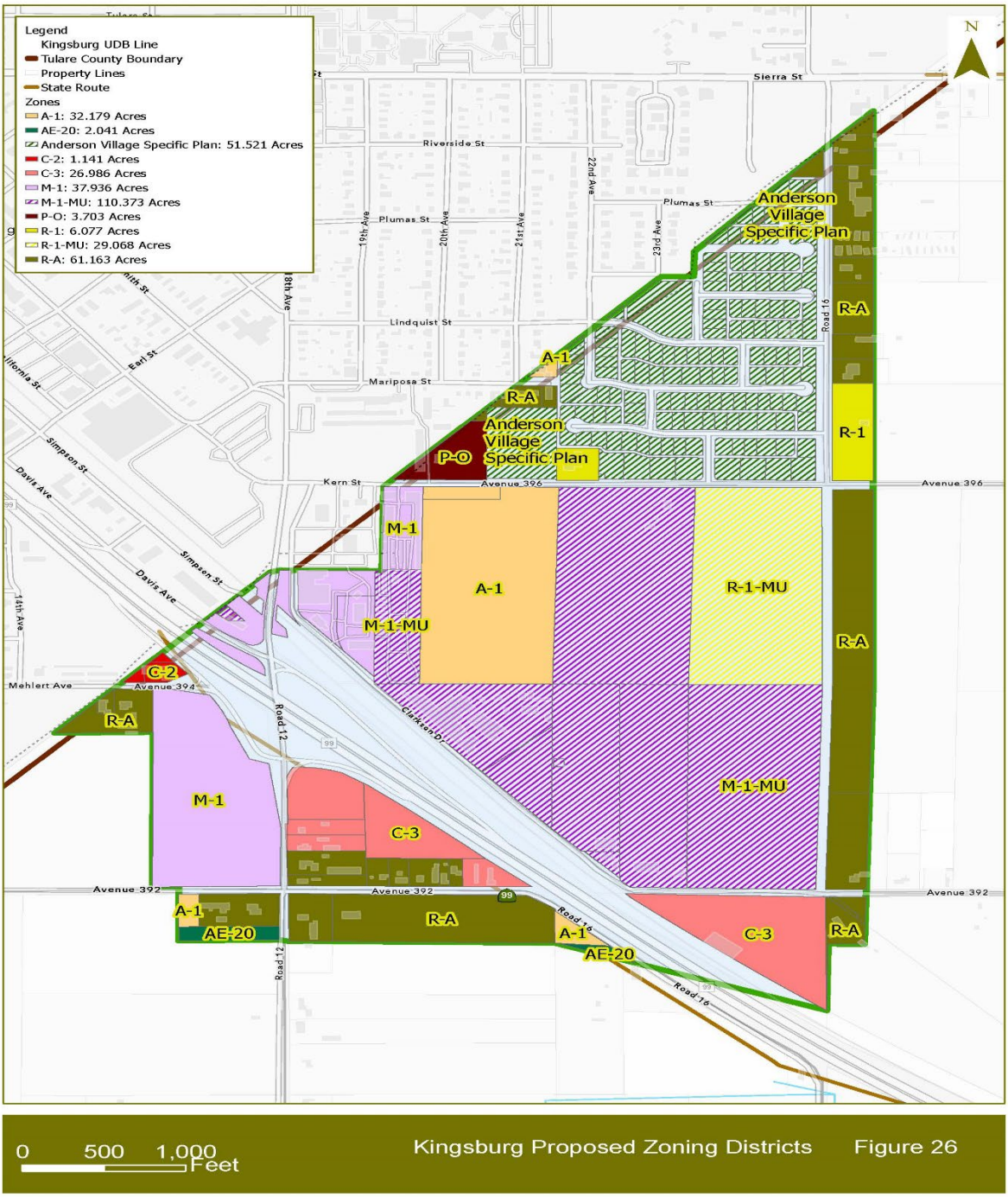
Proposed Zoning Districts

The Project will expand the KACP UDB by approximately 76.81 acres resulting in an increase of approximately 363.21 acres within the updated KACP planning area. The proposed Zoning Districts Map for the KACP is required to be compatible to the Land Use Map outlined in the General Plan. Zoning changes that need to occur to allow the General Plan and Zoning Ordinance to be in conformity with each other are shown in **Table 28** and demonstrated in **Figure 26**.

Table 28 Proposed Zoning District

Zoning Districts	Acres
A-1	33.19
AE-20	2.04
Anderson Village Specific Plan	51.52
C-2	1.14
C-3	26.98
M-1	37.93
M-1-MU	110.37
P-O	3.70
R-A	61.16
R-1	6.07
R-1-MU	29.06
Total	**363.21**
Source: Tulare County GIS	

Figure 26 Proposed Zoning Districts Map



Proposed Zoning Districts

The **MU (Mixed Use) Overlay Combining** Zone allows a mix of uses that promotes flexibility in the types of entitlements that can be issued. All uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 uses are allowed.

The **RA (Rural Residential)** Zone allows single family dwellings and farming uses.

The **R-1 (One Family)** Zone allows one-family dwellings units of a permanent character placed in permanent locations and one-family manufactured homes installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code which comply with Subsection G of this Section. Private garages to accommodate not more than three (3) cars.

The **R-2 (Two Family)** Zone allows any use permitted in the R-1 Zone, two-family dwellings, multiple dwellings subject to site review, and incidental and accessory uses to the aforesaid.

The **R-3 (Multiple-Family)** Zone is any use permitted in the R-2 Two-Family Zone. Multiple dwellings; provided, however, that if more than four (4) dwelling units are proposed to be constructed on one (1) lot, the construction of such units shall be subject to approval of a site plan pursuant to the procedure set forth in Paragraph 1 of Subsection G of Section 16.2 of this Ordinance.

The **C-1 (Neighborhood Commercial)** Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve.

The **C-1-MU (Neighborhood Commercial Mixed-Use Overlay)** Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve. The MU overlay combining zone allows a mixed use that promotes flexibility in the types of entitlements that can be issued.

The **C-2 (General Commercial)** Zone is intended for retail stores and businesses, which do not involve manufacturing and/or processing.

The **C-3 (Service Commercial)** Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packaging, or processing of articles of merchandise for distribution and retail sales.

The **M-1 (Light Manufacturing)** Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment, and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes.

The **M-1-MU (Light Manufacturing Mixed-Use Overlay)** Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment, and processing of products other

than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes. The MU overlay combining zone allows mixed uses that promotes flexibility in the types of entitlements that can be issued.

The **PO (Professional and Administrative Office)** Zone is any use permitted in the R-3, Multiple-Family Zone. Apothecary (limited to the sale of pharmaceuticals, medical and hygienic supplies and packaged confections). Clinic, dental or medical. Laboratory, dental or medical. Museum. Mortuary. Business and Professional office. Optician. Optometrist. Parking Lot: no servicing, repair, dismantling or commercial freight handling will be permitted. Post Office. Telephone exchange. Incidental and accessory structures and uses located on the same site with and necessary for the operation of a permitted use.

Mixed Use - Any combination of retail/commercial, service, office, residential, hotel, or other use in the same building or on the same site typically configured in one (1) of the following ways:

- **Vertical Mixed Use**. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.
- **Horizontal Mixed Use – Attached**. A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.
- **Horizontal Mixed Use – Detached**. Two (2) or more structures on one (1) site which provide retail/commercial, or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.

Mixed-Use allows for a variety of development projects. By allowing potential developers, businesses, etc., within and outside of the KACP planning area to respond to market forces, more opportunities are created for economic development and job development.

The **A-1 (Agricultural)** Zone is to ensure that areas zoned A-1 develop in a manner consistent with the General Plan and the public health, safety, and general welfare, and to prevent the introduction of incompatible commercial, manufacturing, subdivision, and other urban uses into predominantly agricultural areas of the County.

The **AE-20 (Exclusive Agricultural Zone 20 Acre Minimum)** The AE-20 Zone is an exclusive zone for intensive and extensive agricultural uses and for those uses, which are a necessary and integral part of intensive and extensive agricultural operations.

Circulation Element

The purpose of this Circulation Element Update for the Kingsburg Area Community Plan 2023 is to provide for a safe, convenient and efficient transportation system. The Circulation Element has been designed to accommodate anticipated transportation needs based on the land use element. In

compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The intent of this Circulation Element is to:

- Identify transportation needs and issues within Kingsburg Area Community Plan 2023, as well as regional relationships that affect the transportation system;
- Consider alternatives to the single-occupant vehicle as means of providing services and access to facilities; and
- Establish policies that coordinate the Kingsburg Area Community Plan 2023 transportation and circulation system with General Plan and area plan land use maps and provide direction for future decision-making.

Regional Transportation Planning

Tulare County Association of Governments (TCAG) Regional Transportation Plan

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Tulare County Association of Governments (TCAG). The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for Tulare County. The RTP is prepared every four years and contains a listing of projects considered to be financially feasible within a 25-year planning time frame. All federally funded transportation projects must be consistent with the RTP.

The RTP for Tulare was last updated and adopted in July 2018[100]. The 2018 RTP is the second iteration in response to state legislation (SB 375) that requires that the RTP show reductions in greenhouse gas emissions from passenger vehicles (the 2014 RTP was the first iteration). Thus, there is a new emphasis in the RTP on promoting ridesharing (transit, van and carpools) and active transportation (walking and bicycling). To this end, the RTP now includes a Sustainable Communities Strategy (SCS), a blueprint for land use patterns and transportation facilities and services that will facilitate fewer vehicle trips and vehicle miles traveled. TCAG is in the process of updating the 2018 RTP with a 2023 version anticipated for completion in 2023.

San Joaquin Valley Air Quality Management Plan

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has prepared the Air Quality Management Plan (AQMP) and various other regulations to reduce air emissions. Both the plan and several regulations aim to reduce emissions from mobile sources – automobiles and trucks, as well as other modes of transportation.

Measure R ½ Percent Sales Tax for Transportation

Measure R is the half-percent sales tax measure for transportation improvements passed by the voters of Tulare County in 2006 and managed by the Tulare County Transportation Authority (TCTA). The Measure provides funding for transportation projects (highway, transit, and ridesharing) over the 20-

[100] TCAG. RTP Checklist for MPOs. Accessed July 2021 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/rtp-checklist/

year duration of the Measure. Measure R funds are used by the County in Kingsburg Area Community Plan 2023 to repair streets, and to improve the existing and planned transportation system.

Intelligent Transportation Systems (ITS) Planning

ITS Strategic Plan that may also consider countywide goals and policies to use communication and information technologies to improve mobility and enhance safety within the region. Potential ITS components include Freeway Management; Transit Management; Incident Management; Electronic Fare Payment; Electronic Toll Collection; Railroad Grade Crossings; Emergency Management Services; and Regional Multimodal Traveler Information. Being part of the ITS plan will assist the County with application for federal or State funding for specific types of ITS projects.

Existing Circulation and Traffic Conditions

Street and Highway System

Functional classification is the process by which streets and highways are grouped into classes according to the type of service they provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

- State Highways (which may be freeways, expressways or conventional highways)
- Arterials and Collectors
- Local Streets

State Highways (which may be freeways, expressways or conventional highways) – Connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

State Route (SR) 99 is the principle state highway serving the Kingsburg Community. SR 99 primarily exists as a divided six-lane. The State Route runs north to south along California. The posted speed limit is generally 70 mph throughout the community. According to Caltrans' website, the average annual daily traffic (AADT) along SR 99 in the study area was approximately 68,000 in 2021.

State Route 201

State Route 201 runs west –east in Fresno and Tulare Counties. The route covers just over 25 miles and is located solely in District 6. SR 201 was constructed in 1939 and reconstructed in 1974. There is a break in the route where it meets SR 63 and picks up again at Avenue 384 and continues to head east. State Route 201 is located north of the Kingsburg Area Community planning area.

Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets. There is one designated "Arterial" street within the Planning Area.

- Road 12/Mendocino Ave serves an Arterial in the study area.

Collectors Provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers and limited direct access to abutting properties. Avenues 392/Clarkson Avenue, Avenue 394/Mehlert Street and Avenue 396/Kern Street are classified as collector streets in the study area.

Local Streets Provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

Due to the predominantly large parcels, absence of smaller parcels, and absence of residential or commercial subdivisions, there are currently no local streets within the KACP planning area.

In recent years the concept of "Complete Streets" has evolved. Under this concept, while streets may still carry a primary functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions.

Road Capacity and Level of Service (LOS)

LOS is categorized by two parameters, uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access, some rural roads). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs and signalized intersections. The definitions and measurements used for determining level of service in interrupted and uninterrupted conditions are shown in **Tables 29 and 30.**

In Tulare County, General Plan Policy **TC – 1.16 County Level of Service (LOS) Standards** states; "The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual."[101]

[101] *Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Page 13-7.*

Table 29 Uninterrupted Traffic Flow Facilities

LEVEL OF SERVICE	DEFINITION
A	Describes free-flow operations. Free-Flow Speed (FFS) prevails on the freeway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
B	Represents reasonably free-flow operations, and FFS on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	Provides for flow with speeds near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
D	At this level speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing, the physical and psychological comfort afforded to drivers is poor.
F	Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons: • Traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it. • Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged. • In analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.

Table 30 Interrupted Traffic Flow Facilities	
LEVEL OF SERVICE	**DEFINITION**
A	Describes operations with a control delay of 10 s/veh or less and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A, with reasonably unimpeded travel between intersections.
C	Describes operations with control delay between 20 and 35 s/veh and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e.one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. May be longer queues and operations between locations may be more restricted.
D	Describes operations with control delay between 35 and 55 s/veh and a volume-to- capacity ratio no greater than 1.0. Travel speeds are about 40 percent below free flow speeds. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent. Average travel speed is one-third of free flow speeds. The facility is generally at full capacity.
F	Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. Extremely slow speeds with an average delay of 80 seconds or more. Frequent stop and go conditions.

Regulatory Setting

Federal Agencies & Regulations

Federal Aviation Regulations

None of that applies to the proposed Project.

State Agencies & Regulations

Caltrans: Transportation Concept Reports

Caltrans has prepared a number concept reports for State Routes, Interstate Routes, and U.S. Routes for each of its California Districts. Tulare County is located in Caltrans District 6. As the KACP planning area is adjacent to SR 99, the Concept Report that indirectly applies to the proposed Project includes SR 99.

Caltrans Guide for the Preparation of Traffic Impact Studies

"The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS)."[102]

Local Policy & Regulations

Tulare County Transportation Control Measures (TCM)

"Transportation Control Measures (TCM) are designed to reduce vehicle miles traveled, vehicle idling, and/or traffic congestion in order to reduce vehicle emissions. Currently, Tulare County is a nonattainment region under the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). Both of these acts require implementation of TCMs. These TCMs for Tulare County are as follows:

- Rideshare Programs;
- Park and Ride Lots;
- Alternate Work Schedules;
- Bicycle Facilities;
- Public Transit;
- Traffic Flow Improvement; and
- Passenger Rail and Support Facilities."[103]

[102] Caltrans Guide for the Preparation of Traffic Studies. Page ii. Accessed April 2023 at: https://nacto.org/docs/usdg/guide_preparation_traffic_impact_studies_caltrans.pdf

[103] Tulare County 2030 General Plan Recirculated Draft Environmental Impact Report. Page 3.2-2.

Public Transportation

While the private automobile is the dominant mode of travel within Kingsburg Community Plan, as it is throughout Tulare County, other modes of transportation are important. The latest available data from American Community Survey (ACS) conducted in year 2019 indicates that that about 87 percent of commuters drive alone to work, while 13 percent use other means: 6 percent carpool or vanpool, 0 percent used public transportation and 3 percent worked at home. The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips.

Although congestion is not a major issue in Kingsburg, overreliance on automobiles creates other costs for both society and households and means that many in the communities who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycling and walking. The public transit system alternatives for Kingsburg include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

The intra-city operation is provided by Kingsburg Transit. The closest Greyhound intercity bus stop to Kingsburg is in Goshen (in Tulare County), approximately 12 miles south of Kingsburg.

Tulare County Area Transit (TCaT)

TCaT has been providing rural route service between various cities and towns in Tulare County since 1981. TCaT retains MV Transportation to provide all of its transit services, which includes fixed route and demand responsive services for inter-city and intra-city service in many small communities throughout the County. TCaT is the most extensive transit system in Tulare County and connects with Dinuba Area Regional Transit (DART), Visalia City Coach (VCC), Tulare InterModal Express (TIME), Porterville City Operated Local Transit (COLT), Kings Area Rural Transit (KART), Kern Regional Transit, Orange Belt and Greyhound bus. TCaT provides reliable and convenient public transit service between cities and within many small communities throughout Tulare County. Fixed route service is offered every day. Demand-response Dial-A-Ride is offered Monday through Friday. The nearest fixed route service area is in the unincorporated community of Traver approximately five (5) miles south of the Project site. Traver is part of Route 50 (Dinuba-London-Traver-Delft Colony Route). Although fixed-route service is not available within the proposed Project site, demand responsive (Dial-A-Ride) service is available to transport General fare riders to the nearest route. Also, TCaT provides a summary of how their fixed route service is available in their "Catching a Ride" information, to wit; For your safety we recommend catching the bus at designated bus stops. You may board or leave the bus at any point along the route where the driver can make a safe stop. Wave or flag down the bus at a safe pullout location. For your convenience, you may call a day in advance to let us know you will be waiting for the bus somewhere other than a bus stop. To provide a reasonable accommodation, TCaT provides Americans Disability Act (ADA)-eligible riders curb-to-curb or door-to-door service when service is requested a day to fourteen days in advance; if scheduling can accommodate, same day service is also available.

AMTRAK

The Hanford AMTRAK station, located 13 miles southwest in Kings County, is the closest station to Kingsburg providing passenger rail service; the Fresno Amtrak station is 23 miles to the northwest. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies including TCAG. They currently oversee the operation of six trains daily serving each of these stations. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and Los Angeles.

High Speed Rail

The California High-Speed Rail Authority (HSRA) has determined that high-speed rail is technically, environmentally and economically feasible once constructed, and would be operationally self-sufficient. The Authority's purpose is to fund and construct the high-speed rail system throughout California. The proposed service would serve new stations in Fresno and Kings Counties near Tulare.

Aviation

Airports near Kingsburg Community is Fresno Yosemite International Airport (FAT), 23 miles northwest of Kingsburg, is the principal passenger airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport is located 20 miles southeast of Kingsburg.

Alternative Transportation

Bicycle Pedestrian Facilities

Investment in bikeways provides an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. Pedestrian facilities include sidewalks, walkways, crosswalks, signals, lighting, and benches, among other items. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities serving the school and recreational facilities enhance the safety of those who choose to walk to and from these destinations. Other than recently constructed sidewalks as part of the Summerlyn subdivision project, there are currently no pedestrian or bicycle facilities within the KACP Planning Area.

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There are neither currently existing nor planned multiuse trails in the KACP planning area.

Bicycle and Pedestrian Paths

Investment in bikeways provides an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. Pedestrian facilities include sidewalks, walkways, crosswalks, signals, lighting, and benches, among other items. Where such facilities exist, people will be much

more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities serving the school and recreational facilities enhance the safety of those who choose to walk to and from these destinations. Other than recently constructed sidewalks as part of the Summerlyn subdivision project, there are currently no pedestrian or bicycle facilities within the KACP planning area.

Designated Truck Routes

Designated truck routes are intended to be used for long-distance truck movement. Truck movements for local deliveries within a community may use the most direct route to the particular delivery location, including local streets. The KACP includes a policy that would, "Designate truck routes for use by heavy commercial and industrial traffic. Initially, designated truck routes shall only be Clarkson [Drive] to accommodate industries adjacent to this roadway.

Paratransit Service

Paratransit Services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped.

Park-and-Ride Lots

Park-and-Ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the Community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along State Route 99.

Tulare County Association of Governments (TCAG)

"The Regional Transportation Plan is a long-range plan that every Metropolitan Planning Organization (MPO) is required to complete. The plan is meant to provide a long-range, fiscally constrained guide for the future of Tulare County's transportation system. The long-range plan extends to the year 2042 in its scope. The plan accomplishes its goals by forecasting future growth, identifying regional priorities, and planning for infrastructure improvements. This plan is required to include four elements; those elements include: the policy element, the sustainable community element, the action element and the financial element. These elements have been mandated by law, but do not keep MPOs from including more elements to their plan depending on local characteristics. Tulare County's 2018 RTP/SCS also includes chapters on goods movement and valley wide characteristics in addition to the required plan elements. The RTP/SCS is not the only plan in effect dealing with transportation issues but is the holistic plan that integrates more specific plans into a larger framework for the county."[104] The Tulare County Association of Government has prepared the 2018 Regional Transportation Plan; however, no projects are proposed within the KACP planning area.

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within the County of

[104] TCAG 2018 RTP and SCS. Executive Summary. PDF page 3. Accessed July 2021 at: https://tularecog.org/tcag/planning/rtp/rtp-20181/executive-summary/

Tulare. General Plan policies that relate to the proposed Project are listed below.

LU-7.3 Friendly Streets - The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.4 Streetscape Continuity - The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

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

TC-1.13 Land Dedication for Roadways and Other Travel Modes - As required by the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process.

TC-1.14 Roadway Facilities - As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of pro-rata fees for planned road facilities may also be required as a condition of approval.

TC-1.15 Traffic Impact Study - The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants for projects generating over 100 peak hour trips per day or where LOS "D" or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.

TC-1.16 County Level of Service (LOS) Standards - The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

TC-5.3 Provisions for Bicycle Use - The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

TC-5.4 Design Standards for Bicycle Routes - The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

TC-5.8 Multi-Use Trails - The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals.

HS-1.9 Emergency Access - The County shall require, where feasible, road networks (public and private) to provide safe and ready access for emergency equipment and provide alternate routes for evacuation.

Complete Streets

Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

Goals, Policies, and Standards

The intent of the KACP Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element.

Goal 1: *Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in KACP.*

Policies and Standards:

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
    a) Freeways and Expressways carry regional traffic through the community with access only at interchanges with major streets.
    b) Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county

roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.

c) Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.

d) Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).

3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.
12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.
13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.
14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.
15. Cooperate with local, regional, State and federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

Policies and Standards:

1. Designate truck routes for use by heavy commercial and industrial traffic. Initially, designated truck routes shall be:
    - Clarkson Avenue (Avenue 392)

2. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
3. Restrict heavy duty truck through-traffic in residential areas and plan land uses so that trucks do not need to traverse these areas.

Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the County Engineer.

Goal 3: *Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.*

Policies and Standards:

1. Provide a safe walking environment for pedestrians.
    a) New development should include safe and pleasant designs which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
    b) Require the installation of sidewalks as an integral part of all street construction where appropriate.
    c) Require street lighting within the rights-of-way of all public streets.
    d) Include pedestrian signal indicators as an integral part of the installation of traffic signals.
2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.
3. Plan for pedestrian access consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
4. Collaborate with the Kingsburg School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
6. Coordinate with Kingsburg Transit, TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land

developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.

7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

Goal 4: Ensure the provision of adequate off-street parking for all land uses.

Policies and Standards:

1. Require all new development to identify adequate on-street and off-street parking based on expected parking needs.
2. Encourage shared parking among nearby uses with complementary parking demand patterns.
3. Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.
4. Anticipate parking needs at proposed and expected activity centers, particularly commercial areas.

Goal 5: Provide a transportation system that is integrated with the region.

Policies and Standards:

1. Coordinate local transportation planning with the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.
2. Incorporate the Regional Transportation Plan, Kingsburg's short- and long-range plans, and the Tulare County Short- and Long-Range Transit Plans into the Community Plan Circulation Element and encourage the active participation of Caltrans in the design of highway capital improvement projects.

Goal 6: Encourage the use of public transit services to reduce reliance on the automobile.

Policies and Standards:

1. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and people without access to an automobile.
    a) Consider development of an integrated transit center within Kingsburg where all transit services can connect with each other as well as with private ride sharing.
    b) Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.
2. Planning and development of arterial and collector streets shall include design features which can be used as future public transit stops.
3. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

4. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
5. Support Kingsburg Transit, TCaT and other transit operators' programs to foster transit usage.
6. Work with Kingsburg Transit to look for ways to reinstate the previous bus routes through KACP.
7. Support all operators' efforts to maximize revenue sources for short- and long-range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through TCAG and the Tulare County Transit Agency (TCaT) through the development of the Short- and Long-Range Transit Plans.
8. Support programs developed by transit agencies/operators to provide paratransit service.
9. Incorporate the potential for public transit service in the design of developments identified as major trip attractions (i.e., community centers and employment centers).
10. Explore potential development of a park-n-ride lot in KACP.
11. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

Goal 8: Provide efficient goods movement

Policies and Standards:

1. Encourage the efficient movement of goods and people by rail through a shift of a portion of the goods previously moved by trucks onto the rail freight system.
2. Implement Street and highway projects to provide convenient and economical goods movement, including access to rail terminals, in areas where large concentrations of truck traffic exist.
3. Identify street and highway improvement and maintenance projects that will improve goods movement and implement projects that are economically feasible.
4. Encourage use of rail for goods movement whenever feasible.

Goal 9: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of KACP.

Policies and Standards:

1. Consider developing a Bikeway plan for KACP based on the following facility designations:
   a) Bike Path (Class I). A special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. It is identified by guide signing and pavement markings.
   b) Bike Lane (Class II). A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by a "Bike Lane" guide sign, special lane lines, and other pavement markings.
   c) Bike Route (Class III). A recommended route for bicycle travel along an existing right-of-way, which is signed but not stripped.

d) Bikeway. All facilities that explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple sign street.

2. Give priority to bikeways that will serve the highest concentration of cyclists and destination areas of highest demand.
3. Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
4. Develop a visually clear, simple, and consistent bicycle system with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
5. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, employment sites, churches, and retail commercial developments.
6. Provide non-motorized alternatives for commuter travel as well as recreational opportunities.
7. Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.
8. Develop bikeways in compliance with the standards established in the Caltrans Highway Design Manual or other appropriate standards.

Goal 10: *Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.*

Policies and Standards:

1. Control dust and mitigate other environmental impacts during all stages of roadway construction.
2. Protect residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along four lane highways in order to protect adjacent noise-sensitive land uses from traffic generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.
3. Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials and require mitigation of environmental impacts.
4. Encourage the use of non-polluting vehicles for both public and private uses.
5. Include noise mitigation measures in the design of roadway projects in KACP.

Goal 11: *Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.*

Policies and Standards:

1. New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.
2. Coordinate with Caltrans, TCAG, transit agencies and other responsible agencies to identify the need for additional park-n-ride facilities along major commuter travel corridors.

Goal 12: Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.

Policies and Standards:

1. Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the TCAG Regional Transportation Plan

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

<u>Complete Streets Objectives</u>

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for four Complete Streets related principles including:

Principle 1: County-wide Collaboration - Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity - Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

Principle 3: Community Circulation - Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

Principle 4: Pedestrian and Bicycle Facilities - Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents with alternative modes of travel. These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

Implementation Strategy

The purpose of this chapter is to prescribe a proposed approach to implement the general plan recommendations contained in chapters I through IV of the Kingsburg Area Community Plan 2023. There are several components that comprise the Kingsburg Area Community Plan 2023 implementation strategy:

- Zoning Code Changes
- Complete Streets
- Infrastructure

Zoning District Changes

As part of this Implementation Program for the Community Plan for Kingsburg Area Community Plan 2023, there are a variety of changes to existing zoning districts. These changes are described below.

Revise Chapter 16 of the Zoning Code

Zoning Code to limit the uses that require a Use Permit. As part of the Economic Development Strategy, use permit requirements are streamlined to allow for uses to be developed without discretionary review. That is, proposed uses will not have to undergo an approval process that

involves a decision-making action by the Tulare County Planning Commission or Board of Supervisors. Project design features and Administrative approval will serve as the mechanism to allow (regulate) land uses, activities, densities, and other conditions typically applied through the special use permit process.

Elimination of SR Combining Zone

The SR combining zone requires site plan review for most uses in the combining zone. This alternative would eliminate the SR combining zone designation in the community of Kingsburg Area Community Plan 2023. The elimination of the SR combining zone would only affect commercial zoning districts, C-3-SR and M-1-SR. This zone change would only affect approximately two (2) parcels in the C-3-SR and one (1) parcel in the M-1-SR within Kingsburg Area Community Plan 2023 and as such, elimination of this combining zone would not have a noticeable effect on KACP planning area.

Mixed Use Overlay District

This alternative involves the creation of a Mixed-Use Zoning Designation for the Community of Kingsburg Area Community Plan 2023 **(see Attachments A-2 and A-3)**.

Zoning Map

The current Zoning Map for Kingsburg Area Community Plan 2023 will be amended to be compatible with the Land Use Map outlined in the General Plan. There are a couple of zoning district changes that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other Kingsburg Area Community Plan 2023 proposed zoning. In addition, there are a number of parcels that need to be rezoned to adhere to the airport land use plan.

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Attachments

A-1 Use Permit Requirement Changes (Zone Change Text)
A-2 Mixed Use Overlay District (Zone Change Text)
A-3 Development Standards (Mixed Use Zoning Districts)
A-4 General Plan Land Use and Zoning Consistency Matrix
A-5 Funding Sources
A-6 Public Outreach

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Attachment A-1 Use Permit Requirement Changes

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A-1 Use Permit Requirement Changes (Zone Change Text)

H. Permitted Uses

All of the following, and all structures and accessory uses directly related thereto in this section are entitled without a Special Use Permit (Conditional Use Permit). The following is allowed only in the various zones indicated below and within a community plan that adopted development standards for such entitled use. The proposed use must adhere to the adopted development standards of the community. The proposed use must also qualify for an exemption under the California Environmental Quality Act as determined by the Permit Center. The Permit Center will review the project for General Plan Policy, Community Plan Policy and development standard consistency and determine which environmental document is appropriate. Projects where the Permit Center is unable to make an immediate determination will be required to go through the Project Review Committee (PRC).

Uses that have an environmental effect on adjacent properties or necessitate mitigation measures through the California Environmental Quality Act will be required to apply for a PRC and a traditional use permit and legislative process through the County. These uses may have environmental or land use issues that may not be compatible with adjacent uses. These impacts may include but are not limited to; hours of operation (nighttime), noise (i.e., power tools such as impact drivers, or loudspeaker, etc.) air quality (idle running vehicles), traffic (number of vehicles) and odor. The Permit Center process is to determine whether the use is by right or must go through the traditional use permit process. The following uses and zones shall be considered:

Permitted Uses		
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Animal hospitals, clinics, and veterinarian offices wherein only small/domestic animals (i.e., dogs, cats, etc.) are treated. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, M-2	
Antique and art store. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, R-3	C-2, C-3, M-1
Antique store containing less than one thousand (1,000) square feet of floor area	C-1, C-2, C-3, M-1, R-2, R-3	C-1, C-2, C-3, M-1
Apartment Hotel Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	O
Apparel stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Arcades, including video. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1

Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2	
Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2	M-1
Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	M-1
Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3	M-1
Automated car wash (coin operated only). Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP	C-2, C-3, M-1
Automobile parking lots, public parking areas or storage garages. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP	
Automobile supply stores.	O, CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning.	C-2, C-3, M-1, M-2	C-3, M-1
Bakery [employing not more than five (5) persons on premises].	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Bakery goods store.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Banks and financial institutions.	C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Barber shop or beauty parlor.	C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Bed and Breakfast Home with three or more guest rooms (Up to 5). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3, R-2	R-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Bicycle shops. Structure.	CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Billiard or Pool hall Structure	C-2, C-3, M-1	C-2, C-3, M-1
Bird store or pet shop.	O, CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Blueprinting and Photostatting shop.	CO, C-1, C-2, C-3, M-1, AP	C-2, C-3, M-1
Boat sales and service. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	C-3, M-1

Bookbinding. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Business and professional schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1, C-2, C-3, M-1, AP	
Dairy products store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Department store Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Digesters	M-1	
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to CA State maximum).	CO, C-1, C-2, R-1, R-2, R-3, RA	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Family Day Care Home, small.	CO, C-1, C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Feed and seed stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, AP	C-3, M-1

Fire Station.	CO, C-1, C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Florist shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, RA	C-1, C-2, C-3, M-1
Furniture store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Gift, novelty or souvenir. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-2, R-3, RA	C-2, C-3, M-1
Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Gunsmith shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Hobby and art supply store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ice storage house of not more than 5-ton storage capacity.	CO, C-1, C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Laundry. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300’ of	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1

residential/School Site.		
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	
Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1, C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	R-3, C-1, C-2, C-3, M-1
Nursery school. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, RA, R-3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, PO	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Opticians and optometrist's shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Police station.	O, CO, C-1, C-2, C-3, M-1, M-2	
Post Office.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1, C-2, C-3, M-1
Pressing establishments. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1, C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1, C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1, C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Restaurant. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Restaurant, tearoom or cafe. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1, C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1, C-2, C-3, M-1	
School, private.	CO, C-1, C-2, C-3, M-1, PO	
School, public.	CO, C-1, C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Soda fountains. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Stamp and coin stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Storage of petroleum products for use on the premises.	CO, C-1, C-2, C-3, M-1	
Studios (except motion picture). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

Variety store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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Attachment A- 2 Mixed Use Overlay Districts

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A-2 Mixed Use Overlay District (Zone Change Text)

The following regulations shall apply in the community of Kingsburg Area Community Plan 2023, unless otherwise provided in this Ordinance.

PURPOSE **A.** The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment.

APPLICATION **B.** This overlay zone only applies to the community of Kingsburg Area Community Plan 2023.

USE **C.** No building or land shall be used, and no building shall be hereafter erected or structurally altered, except for one or more of the following uses allowed in this this overlay zone are outlined in the community plan for Kingsburg Area Community Plan 2023.

Within the Mixed-Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2 and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to and compatible with those specific zoning districts are also allowed. In addition, use and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above-mentioned zoning districts are also allowed.

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses: All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the

Uses/Combination of Uses reviewed by Planning Commission
Auto wrecking and Residential
Battery Manufacture and Residential or Commercial
Biomass Fuel Production and Residential
Flammable Liquids over 10,000 gallons
Hazardous Waste Facility
Planning Mills and Residential or Commercial
Sand blasting
Slaughterhouse and Residential
Solid Waste Recycling and Residential
Super service stations and Residential
Airport
Heliport

neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

The Director of Planning has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

DEVELOPMENT

1. Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy-five (75) feet to uppermost part of roof.

2. Front Yard: 0 Feet

3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.

4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.

5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however, that where a lot has less area than herein required and was of record at the time this paragraph became effective, said lot may be occupied by not more than one (1) main building subject to the provisions of this Section.

6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of square feet of all structure allowed on a parcel based on parcel size.

7. Distance between structures: The minimum distance between structures is 10 feet.

8. Parking: Off-street parking and loading shall be required in conformance with Section 15.

9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any “R” Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except in the required front or side yard. Open storage of materials and equipment shall be permitted only within an area surrounded and screened by a solid wall or fence or compact evergreen hedge (with solid gates where necessary), not less than six (6) feet

in height, provided that no materials shall be stored to a height greater than that of the wall, fence, or hedge. Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which were established in accordance with all applicable buildings and zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this paragraph, until such time as a permit or other grant of approval for expansion, alteration or development of property is approved by Tulare County.

All other Development Standards are outlined in the Community Plan for Kingsburg Area Community Plan 2023. Conformance to development standards is required for all development; however, the Planning Director, Planning Commission, or Board of Supervisors may provide exemptions to particular development standards when deemed appropriate.

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Attachment A- 3 Development Standards (Mixed Use Zoning Districts)

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A-3 Development Standards (Mixed Use Zoning District)

To promote Economic Development within the Kingsburg Area Community Plan 2023 Urban Development Boundary, a Mixed-Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Kingsburg Area Community Plan 2023. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed-use overlay district. To promote Economic Development within the Kingsburg Area Community Plan 2023 Urban Development Boundary, a Mixed-Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Kingsburg Area Community Plan 2023. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed-use overlay district.

ARCHITECTURE

A-1 Entries to buildings should be individualized and clearly identifiable.

A-2 Retail spaces should be accessed directly from the sidewalk, rather than through lobbies or other internal spaces.

A-3 Entrances to upper story uses should not be as prominent as the primary entrances to first story uses.

A-4 The height of the first floor commercial should have a minimum ceiling height of 12 feet.

A-5 Architecturally distinguishes the ground floor from the upper façade, to form a visual base for the building. Create an intimate scale for the pedestrian environment.

A-6 Each building should have a defined base, body, and cap segment

A-7 Blank walls on ground floor facades adjacent to public sidewalks, public rights-of-way, and public spaces are prohibited.

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios, and courtyards. These window openings should consist of transparent "storefront" windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

A-9 Three-dimensional cornice lines, parapet walls, and/or overhanging eaves should be used to enhance the architectural character of the building.

A-10 Wall surfaces should not exceed 250 square feet without including some form of articulation. Acceptable forms of articulation include use of windows, varied reveal patterns, change in material, texture, color, or detail, and a change in wall plane location or direction.

A-11 Openings in the façade should be accentuated with paint, tile, shutters, awnings,

planters, and/or other appropriate architectural features in order to create varied shadows and a rich visual texture.

A-12 Articulation and detailing of the exterior walls at the ground level, should be integrated with landscape features (trees, plants, walls, trellises, and unique landforms) to ensure an appropriate transition from ground to wall plane.

A-13 An equal level of architectural detail and landscaping should be incorporated into all sides of freestanding buildings, because they are generally visible from all sides.

A-14 Architectural details should be fully integrated into the design of the building to avoid the appearance of afterthought elements or elements that are "tacked on" to a building.

A-15 Finish materials that give a feeling of permanence and quality should be used at ground level facades.

A-16 A consistent use of window style, size, trims, and accents should be used to ensure a consistent character along the building façade.

A-17 Exposed structural elements (beams, trusses, frames, rafters, etc.) are acceptable when appropriately designed to complement the over design of the façade.

A-18 Tilt-up buildings should incorporate decorative trim, recessed/projecting panels, recessed windows/doors, accent materials, and varied roof height to increase visual interest.

A-19 New buildings located at the corner of the block may be more massive in scale than adjacent buildings to better define the street intersection.

A-20 Corner buildings should have a strong relationship to the corner of the intersection by incorporating a unique architectural element or detail at the corner, such as a tower or primary building entrance.

A-21 Corner buildings should present equally important facades of similar appearance on both streets.

A-22 Articulate side and rear facades in a manner compatible with the design of the front façade. Avoid large blank wall surfaces on side and rear facades, which are visible from public areas. In these locations, display windows, store entrances, and upper windows are encouraged. When this is not feasible, consider the use of ornaments, murals, or landscaping along large blank walls.

A-23 Remove alterations whose design and/or materials are not consistent with the overall character of the building.

A-24 Where off-street parking or an alley is provided behind a building, a secondary entrance to both first floor and upper floor uses should be provided at the rear of the building.

A-25 Locate and design required vents and access doors to minimize their visibility from public spaces.

A-26 Use high quality detailing for new buildings and replacement elements. For example, new or replacement windows should have sash and frame thicknesses and window depths, which are similar to those of original or historic windows. Such level of detailing provides an interplay between light and shadow, which adds interest and visual depth to the façade.

A-27 Loading docks, storage areas, and service facilities should be located at the rear of the building and screened from the street as necessary.

A-28 Conceal all electrical boxes and conduits from view, and position light sources to prevent glare for pedestrians and vehicles.

ROOFS AND AWNINGS

RA-1 Awnings should be compatible with other awnings nearby, particularly those on the same building, when these awnings complement the architectural character of the building.

RA-2 Canopies and awnings should be compatible with the style and character of the structure on which they are located.

RA-3 Use matte canvas fabric for awnings, not vinyl, fiberglass, plastic, wood or other unsuitable materials. Glass and metal awnings may be appropriate for some buildings but must be consistent with the architectural style of the building.

RA-4 Include architectural features such as awnings, canopies, and recessed entries that can protect pedestrians from inclement weather. Design these features as integral parts of the building.

RA-5 Awnings and canopies should not hang below the top of the first-floor storefront window. In addition, awnings and canopies should be at least ten (10) feet above the sidewalk.

RA-6 Canopies and awnings should not project more than seven (7) feet from the surface of the building.

RA-7 Awnings and canopies that project into the public right-of-way should not impede pedestrian or vehicular movement.

RA-8 Roof forms, lines, masses, and materials should be continuous and consistent with the overall style, character, scale, and balance of the building.

RA-9 Roof overhangs and exposed structural elements should be designed to be consistent with the overall style and character of the building.

RA-10 Roof mounted HVAC equipment, ducts, vents, and other equipment should be screened from public view.

RA-11 Mansard roofs are prohibited.

RA-12 All flat roofs should have 90% of the roof area covered by solar panels. All sloped roofs should have 50% of the roof area covered by solar panels. Roofs should be painted or colored with a bright white (or similar color) with a reflective glossy finish.

SITE PLANNING

SP-1 Place entrances to storefronts and other ground floor uses so that they are accessible directly from the public sidewalk, not internal lobbies.

SP-2 On corner sites, a prominent streetscape presence should be established, and visual interest should be created by either locating buildings near the intersection to enliven the streetscape or using landscaping to frame the intersection. Parking areas immediately adjacent to intersections are discouraged.

SP-3 Structures and site improvements should be located and designed to avoid conflict with adjacent users.

SP-4 Gates to parking areas should be designed with materials and color that are compatible with the site.

SP-5 Multi-story buildings that overlook private or common area open space of adjacent residences should be designed to protect privacy of these spaces.

SP-6 Gates to parking areas should be located to prevent vehicle stacking or queuing on the street.

SP-7 Primary site and building entry points are strongly encouraged to generate visual interest with special design features such as decorative or textured paving, flowering accents, special lighting, monuments, walls, shrubs, water features, and the use of sizeable specimen trees.

SP-8 To the extent feasible and practicable, parcels should share access driveways to minimize curb cuts and traffic congestion.

SP-9 Cul-de-sacs are inappropriate except when a freeway, railroad, or canal prevents connectivity.

SP-10 Block lengths should be short, averaging 200 to 300 feet. Maximum block length is be 500 feet.

LANDSCAPING

LA-1 Projects should provide, and maintain, landscape buffers between commercial uses and low-density residential uses, between industrial and residential uses, and between commercial and industrial uses. Plant material will be placed in a manner to suggest natural growth as opposed to a rigid barrier.

LA-2 A predominance of deciduous tree species is encouraged to shade western, southern, and southwestern exposures.

LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance. Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery
(Minimum shrub container size should be 5 gallons.)

LA-4 Project sites should be designed so that areas used for outdoor storage, and other potentially unsightly areas are screened from public view. All service yards and outdoor storage areas should be enclosed or screened from view.

LA-5 Loading areas, access and circulation driveways, trash, and storage areas, and rooftop equipment should be adequately screened from the street and adjacent properties, as deemed necessary. To the fullest extent possible, loading areas and vehicle access doors should not be visible from public streets.

LA-6 Loading driveways should not back onto streets or encroach into landscaped setback areas.

LA-7 Loading doors should be integrated into building elevations and given the same architectural treatment where feasible.

LA-8 Utility equipment such as electric and gas meters, electrical panels, and junction

boxes should be screened from view or incorporated into the architecture of the building.

LA-9 Utility devices, such as transformers and backflow preventers, should not dominate the front landscape area.

LA-10 All utility lines from the service drop to the site should be located underground.

LA-11 When security fencing is required, it should be a combination of solid walls with pillars and offsets, or short solid wall segments and segments with metal fencing. Chain-link fencing is strongly discouraged when facing public view and should only be used as interior fencing.

LA-12 Retaining walls at retention basins should utilize a stepped or terraced motif as a visual tool to maintain appropriate human scale.

LA-13 Retention basins visible to public view and common open spaces should be contoured and landscaped in a creative manner to minimize a harsh utilitarian appearance. When feasible, it is recommended to beneficially use the run-off storm water as supplemental watering for the landscape plants.

LA-14 Parking lot run-off should be routed through turf or other landscaping.

LA-15 Parking lots located adjacent to the sidewalks or rights-of-way should be screened to a height of thirty-six (36) inches above the grade with landscaping and/or low high-quality fencing.

REFUSE AND STORAGE AREAS

R-1 Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.

R-2 Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.

R-3 Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

R-4 Trash and storage enclosures should be architecturally compatible with the project design. Landscaping should be incorporated into the design of trash enclosures to screen them and deter graffiti.

LIGHTING

LI-1 Provide lighting at building entrances and for security at ground level.

LI-2 Lights should be shielded and point down toward the ground.

LI-3 Parking lot should have uniformly spaced night lighting.

LI-4 Well-lit sidewalks and/or pedestrian walkways should be located to provide safe access from the parking lot to the street sidewalk.

LI-5 Exterior architectural lighting should fully complement a building's design and character. Light fixtures should work in conjunction (size, scale, and color) with the building's wall, roof.

LI-6 Street lighting features should be "pedestrian scale" at twelve (12) to eighteen (18) feet in height above the curb.

WALLS AND FENCES

WF-1 Wall/fence design should complement the project's architecture. Landscaping should be used to soften the appearance of wall surfaces.

WF-2 Walls and fences within front and exterior side yards of commercial sites should be avoided.

WF-3 Unless walls are required for screening or security purposes they should be avoided.

WF-4 Security fencing should incorporate solid pilasters, or short solid wall segments and view fencing.

WF-5 Front yard fences should not abut the sidewalk. The fence should be set back from the sidewalk at least 2 to 3 feet to allow room for landscape materials to soften the fence and to ensure pedestrian comfort.

WF-6 Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.

WF-7 Gates should be provided in walls or fences where necessary to allow emergency access.

WF-8 High perimeter walls and walls topped with barbed wire, razor wire, or broken glass are strongly discouraged.

WF-9 Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colors.

WF-10 Chain link fences should not be visible from streets.

WF-11 Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets (12-feet wide by 3- feet deep) should be provided at 70-foot minimum intervals along the wall.

STREETSCAPE

ST-1 A consistent pavement material of varied texture and color should be applied to all crosswalks to clearly define pedestrian crossings, to slow down traffic.

ST-2 Sidewalks widths, excluding curbs, should be a minimum of five (5) feet.

ST-3 Curb, and gutters should be constructed with all new development.

ST-4 A planting strip, or tree lawn, 3 to 5 feet wide should be located between the sidewalk and the curb of the street. Existing tree lawns should be preserved.

ST-5 New street trees should be planted on the curb edge of the sidewalk in front of all new development projects.

SIGNAGE

SI-1 Sign letter and materials should be professionally designed and fabricated.

SI-2 Each storefront with a ground floor entrance should be allowed two signs that should be attached to the building.

SI-3 All electrical conduits should be concealed from public view.

SI-4 For commercial uses, the primary wall sign should be in the space above a storefront and visibly oriented towards the street.

SI-5 For commercial uses, a secondary sign should be smaller than the primary sign and be oriented towards passing pedestrians. It should extend out perpendicular to the building façade and be mounted or hung from the wall beneath an awning or above a first-floor window. The bottom of the wall-mounted sign should be located at least eight (8) feet above the sidewalk. The outer face of the sign should not extend more than four (4) feet from the edge of the building surface, and the maximum area of the sign should have no more than six (6) square feet.

SI-6 Signs should be designed to be compatible with building design in terms of relative scale, overall size, materials, and colors. No sign should dominate the façade. Signage elements should incorporate materials colors, and shapes that appropriately reflect and compliment the building's architecture.

SI-7 Large signs that dominate a building façade or the streetscape should not be permitted.

SI-8 Signage should be constructed of high quality, low maintenance, and long-lasting materials. Except for banners, flags, temporary signs, and window signs, all signs should be constructed of permanent materials and should be permanently attached to the ground, a building or another structure by direct attachment to a rigid wall, frame, or structure.

SI-9 No more than twenty (20) percent of window area should be obstructed by signs, posters, advertisements, painted signs, and/or merchandise, and the top one half of the window should be permanently clear and free of obstructions. Awning signage should be of a replaceable type to accommodate tenant turnover.

SI-10 Wall, canopy, under-canopy, and marquee signs should not exceed three-fourths (3/4) square foot of aggregated display area per lineal foot of frontage.

SI-11 Awning sign should be mounted on the hanging border of the awning and should not protrude beyond the awning surface.

SI-12 Wall signs or advertisements should not project more than twelve (12) inches from the wall face to which they are mounted, should not project beyond building eaves, and should be mounted flat throughout their length and height.

SI-13 Signs for individual tenants within a multiple-tenant, such as offices located above the ground floor, should be grouped together and appropriately scaled to a pedestrian-oriented retail environment.

SI-14 Fin signs or under marquee sign are permitted provided that they are installed with a minimum of eight (8) feet clearance from the lowest point on the sign and support to the top of the walking surface below it.

SI-15 Awning signs and face-mounted signs are permitted provided that the sign should have no more than one line of text and that maximum text height is twelve (12) inches.

SI-16 No signs should be erected in any manner in which the sign, in whole or in part, would create a hazardous condition to pedestrian or automobile traffic alike.

SI-17 Additional business signs should be permitted on windows and on the vertical face of awning valances provided that the signs are permanent in nature and of high quality.

SI-18 The following signs are strictly prohibited:

- Roof signs, signs located above the roof or parapet lines.
- Permanent banner signs.
- Posters.
- Painted window advertisements.
- Billboards
- Large auto-oriented pole-mounted or "lollipop signs."
- Moving signs and flashing signs.

SI-19 Signs advertising an activity, business product, or service no longer conducted on the premises, and/or signs frames, structural members, or supporting poles remaining unused for a period of six (6) months should be removed from the site or building by the property owner.

SI-20 Address markers should be easily identifiable and readable from the street.

SI-21 Freestanding, ground-mounted and monument signs should be not less than one (1) foot behind a property line or designated right-of-way for vehicular and pedestrian traffic, but in no case should be more than ten (10) feet behind a sidewalk and ten (10) feet from any vehicular entrance or driveway. These signs should not interfere with the safety of vehicular traffic entering or exiting the premises.

SI-22 The maximum height of monument signs should be five (5) feet above the top of concrete curb.

SI-23 One freestanding or monument sign with a maximum of thirty-two (32) square feet of display area should be allowed on each street frontage of more than fifty (50) feet. Where two (2) or more freestanding or monument signs are allowed on a single street frontage, one freestanding or monument sign with a maximum of fifty (50) square feet of display area may be used in lieu of several signs on the same frontage.

SI-24 All gateway signs should have a consistent character and style.

SI-25 A hierarchy of gateways signs should be established to differentiate between major and minor gateway entrances.

SI-26 Major gateway signs should be designed as visually prominent towers, monuments, or street spanning arches.

SI-27 Minor gateway signs should be visible to automobile traffic, but also be low enough to be visible to pedestrian traffic.

SERVICE STATIONS AND CAR WASHES

SS-1 Service and carwash bays should not face residential properties or the public street. The visibility of service bays and carwash opening should be minimized.

SS-2 Gas pump canopies should be ancillary to the main building structure. The retail market/office building segment of the facility should be oriented along the street frontage, whenever possible.

SS-3 All structures on the site (including kiosks, carwash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.

SS-4 Canopy light fixtures should be recessed into the canopy.

SS-5 Outdoor equipment, such as vent risers and clean air separators, should be screened

either with an enclosure or if site configuration topography permits, away from street view, screened with landscaping or located at a grade differential.

SS-6 Site-specific architectural design contextual to surroundings is strongly encouraged. Designs based solely on corporate or franchise models are strongly discouraged.

AUTO REPAIR SERVICES

AR-1 Building design should be stylistically consistent, and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.

AR-2 Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.

AR-3 Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.

CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS

BS-1 The main office or building should be located along the street frontage to screen outdoor sales and minimize the visibility of storage of materials and vehicles.

BS-2 Customer parking should be provided close to the building and not interspersed in the yard.

BS-3 All outdoor contractor vehicle storage areas should be enclosed with a screen of sufficient height and constructed with durable and high-quality materials that are compatible with the building and site.

CONSUMER STORAGE FACILITIES

SF-1 The administrative office should be located in a building or building element that is human scale and located in proximity to the street.

SF-2 Parking for visitors should be located near the administrative office, outside of any gated portion of the facility.

SF-3 A storage facility should be consistent with its surrounding area in scale and appearance, through the use of building size transitions, architecture, and landscaping.

SF-4 Loading doors for individual storage units should not face outward toward streets.

SF-5 In order to break up the mass of larger buildings which contain storage units, provide horizontal and vertical articulation through the use of building offsets, windows, and variations in colors and materials.

SF-6 Any area intended for the storage of automobiles and recreational vehicles should be located towards the rear of the site or screened with an enclosure of adequate height

SPECIAL CONDITIONS

SC-1 The project should emit no smoke or should reduce the amount of smoke from an existing use.

SC-2 The project should emit no fumes or should reduce the amount of fumes from an existing use.

SC-3 The project should implement dust control measures sufficient to minimize or prevent dust emissions. Measures should be

consistent with, or more effective than, those required by the Valley Air District.

SC-4 The project should emit no odors or should reduce the amount of odors from an existing use.

SC-5 The project should not create noticeable vibrations.

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Attachment A- 4 General Plan Land Use and Zoning Consistency Matrix

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Attachment A-4 General Plan Land Use and Zoning Consistency Matrix

Tulare County Zoning Districts General Plan Land Use Designations	**R-A**	**R-1**	**R-2**	**R-3**	**C-1**	**C-2**	**C-3**	**M-1**	**M-2**	**AE-20**	**AE-40**	**O**	**CO**	**PO**
Low Density Residential	■	■								■	■			
Low-Medium Density Residential	■	■								■	■			
Medium Density Residential		■	■	■						■	■			
Medium-High Density Residential			■	■	■					■	■			
General Commercial						■				■	■			
Community Commercial						■	■			■	■			
Planned Community Area	■	■	■	■	■	■	■	■		■	■	■	■	■
Light Industrial								■	■	■	■			
Public/Quasi Public	■	■	■	■	■	■	■	■	■	■	■	■	■	■

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Attachment A- 5 Funding Source

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CalTrans Active Transportation Program (ATP):

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The projects associated with the Completes Streets Program for the KACP Community will be suggested at the next available round of ATP funding.

Tulare County Measure R

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a 1/2 cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than $652 million over 30 years to Tulare County's transportation needs.

Local Projects (35% of Measure R Funding)

The Measure R Expenditure Plan allocated 35% of revenues to local programs. Each city and the county will receive funding based on a formula using population, maintained miles, and vehicles miles traveled. The funding will help cities and the county to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

Regional Projects (50% of Measure R Funding)

The Regional Projects Program comprises 50% of Measure R and includes specific funding for: interchange improvements, regional bridges, regional signals, regional widening projects, and signal synchronization projects. These projects provide for the movement of goods, services, and people throughout Tulare County. Major highlights of this program include the funding of regional projects throughout the county.

Bike /Transit /Environmental Projects (14% of Measure R Funding)

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

San Joaquin Valley Air Pollution Control District (SJAPCD) Bike Path Grants

The District has a grants program for the construction of bicycle infrastructure projects, including Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects. These grants provide funding to assist with the development or expansion of a comprehensive bicycle-transportation network.

Strategic Growth Council Grants (SGC)
Affordable Housing - Sustainable Communities
The SGC will allocate 50% of its Cap and Trade funding toward disadvantaged communities and 50% for affordable housing. Projects will include: affordable housing that supports infill and compact development, transit capital and programs that support transit ridership, active transportation projects (infrastructure, and non-infrastructure), TOD projects, capital projects that implement Complete Streets, projects that reduce CHG emissions by reducing auto trips and VMT, acquisition of easements or other approaches to protect agricultural lands under threat of development, planning to support SCS (sustainable communities scope) implementation, including local plans, must be in draft or adopted SCS, subject to SGC guidelines.

Congestion Mitigation Air Quality (CMAQ) Tulare County Association of Governments (TCAG) Funds
The CMAQ funds are allocated through the TCAG. The CMAQ program funds transportation projects or programs that will contribute to improved air quality standards. Projects include: transportation activities, transportation control measures, public-private partnerships, alternative fuel programs, traffic flow improvements, transit, bicycle/pedestrian projects, rideshare activities, telecommuting, planning, experimental pilot projects, intermodal freight, and public outreach.

DOT: TIGER
TIGER is a multimodal, merit-based discretionary grant program that funds surface transportation capital projects, including transit and rail. Open to state, tribal, local agencies, and subdivisions.

California Deportment Block Grant (CDBG)
The CDBG Economic Development grant provides assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities. Funding includes planning and evaluation studies related to any activity eligible for these allocations, business lending, and public infrastructure.

Choice Neighborhoods
Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans, which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan. The Transformation Plan will become the guiding document for the revitalization of the public and/or assisted housing units while simultaneously directing the transformation of the surrounding neighborhood and positive outcomes for families. Choice Neighborhoods Implementation Grants support those communities that have undergone a comprehensive local planning process and are ready to implement their "Transformation Plan" to redevelop the neighborhood.

California Department of Water Resources Prop 50 (Contaminant Removal)
Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

Drought Response Funding California State Water Resources Control Board (SWRCB)
The Governor and Legislature have directed Department of Water Resource to expedite the solicitation and award of $200 million (of the $472.5 million) in IRWM funding to support projects and programs that provide immediate regional drought preparedness, increase local water supply reliability and the delivery of safe drinking water, assist water suppliers and regions to implement conservation programs and measures that are not locally cost-effective, and/or reduce water quality conflicts or ecosystem conflicts created by the drought.

DWR: Water-Energy Grant Program
The 2014 Water-Energy grant supports the implementation of residential, commercial, and institutional water efficiency programs or projects that reduce Green House Gas emissions and also reduce water and energy use. Funding will go toward urban water management, groundwater management, and surface water diversion.

CDPH Clean Water SRF
The Safe Drinking Water State Revolving Fund (SDWSRF) provides funding to correct public water system deficiencies based upon a prioritized funding approach that addresses the systems' problems that pose public health risks, systems with needs for funding to comply with requirements of the Safe Drinking Water Act, and systems most in need on a per household affordability basis.

iBank (Infrastructure State Revolving Fund Program and Economic Development Bank)
iBank provides low cost, long term financing for local governments to fund a variety of public infrastructure projects. (Although this is not a grant, loan rates are largely determined by level of distress within a disadvantaged community).

Attachment A- 6 Public Outreach

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Draft Kingsburg Area Community Plan 2023

Appendices

Appendix A: Planning Commission Resolutions
Appendix B: Board of Supervisors Resolution

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Appendix A: Planning Commission Resolutions

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Appendix B: Board of Supervisors Resolution

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Appendix “F”

CEQA Process

NOTICE OF PREPARATION
Kingsburg Area Community Plan (SCH# 2021120339)

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy							
	Electronic Submittal Form	NOC	NOP	Notice	Notice	NOP	Hand Delivered / Interoffice	E-mail	FedEx	Certified US Mail	Return Receipt	
AVAILABILITY OF PUBLIC VIEWING												
Tulare County Website: https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/kingsburg-area-community-plan/												
Tulare County Resource Management Agency 5961 S. Mooney Blvd. Visalia, CA 93277-9394					X		12/15/21					
Tulare County Clerk/Recorder County Civic Center Courthouse, Room 105 221 S. Mooney Blvd. Visalia, CA 93291					X		12/15/21					
STATE CLEARINGHOUSE (Agencies below were marked with "X" on the NOC)	X	X	X				12/15/21 Uploaded through CEQAnet					Responded with SCH# 2021120339
• Air Resources Board												
• Department of Conservation												
• Department of Fish and Wildlife Region #4												
• Department of Food and Agriculture												
• Department of Forestry & Fire Protection												
• Department of General Services												
• Department of Resources and Recycling and Recovery												
• Department of Transportation – District #6												
• Department of Transportation – Planning												
• Department of Toxic Substances Control												
• California Highway Patrol												
• Native American Heritage Commission												
• Natural Resources Agency												
• Office of Historic Preservation												
• Public Utilities Commission												
• Regional Water Quality Control Board – District #5F												
• State Water Resources Control Board (Water Quality)												
MILITARY												
Mr. David S. Hulse Naval Facilities Engineering Command Community Plans Liaison Officer (CPLO) 1220 Pacific Highway AM-3 San Diego, CA 92132						X				12/15/21 7020 0640 0002 1395 3778		

NOTICE OF PREPARATION
Kingsburg Area Community Plan (SCH# 2021120339)

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy							
	Electronic Submittal Form	NOC	NOP	Notice	Notice	NOP	Hand Delivered / Interoffice	E-mail	FedEx	Certified US Mail	Return Receipt	
FEDERAL AGENCIES												
US Army Corps of Engineers Sacramento District 1325 J Street, Room 1350 Sacramento, CA 95814-2922						X				12/15/21 7014 0150 0001 1537 1756		
US Department of Agriculture Natural Resources Conservation Service 1400 Independence Ave SW Room 5105-A Washington, DC 20250-1111						X				12/15/21 7020 0640 0002 1395 3709		
US Department of Agriculture Natural Resources Conservation Service Visalia Service Center Attn: Lurana Strong 3530 W. Orchard Ct. Visalia, CA 93277-7055 lurana.strong@usda.gov			X			X		12/15/21 (NOP) 12/16/21 (scoping meeting)				
U.S. Fish and Wildlife Service Sacramento Fish & Wildlife Office 2800 Cottage Way, Room W-2605 Sacramento, CA 95825-1846						X				12/15/21 7014 0150 0001 1537 1862		
STATE & REGIONAL AGENCIES												
CA Environmental Protection Agency P.O. Box 2815 Sacramento, CA 95812-2815						X				12/15/21 7020 0640 0002 1395 3631		
California Department of Conservation California Geological Survey 715 P Street, MS 1901 Sacramento, CA 95814 cgshq@conservation.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				12/16/21, email address had a typo; resent email today

NOTICE OF PREPARATION
Kingsburg Area Community Plan (SCH# 2021120339)

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy							
	Electronic Submittal Form	NOC	NOP	Notice	Notice	NOP	Hand Delivered / Interoffice	E-mail	FedEx	Certified US Mail	Return Receipt	
California Department of Conservation Division of Land Resource Protection 715 P Street, Mail Stop #1904 Sacramento, CA 95814 dlrp@conservation.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
CA Dept. of Fish and Wildlife Region 4 – Central Region 1234 E. Shaw Avenue Fresno, CA 93710 R4CEQA@wildlife.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				1/12/23, letter from Julie Vance, Regional Manager
CA Dept. of Toxic Substances Control P.O. Box 806 Sacramento, CA 95812-0806						X				12/15/21 7020 0640 0002 1395 3693		
CA Dept. of Transportation, District 6 1352 W. Olive Ave P.O. Box 12616 Fresno, CA 93778-2616 david.deel@dot.ca.gov lorena.mendibles@dot.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				1/5/23, letter from David Deel, Associate Transportation Planner
CA Department of Water Resources 1416 Ninth Street Sacramento, CA 95814						X				12/15/21 7020 0640 0002 1395 3822		
CA Natural Resources Agency 1416 Ninth Street, Suite 1311 Sacramento, CA 95814						X				12/15/21 7020 0640 0002 1395 3815		

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CA Public Utilities Commission Energy Division 3rd Floor Attn: Mary Jo Borak 505 Van Ness Ave. San Francisco, CA 94102 bor@cpuc.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
Native American Heritage Commission 1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691 NAHC@nahc.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
State Water Resources Control Board P.O. Box 100 Sacramento, CA 95812						X				12/15/21 7014 0150 0001 1537 1749		
Regional Water Quality Control Board Region 5F – Central Valley 1685 E Street Fresno, CA 93706 CentralValleyFresno@waterboards.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
San Joaquin Valley APCD Permit Services – CEQA Division 1990 E. Gettysburg Ave. Fresno, CA 93726 CEQA@valleyair.org			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				1/6/23, letter from Mark Montelongo, Program Manager
Southern California Gas Company 404 N. Tipton Street Visalia, CA 93292 envreview@semprautilities.com			X			X		12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7202 0640 0002 1395 3648		

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Pacific Gas and Electric Company Attn: Law Department 77 Beale Street San Francisco, CA 94177						X				12/15/21 7014 0150 0001 1537 1855		
LOCAL AGENCIES												
Tulare County Agricultural Commissioner Attn: Tom Tucker 4437 S. Laspina Street Tulare CA 93274 TTucker@tularecounty.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
Tulare County Association of Governments Attn: Ted Smalley 210 N. Church Street, Suite B Visalia, CA 93291 TSmalley@tularecog.org			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
Tulare County Farm Bureau Attn: Tricia Stever Blattler, Exec. Director P.O. Box 748 Visalia, CA 93291 pstever@tulcofb.org			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
Tulare County Fire Warden 835 S. Akers Street Visalia, CA 93277						X	12/15/21					
Tulare County Health & Human Services Agency Environmental Health Department 5957 S. Mooney Blvd Visalia, CA 93277 Allison Shuklian: AShuklia@tularehhsa.org Jessica Gocke: JGocke@tularehhsa.org			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				

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Tulare County Local Agency Formation Commission 210 N. Church Street, Suite B Visalia, CA 93291						X	12/15/21					
Tulare County Office of Emergency Services 5957 S. Mooney Blvd Visalia, CA 93277 Sabrina Bustamante : slbustamante@tularecounty.ca.gov Megan Fish : mfish@tularecounty.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
Tulare County Resource Management Agency 5961 S. Mooney Blvd. Visalia, CA 93277 Economic Development – Julieta Martinez: jmartinez2@tularecounty.ca.gov Fire – Gilbert Portillo: gportillo@co.tulare.ca.us Flood Control – Reed Schenke: rschenke@tularecounty.ca.gov ; Ross Miller: rmiller@tularecounty.ca.gov Public Works – Hernan Beltran: hbeltran@tularecounty.ca.gov; Johnny Wong: jwong@tularecounty.ca.gov			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				
Tulare County Resources Conservation District 3530 W. Orchard Ct Visalia, CA 93277					X					12/15/21 7020 0640 0002 1395 3617		
Tulare County Sheriff's Office – Headquarters 2404 W. Burrel Avenue Visalia, CA 93291					X		12/15/21					
Tulare County U.C. Cooperative Extension UC Cooperative Extension 4437 S. Laspina Street Tulare, CA 93274					X					12/15/21 7020 0640 0002 1395 3624		

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County of Fresno Dept. of Public Works and Planning Development Services Division Attn: Christina Monfette 2220 Tulare Street, 6th Floor Fresno, CA 93721					X					12/15/21 7020 0640 0002 1395 3716		
Fresno County LAFCo David E. Fey, Executive Officer 2607 Fresno St., Ste. B Fresno, CA 93721					X					12/15/21 7020 0640 0002 1395 3839		1/6/23, letter from David Fey, Executive Officer
Fresno County Council of Governments 2035 Tulare Street, Ste. 201 Fresno, CA 93721					X					12/15/21 7020 0640 0002 1395 3730		
City of Kingsburg Attn: Alexander J. Henderson, City Manager 1401 Draper Street Kingsburg, CA 93631 ahenderson@cityofkingsburg-ca.gov			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)				
City of Kingsburg Planning Department Attn: Holly Owen, Community Development Director 1401 Draper Street Kingsburg, CA 93631 howen@cityofkingsburg-ca.gov			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)				
Kingsburg Elementary Charter School District Attn: Wesley Sever, Ed.D., Superintendent 1310 Stroud Ave. Kingsburg, CA 93631 wsever@kesd.org			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)				

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Kingsburg Joint Union High School District Attn: Don Shoemaker, Superintendent 1900 18th Ave Kingsburg, CA 93631 dshoemaker@kingsburghigh.com			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)				
Selma-Kingsburg-Fowler County Sanitation District P.O. Box 158 11301 E. Conejo Ave. Kingsburg, CA 93631					X					12/15/21 7020 0640 0002 1395 3723		
Consolidated Irrigation District 2255 Chandler Street P.O. Box 209 Selma, CA 93662					X					12/15/21 7020 0640 0002 1395 3686		
TRIBES												
Kern Valley Indian Tribe Robert Robinson, Co-Chairperson P.O. Box 1010 Lake Isabella, CA 93240 bbutterbredt@gmail.com			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7014 0150 0001 1537 1701		
Kern Valley Indian Tribe Julie Turner, Secretary P. Box 1010 Lake Isabella, CA 93240 meindiangirl@sbcglobal.net			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7202 0640 0002 1395 3655		
Kern Valley Indian Tribe Brandi Kendricks 30741 Foxridge Court Tehachapi, CA 93561 krazykendricks@hotmail.com			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7020 0640 0002 1395 3785		

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Santa Rosa Rancheria Tachi Yokut Tribe Leo Sisco, Chairperson 16835 Alkali Drive Lemoore, CA 93245 LSisco@tachi-yokut-nsn.gov			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7014 0150 0001 1537 1718		
Santa Rosa Rancheria Tachi Yokut Tribe Cultural Department Shana Powers, Director 16835 Alkali Drive Lemoore, CA 93245 SPowers@tachi-yokut-nsn.gov			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7020 0640 0002 1395 3792		
Tubatulabals of Kern Valley Robert L. Gomez, Jr., Chairperson P.O. Box 226 Lake Isabella, CA 93240 rgomez@tubatulabal.org			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7020 0640 0002 1395 3662		
Tule River Indian Tribe Neil Peyron, Chairperson P. O. Box 589 Porterville, CA 93258 neil.peyron@tulerivertribe-nsn.gov			X		X			12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7014 0150 0001 1537 1725		
Tule River Indian Tribe Dept. of Environmental Protection Kerri Vera, Director P. O. Box 589 Porterville, CA 93258 tuleriverenv@yahoo.com			X			X		12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7020 0640 0002 1395 3679		

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Tule River Indian Tribe Dept. of Environmental Protection Felix Christman, Council Member P. O. Box 589 Porterville, CA 93258 felix.christman@tulerivertribe-nsn.gov Tuleriverarchmon1@gmail.com			X			X		12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7020 0640 0002 1395 3808		
Wuksache Indian Tribe/ Eshom Valley Band Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas, CA 93906 Kwood8934@aol.com			X			X		12/15/21 (NOP) 12/16/21 (scoping meeting)		12/15/21 7014 0150 0001 1537 1732		
OTHER INTERESTED PARTIES												
Lozeau Drury LLP 1939 Harrison St, Ste 150 Oakland, CA 94612 Michael Lozeau - michael@lozeaudrury.com Hannah Hughes - hannah@lozeaudrury.com Maya Vishwanath - maya@lozeaudrury.com			X					12/15/21 (NOP) 12/16/21 (scoping meeting)				

NOTICE OF PREPARATION

To:	State Clearinghouse PO Box 3044/ 1400 Tenth St Sacramento, CA 95814	From:	County of Tulare – RMA 5961 S Mooney Blvd Visalia CA 93277

Date: December 15, 2021

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) and Scoping Meeting

Project Title: Kingsburg Area Community Plan

Project Applicant: County of Tulare and City of Kingsburg

Project Location: At the northern portion of Tulare County within the City of Kingsburg County Adopted City Urban Development Boundary (Kingsburg CACUDB or UDB) and encompasses approximately 0.8 square miles of land. The Tulare County/Fresno County Line is located directly adjacent to the Kingsburg CACUDB and generally northwest of Avenue 392 and Road 16.

Tulare County Resource Management Agency (RMA) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit(s) or other approval(s) for the project. In addition, please provide us with contact information of the person(s) in your agency that we may contact during the CEQA process.

The project description, location, and the potential environmental effects are contained in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

A scoping meeting is scheduled for **Thursday, January 6, 2022, at 1:30 p.m.** in the Conference Room F of the Tulare County Resource Management Agency at the address shown above. **Please sign in at the Security Desk in the Government Plaza main lobby.**

Please direct your response to Hector Guerra, Chief Environmental Planner at the address shown above. He may be contacted by e-mail at hguerra@tularecounty.ca.gov or by telephone at 559-624-7121.

Signature: _____ Date: 12/15/21

Hector Guerra

Title: Chief Environmental Planner

Signature: _____ Date: 12/15/21

Reed Schenke, P.E.

Title: RMA Director / Environmental Assessment Officer

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

Project Description:

On December 10, 2013, the Tulare County Board of Supervisors (BOS) approved, the Economic Development and Planning Branch proposal to update the County Adopted City Urban Development Boundary (CACUDB) for Kingsburg. The Project also includes amendments Land Use Designations; amendments Zoning Classifications; and amendments to the Zoning Ordinance (collectively, Kingsburg Area Community Plan Update). The Kingsburg Area Community Plan Update will become consistent with the approved Tulare County General Plan 2030 Update, and includes the following primary goals and objectives.

1) **Land Use and Environmental Planning -** Promote development within the planning areas next to the Regional Highway (State Route) 99 Corridor in order to implement the following General Plan goals:
   a) Update the affected Urban Development Boundary;
   b) Ensure the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters, such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
   c) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
   d) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production;
   e) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
   f) Improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects, such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.
2) **Improvements for a "disadvantaged community" -** It is expected that the community planning areas will be improved for the following reasons:
   a) Faster project processing resulting from an updated community plan, increasing employment opportunities that are more likely to be provided by the private sector as proposed project developments and permits can be approved as expeditiously as possible;
   b) Housing grant awards are more likely to be awarded based on updated community plans that are consistent with the policies of the recently adopted (August 2012) General Plan Update and Housing Element; and
   c) Enhanced infrastructure grant awards, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.
3) **Strengthening Relationship with TCAG -** An important benefit of this community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this community plan will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, Bike/Pedestrian Projects, and major state Transportation Improvement Program (STIP) project.

   By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, this community, and others, can become safer and healthier by providing a more efficient transportation network.

Location:

The Kingsburg UDB is located in the central San Joaquin Valley, approximately 20 miles southeast of the City of Fresno and 20 miles northwest of the City of Visalia, at the northwestern portion of Tulare County. The Project is within the City of Kingsburg UDB (UDB) and encompasses approximately 0.8 square miles of land. The UDB is an

agriculturally oriented service area surrounded by lands in agricultural production, scattered rural residential homes, scattered commercial and light industrial uses, the recently developed single-family (and future multi-family) residences that are part of the Andersen Village Specific Plan Area, and vacant lands. State Route (SR) 99 provides primary access to the cities of Selma, Fowler and Fresno to the north and Visalia to the south. Nearby State Route 201 provides access to the City of Dinuba approximately 12 miles northeast of Kingsburg.

Maps:

See Attached Figure 1 through Figure 8 for the Vicinity Map; Aerial View Map; Existing (Currently Adopted) Urban Development Boundary Map, Existing (Currently Adopted) Zoning Classifications; Existing (Currently Adopted) Land Use Planning Map; Proposed Urban Development Boundary Map; Proposed Zoning Classifications; Proposed Land Use Planning Map; respectively.

Land Use:

The existing Land Use for the community of Kingsburg UDB is designated Mixed-Use (MU). At this time, the Kingsburg CACUDB area does not have a community plan; therefore, the Tulare County General Plan Update 2030 provides the framework for development. The Goals and Policies Report reinforce, amend and expand policies with respect to development in the unincorporated area

One of the most important purposes of the Kingsburg Area Community Plan is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for Kingsburg Area Community Plan is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the chapters of this Plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns, which are compact and contiguous. This policy position has reduced so-called "leap frog" development throughout the County, helping preserve agricultural lands, and minimize land use conflicts between urban and agricultural areas.

Potential Environmental Impacts:

It is anticipated that potential environmental impacts may include, but are not limited to: biological resources, cultural resources, air quality, greenhouse gases, hydrology, water supply and water quality, land use and planning, noise, and traffic as future development occurs over time.

Reviewing Agencies:

1) **State and Federal:**
   a) California Air Resources Board
   b) California Department of Conservation, Division of Land Resource Protection, CA Geological Survey
   c) California Department of Fish and Wildlife Region #4
   d) California Department of Food & Agriculture
   e) California Department of Forestry & Fire Protection
   f) California Department of General Services
   g) California Department of Resources Recycling and Recovery (CalRecycle)
   h) California Department of Toxic Substance Control
   i) California Department of Transportation (Caltrans) District #6
   j) California Department of Transportation Planning
   k) California Highway Patrol

l) Native American Heritage Commission
m) Natural Resources Agency
n) Office of Historic Preservation
o) Public Utilities Commission
p) State Water Resources Control Board (Water Quality)
q) United States Army Corps of Engineers
r) United States Department of Agriculture Natural Resources Conservation Service
s) United States Fish and Wildlife Service

Local and Regional:

t) Regional Water Quality Control Board, Central Region
u) San Joaquin Valley Unified Air Pollution Control District (Air District)
v) Selma-Kingsburg-Fowler County Sanitation
w) Consolidated Irrigation District
x) City of Kingsburg Planning Department
y) Kingsburg Elementary Charter School District
z) Kingsburg Joint Union High School District
aa) Fresno County Local Agency Formation Commission
bb) Fresno County Public Works and Planning Department
cc) Tulare County Resource Management Agency:
    i) Public Works Branch
    ii) Flood Control
    iii) Fire
    iv) Economic Development and Planning Branch: Project Review, Environmental Planning, and Building and Housing Divisions
dd) Tulare County Agricultural Commissioner
ee) Tulare County Health and Human Services Agency, Environmental Health Services Division
ff) Tulare County Local Agency Formation Commission
gg) Tulare County Farm Bureau
hh) Tulare County Association of Governments
ii) Tulare County Fire Warden
jj) Tulare County Sheriff's Office
kk) Southern California Edison
ll) Southern California Gas Company

Potential Approvals Required:

The following agencies may have jurisdiction over elements of the proposed Project:

- County of Tulare Resource Management Agencies (Planning Branch, Public Works)
- Fresno County Public Works and Planning Department, Development Services Division
- City of Kingsburg
- Fresno County Local Agency Formation Commission
- County of Tulare Health and Human Services Agency
- California Department of Fish and Wildlife
- California Department of Transportation
- Regional Water Quality Control Board
- Tulare County Local Agency Formation Commission
- San Joaquin Valley Unified Air Pollution Control District
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers

Figure 1 - Vicinity Map

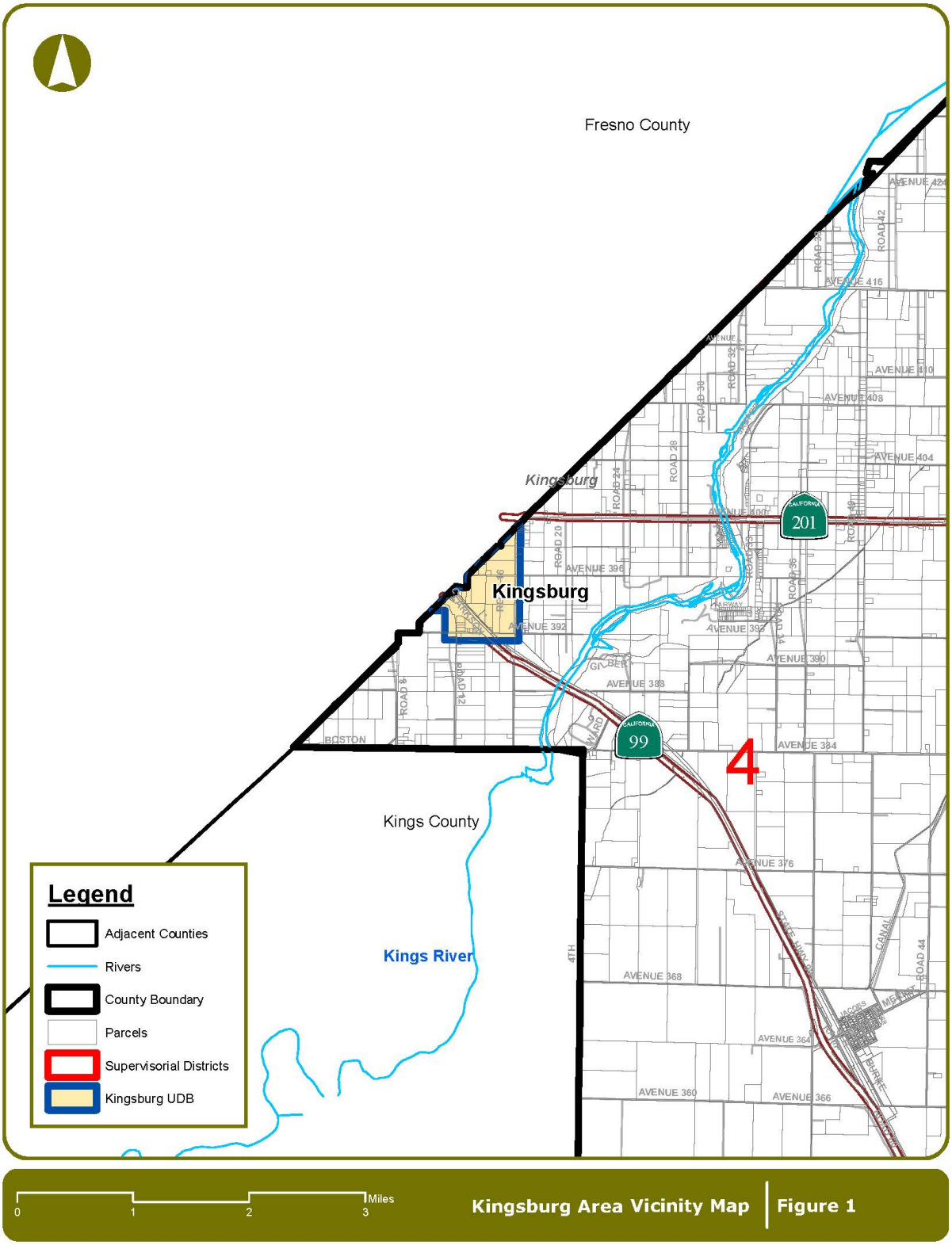


Figure 2 – Aerial View Map

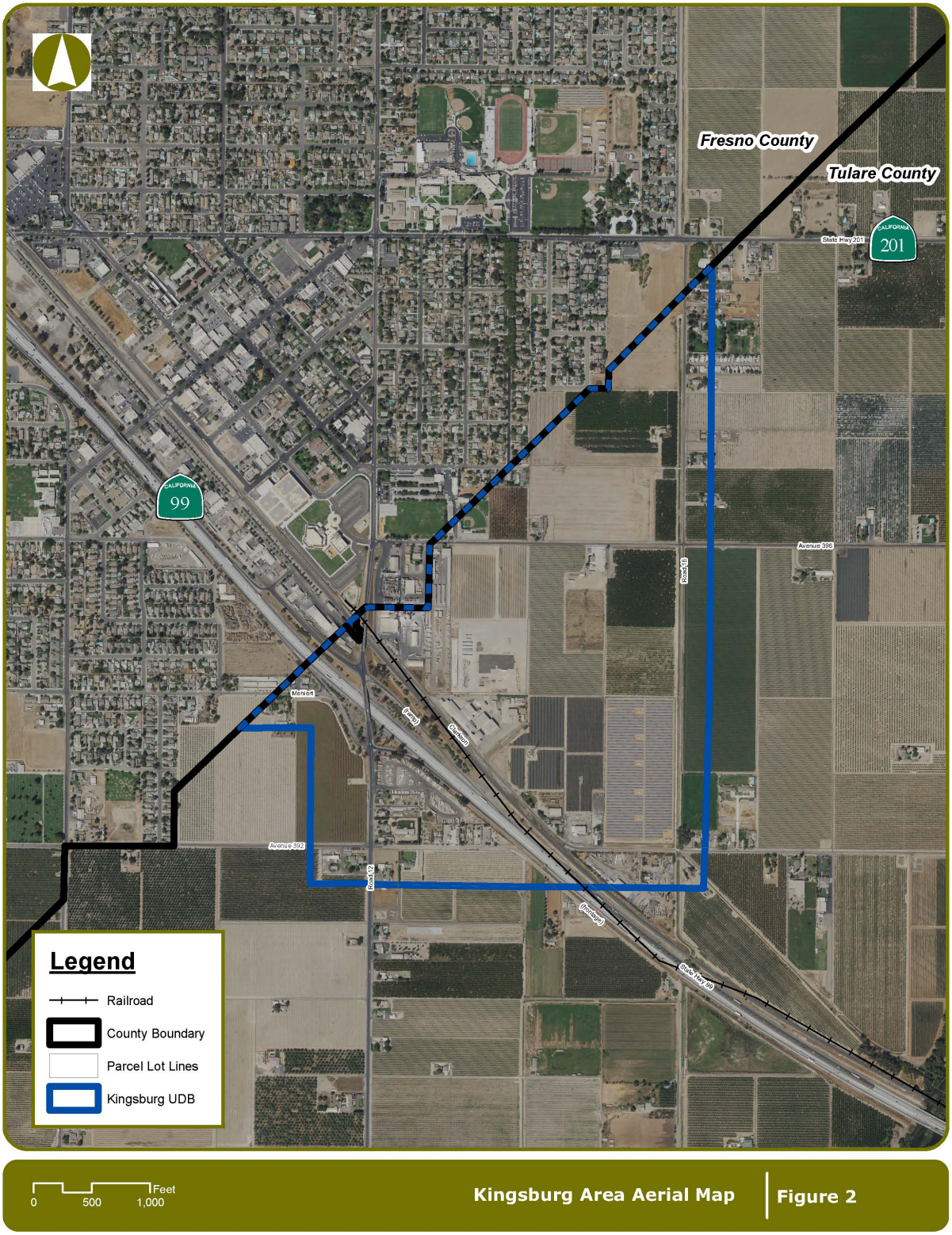


Figure 3 –Existing (Currently Adopted) Urban Development Boundary Map

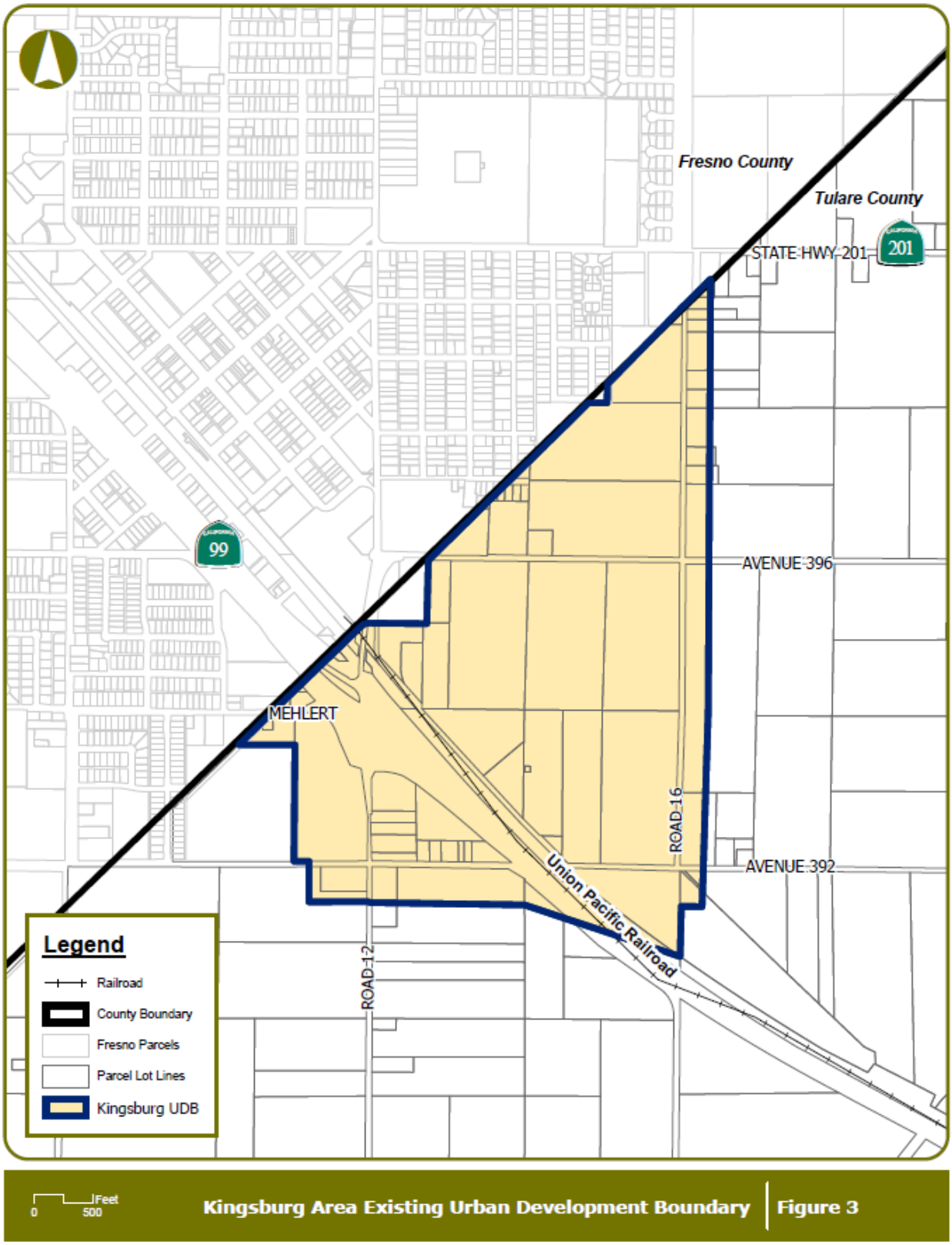


Figure 4 – Existing (Currently Adopted) Zoning Classifications Map

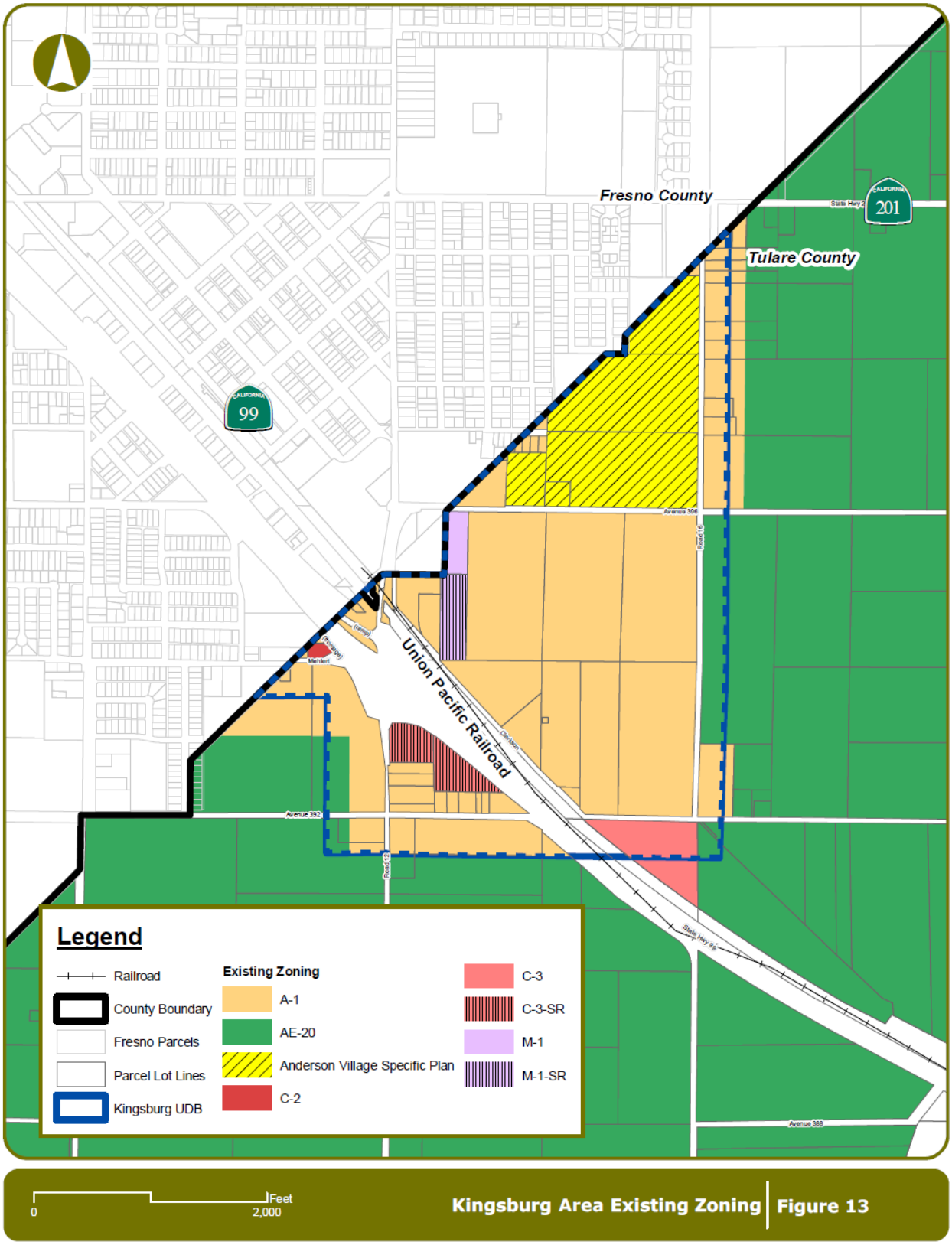


Figure 5 – Existing (Currently Adopted) Land Use Plan Map

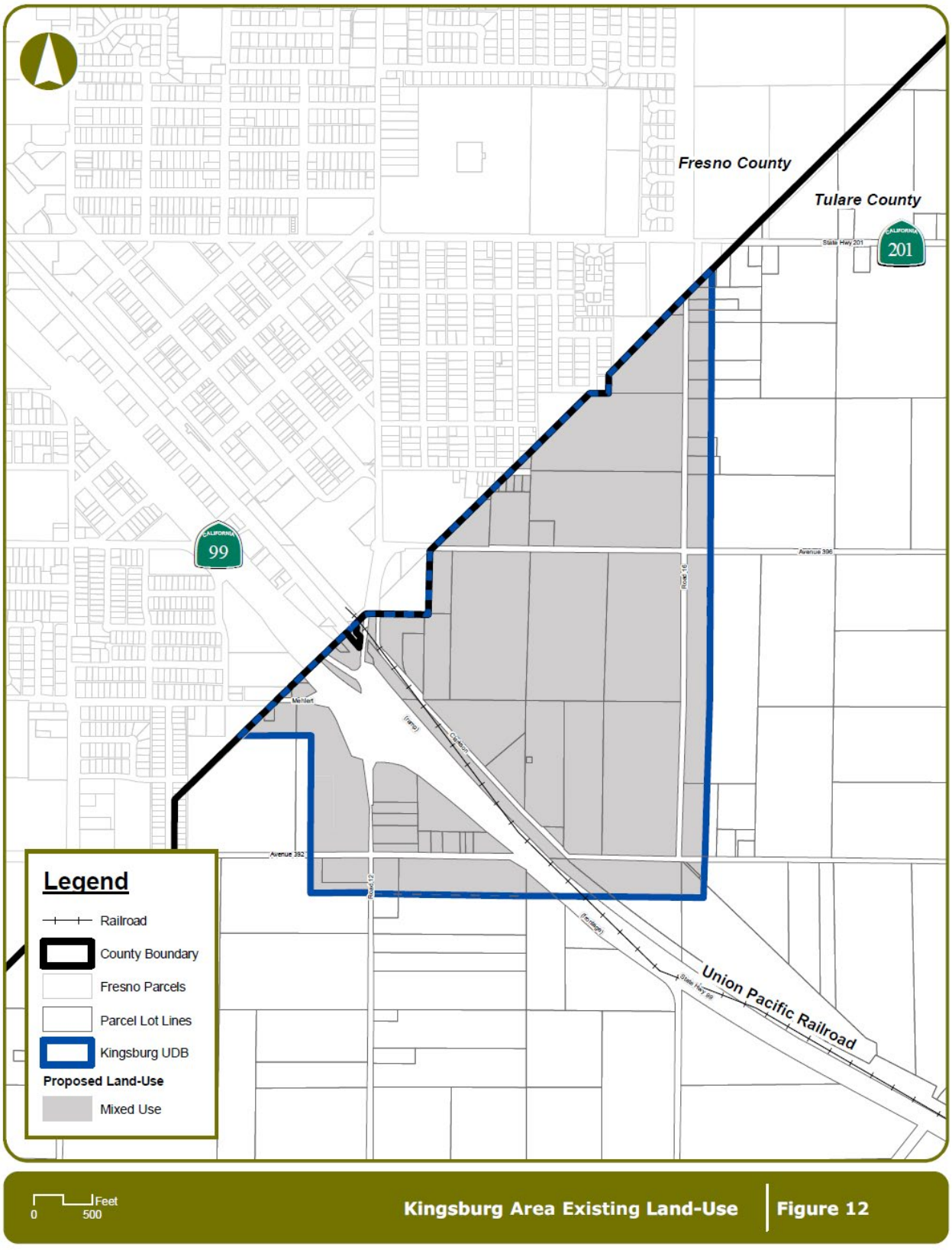


Figure 6 – Proposed Urban Development Boundary Map

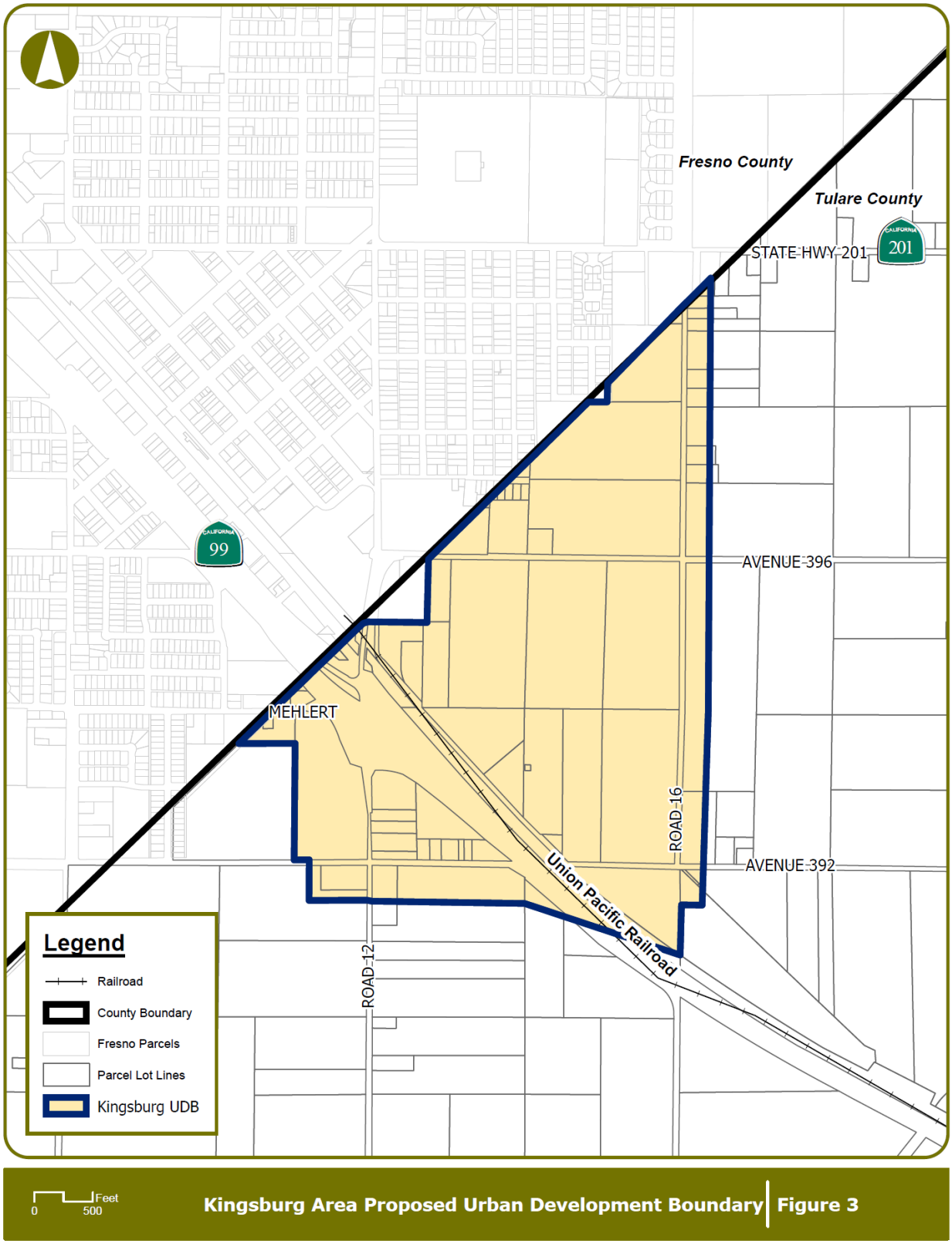


Figure 7 Proposed Zoning Classifications Map

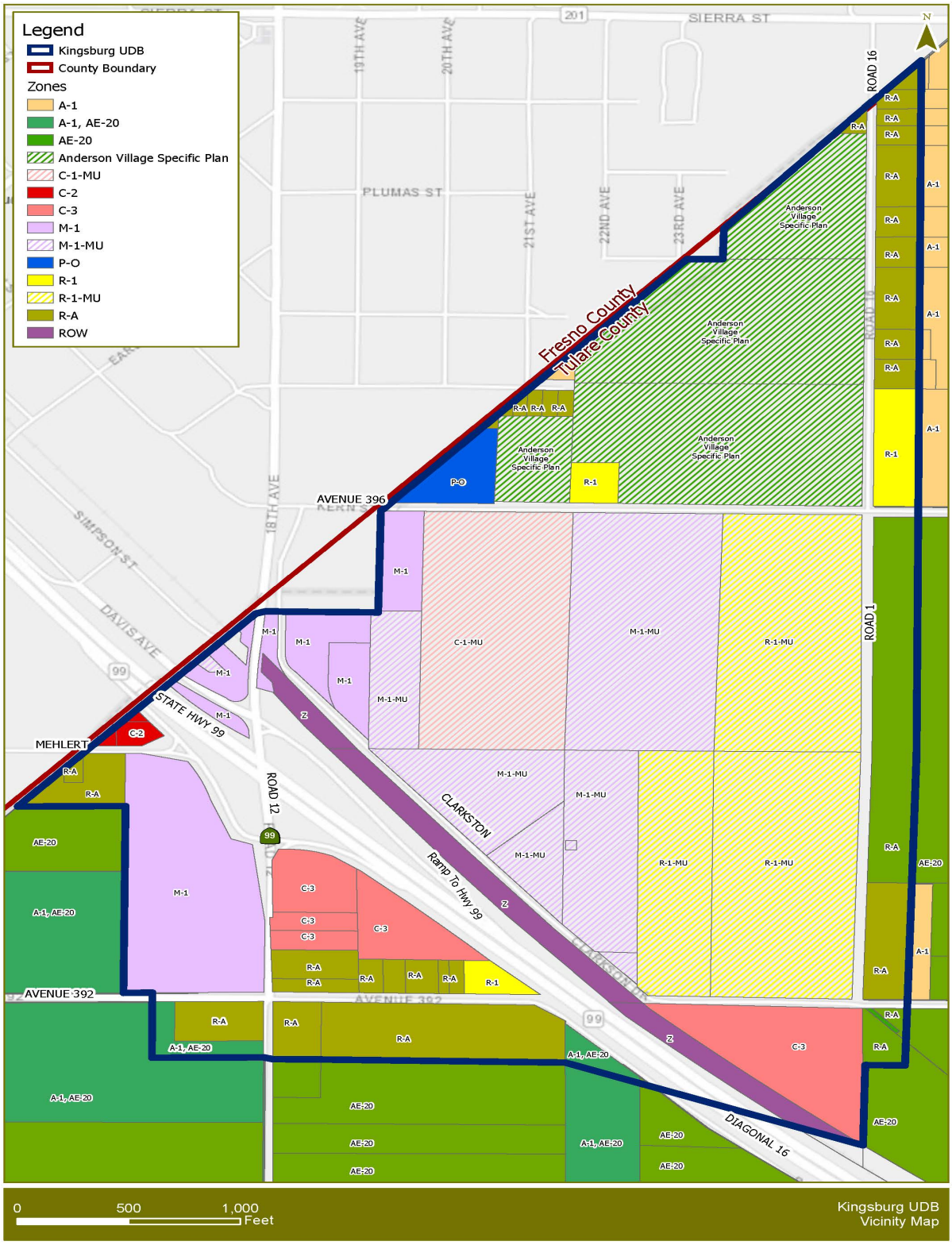
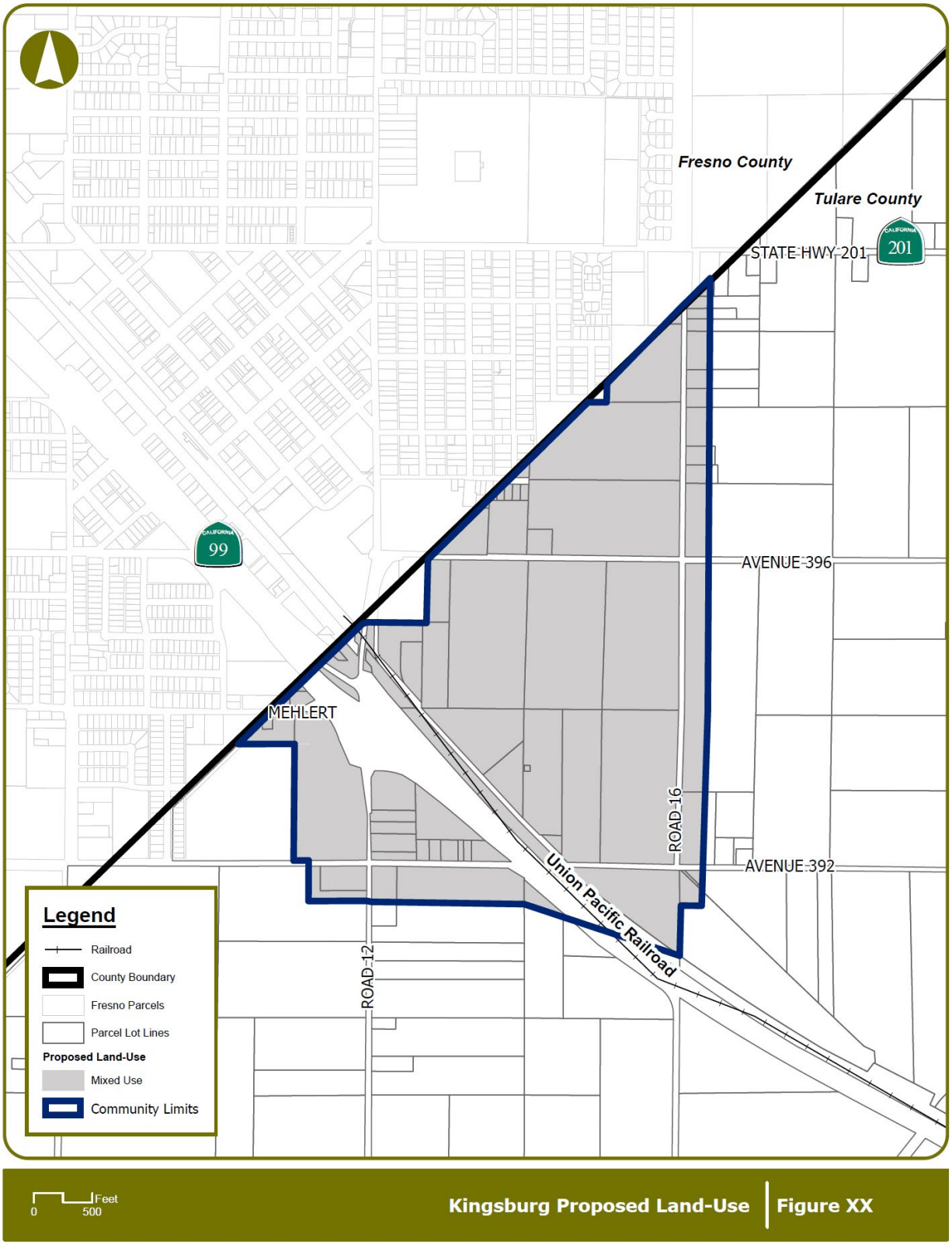


Figure 8 –Proposed Land-Use Planning Map



From:	Jessica R Willis
To:	Lurana Strong (lurana.strong@usda.gov); "ogshq@conservation.ca.gov"; "dlrp@conservation.ca.gov"; CDFW Tracking (R4CEQA@wildlife.ca.gov); David Deel (david.deel@dot.ca.gov); Lorena Mendibles (Lorena.Mendibles@dot.ca.gov); bor@cpuc.ca.gov (bor@cpuc.ca.gov); Native American Heritage Commission (nahc@nahc.ca.gov); Central Valley RWQCB; CEQA Division (CEQA@valleyair.org); SoCal Gas (envreview@semprautilities.com)
Cc:	Hector Guerra; Danielle Folk
Subject:	Notice of Preparation for Kingsburg Area Community Plan
Date:	Wednesday, December 15, 2021 4:23:00 PM
Attachments:	Kingsburg_NOP_12-15-21 signed.pdf

Good afternoon all.

The Notice of Preparation of a Draft Environmental Impact Report for the Kingsburg Area Community Plan is available for your review. Please provide any comments to Mr. Hector Guerra, Chief Environmental Planner, by email at hguerra@tularecounty.ca.gov. Please feel free to contact me if I can be of any further assistance.

Regards,

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov

From:	Jessica R Willis
To:	Lurana Strong (lurana.strong@usda.gov); dlrp@conservation.ca.gov; CDFW Tracking (R4CEQA@wildlife.ca.gov); David Deel (david.deel@dot.ca.gov); Lorena Mendibles (Lorena.Mendibles@dot.ca.gov); bor@cpuc.ca.gov (bor@cpuc.ca.gov); Native American Heritage Commission (nahc@nahc.ca.gov); Central Valley RWQCB; CEQA Division (CEQA@valleyair.org); SoCal Gas (envreview@semprautilities.com); cgshq@conservation.ca.gov
Cc:	Hector Guerra; Danielle Folk
Subject:	RE: Notice of Preparation for Kingsburg Area Community Plan
Date:	Thursday, December 16, 2021 5:48:00 PM

Good evening all.

The Notice of Preparation included the location of the physical meeting place for the Scoping Meeting scheduled for January 6. 2022. Please find below the information for the video conference information for the meeting.

RMA Video Conferencing 1 is inviting you to a scheduled Zoom meeting.

Topic: Kingsburg Area Plan Scoping Meeting
Time: Jan 6, 2022 01:30 PM Pacific Time (US and Canada)

Join Zoom Meeting
https://tularecounty-ca.zoom.us/j/92763027173?pwd=RmFabXhrejZ1d3EyaTJZRGpTUk8wUT09

Meeting ID: 927 6302 7173
Passcode: 724003
One tap mobile
+16699009128,,92763027173# US (San Jose)
+13462487799,,92763027173# US (Houston)

Dial by your location
- +1 669 900 9128 US (San Jose)
- +1 346 248 7799 US (Houston)
- +1 253 215 8782 US (Tacoma)
- +1 312 626 6799 US (Chicago)
- +1 646 558 8656 US (New York)
- +1 301 715 8592 US (Washington DC)

Meeting ID: 927 6302 7173
Find your local number: https://tularecounty-ca.zoom.us/u/abNQi6GKFl

Any questions, please feel free to contact me.

Jessica Willis
Planner IV
RMA Environmental Planning
Ph: (559) 624-7122

From: Jessica R Willis

Sent: Wednesday, December 15, 2021 4:23 PM
To: Lurana Strong (lurana.strong@usda.gov) <lurana.strong@usda.gov>; 'ogshq@conservation.ca.gov' <ogshq@conservation.ca.gov>; 'dlrp@conservation.ca.gov' <dlrp@conservation.ca.gov>; CDFW Tracking (R4CEQA@wildlife.ca.gov) <r4ceqa@wildlife.ca.gov>; David Deel (david.deel@dot.ca.gov) <david.deel@dot.ca.gov>; Lorena Mendibles (Lorena.Mendibles@dot.ca.gov) <lorena.mendibles@dot.ca.gov>; bor@cpuc.ca.gov (bor@cpuc.ca.gov) <bor@cpuc.ca.gov>; Native American Heritage Commission (nahc@nahc.ca.gov) <nahc@nahc.ca.gov>; Central Valley RWQCB <centralvalleyfresno@waterboards.ca.gov>; CEQA Division (CEQA@valleyair.org) <ceqa@valleyair.org>; SoCal Gas (envreview@semprautilities.com) <envreview@semprautilities.com>
Cc: Hector Guerra <HGuerra@tularecounty.ca.gov>; Danielle Folk <DFolk@tularecounty.ca.gov>
Subject: Notice of Preparation for Kingsburg Area Community Plan

Good afternoon all.

The Notice of Preparation of a Draft Environmental Impact Report for the Kingsburg Area Community Plan is available for your review. Please provide any comments to Mr. Hector Guerra, Chief Environmental Planner, by email at hguerra@tularecounty.ca.gov. Please feel free to contact me if I can be of any further assistance.

Regards,

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov

From:	Jessica R Willis
To:	Tom T Tucker II; Theodore Smalley; Tricia Stever; Allison A Shuklian; Jessica Gocke; Sabrina L Bustamante; Megan Gilles; Julieta Martinez; Gilbert Portillo; Reed Schenke; Ross W Miller; Hernan Beltran Herrera; Johnny Wong; ahenderson@cityofkingsburg-ca.gov; howen@cityofkingsburg-ca.gov; dshoemaker@kingsburghigh.com; wsever@kesd.org
Cc:	Hector Guerra; Danielle Folk
Subject:	Notice of Preparation for Kingsburg Area Community Plan
Date:	Wednesday, December 15, 2021 4:23:00 PM
Attachments:	Kingsburg_NOP_12-15-21 signed.pdf

Good afternoon all.

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From: Jessica R Willis
To: cgshq@conservation.ca.gov
Subject: FW: Notice of Preparation for Kingsburg Area Community Plan
Date: Thursday, December 16, 2021 4:13:00 PM
Attachments: Kingsburg_NOP_12-15-21 signed.pdf

Please find the attached NOP. The original email address included a typo.

Jessica Willis
Planner IV
RMA Environmental Planning
Ph: (559) 624-7122

From: Jessica R Willis
Sent: Wednesday, December 15, 2021 4:23 PM
To: Lurana Strong (lurana.strong@usda.gov) <lurana.strong@usda.gov>; 'ogshq@conservation.ca.gov' <ogshq@conservation.ca.gov>; 'dlrp@conservation.ca.gov' <dlrp@conservation.ca.gov>; CDFW Tracking (R4CEQA@wildlife.ca.gov) <r4ceqa@wildlife.ca.gov>; David Deel (david.deel@dot.ca.gov) <david.deel@dot.ca.gov>; Lorena Mendibles (Lorena.Mendibles@dot.ca.gov) <lorena.mendibles@dot.ca.gov>; bor@cpuc.ca.gov (bor@cpuc.ca.gov) <bor@cpuc.ca.gov>; Native American Heritage Commission (nahc@nahc.ca.gov) <nahc@nahc.ca.gov>; Central Valley RWQCB <centralvalleyfresno@waterboards.ca.gov>; CEQA Division (CEQA@valleyair.org) <ceqa@valleyair.org>; SoCal Gas (envreview@semprautilities.com) <envreview@semprautilities.com>
Cc: Hector Guerra <HGuerra@tularecounty.ca.gov>; Danielle Folk <DFolk@tularecounty.ca.gov>
Subject: Notice of Preparation for Kingsburg Area Community Plan

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Environmental Planning Division
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E-mail: JWillis@tularecounty.ca.gov

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To:	Tom T Tucker II; Theodore Smalley; Tricia Stever; Allison A Shuklian; Jessica Gocke; Sabrina L Bustamante; Megan Gilles; Julieta Martinez; Gilbert Portillo; Reed Schenke; Ross W Miller; Hernan Beltran Herrera; Johnny Wong; ahenderson@cityofkingsburg-ca.gov; howen@cityofkingsburg-ca.gov; dshoemaker@kingsburghigh.com; wsever@kesd.org; Megan Fish (MFish@tularehhsa.org)
Cc:	Hector Guerra; Danielle Folk
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Date:	Thursday, December 16, 2021 5:48:00 PM

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Meeting ID: 927 6302 7173
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Find your local number: https://tularecounty-ca.zoom.us/u/abNQi6GKFl

Any questions, please feel free to contact me.

Jessica Willis
Planner IV
RMA Environmental Planning
Ph: (559) 624-7122

From: Jessica R Willis

Sent: Wednesday, December 15, 2021 4:23 PM
To: Tom T Tucker II <TTucker@tularecounty.ca.gov>; Theodore Smalley <tsmalley@tularecag.ca.gov>; Tricia Stever <pstever@tulcofb.org>; Allison A Shuklian <AShuklia@tularecounty.ca.gov>; Jessica Gocke <JGocke@tularecounty.ca.gov>; Sabrina L Bustamante <SLBustamante@tularecounty.ca.gov>; Megan Gilles <MGilles@tularecounty.ca.gov>; Julieta Martinez <JMartinez2@tularecounty.ca.gov>; Gilbert Portillo <GPortillo@tularecounty.ca.gov>; Reed Schenke <rschenke@tularecounty.ca.gov>; Ross W Miller <RMiller@tularecounty.ca.gov>; Hernan Beltran Herrera <HBeltran@tularecounty.ca.gov>; Johnny Wong <jwong@tularecounty.ca.gov>; ahenderson@cityofkingsburg-ca.gov; howen@cityofkingsburg-ca.gov; dshoemaker@kingsburghigh.com; wsever@kesd.org
Cc: Hector Guerra <HGuerra@tularecounty.ca.gov>; Danielle Folk <DFolk@tularecounty.ca.gov>
Subject: Notice of Preparation for Kingsburg Area Community Plan

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Regards,

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov

From:	Jessica R Willis
To:	Robert Robinson; Julie Turner; Brandy Kendricks; Leo Sisco; Shana Powers ; Robert L. Gomez; Neil Peyron; Kerri Vera; Felix Christman (tuleriverarchmon1@gmail.com); Felix Christman; Ken Woodrow (Kwood8934@aol.com)
Cc:	Hector Guerra; Danielle Folk
Subject:	Notice of Preparation for Kingsburg Area Community Plan
Date:	Wednesday, December 15, 2021 4:23:00 PM
Attachments:	Kingsburg_NOP_12-15-21 signed.pdf

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Regards,

Jessica Willis, Planner IV
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Cc:	Hector Guerra; Danielle Folk; Aaron R Bock
Subject:	RE: Notice of Preparation for Kingsburg Area Community Plan
Date:	Thursday, December 16, 2021 5:48:00 PM

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Jessica Willis
Planner IV
RMA Environmental Planning
Ph: (559) 624-7122

From: Jessica R Willis
Sent: Wednesday, December 15, 2021 4:23 PM

To: Robert Robinson <bbutterbredt@gmail.com>; Julie Turner <meindiangirl@sbcglobal.net>; Brandy Kendricks <krazykendricks@hotmail.com>; Leo Sisco <lsisco@tachi-yokut-nsn.gov>; Shana Powers <spowers@tachi-yokut-nsn.gov>; Robert L. Gomez <rgomez@tubatulabal.org>; Neil Peyron <neil.peyron@tulerivertribe-nsn.gov>; Kerri Vera <tuleriverenv@yahoo.com>; Felix Christman (tuleriverarchmon1@gmail.com) <tuleriverarchmon1@gmail.com>; Felix Christman <felix.christman@tulerivertribe-nsn.gov>; Ken Woodrow (Kwood8934@aol.com) <kwood8934@aol.com>
Cc: Hector Guerra <HGuerra@tularecounty.ca.gov>; Danielle Folk <DFolk@tularecounty.ca.gov>
Subject: Notice of Preparation for Kingsburg Area Community Plan

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Regards,

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov

From:	Jessica R Willis
To:	Michael Lozeau (michael@lozeaudrury.com); Hannah Hughes (hannah@lozeaudrury.com); Maya Vishwanath
Cc:	Hector Guerra; Danielle Folk
Subject:	Notice of Preparation for Kingsburg Area Community Plan
Date:	Wednesday, December 15, 2021 4:22:00 PM
Attachments:	Kingsburg_NOP_12-15-21 signed.pdf

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To:	Lurana Strong (lurana.strong@usda.gov); DLRP@DOC; CDFW Tracking (R4CEQA@wildlife.ca.gov); David Deel (david.deel@dot.ca.gov); Lorena Mendibles (Lorena.Mendibles@dot.ca.gov); bor@cpuc.ca.gov (bor@cpuc.ca.gov); Native American Heritage Commission (nahc@nahc.ca.gov); Central Valley RWQCB; CEQA Division (CEQA@valleyair.org); SCG - Environmental Review; Tom T Tucker II; Theodore Smalley; Tricia Stever; Allison A Shuklian; Jessica Gocke; Sabrina L Bustamante; Megan Gilles; Julieta Martinez; Gilbert Portillo; Reed Schenke; Ross W Miller; Hernan Beltran Herrera; Johnny Wong; Alex Anderson; Holly Owen; Don Shoemaker; Wesley Sever; Robert Robinson; Julie Turner; Brandy Kendricks; Leo Sisco; Shana Powers ; Robert L. Gomez; Neil Peyron; William Garfield; Kerri Vera; Felix Christman; Tule Archaeological Monitor; Ken Woodrow; Michael Lozeau (michael@lozeaudrury.com); Hannah Hughes (hannah@lozeaudrury.com); Maya Vishwanath; Chad Wegley; Luis Patlan; Yolanda Valdez; pgeplanreview@pge.com; Gavin McCreary; Darla F Wegener; questions@tularecountylibrary.org; Leslie Caviglia; Paul Bernal; Jason Serpa; Jonah J Trevino; Lucas Feldstein; Bryce F Howard; Evan Edgar (evan@edgarinc.org); Julie Vance (Julie.Vance@wildlife.ca.gov); Aimee Braddock; Joy Isaacson; Eric McLaughlin (Eric.McLaughlin@valleyair.org); John Stagnaro; Ken Turner; mfleming.goshencsd@yahoo.com; SCG - Environmental Review; Cal Rossi; bor@cpuc.ca.gov (bor@cpuc.ca.gov); Paige Berggren
Cc:	Hector Guerra
Subject:	Tulare County RMA Environmental Planning Website Updated
Date:	Wednesday, January 5, 2022 3:10:00 PM

Good afternoon all.

You are receiving this email because you have previously been notified of one or more of the following projects listed below.

The Tulare County Resource Management Agency (RMA) Environmental Planning website has recently been upgraded, and with the update the links to environmental documents have changed. Listed below are the projects that are currently undergoing the public review and project approval processes, where the project is in the approval process, and the updated links to where documents can be located on the website.

Kingsburg Area Community Plan (SCH #2021120339)– Notice of Preparation. The NOP was posted on December 15, 2021. A scoping meeting is scheduled for Thursday, January 6, 2022, at 1:30 p.m. in the RMA Conference Room F or by Zoom at https://tularecounty-ca.zoom.us/j/92763027173?pwd=RmFabXhrejZ1d3EyaTJZRGpTUk8wUT09, Meeting ID: 927 6302 7173. The NOP can be found on the RMA Environmental Planning website at https://tularecounty.ca.gov/rma/planning-building/environmental-planning/environmental-impact-reports/kingsburg-area-community-plan/

Visalia Landfill Compost and Biomass Conversion Facility (SCH #2021020054) – Draft Focused Environmental Impact Report. The DEIR has a 45-day period beginning Friday, December 3, 2021 and ending on Monday, January 17, 2022. ***The review period has been extended to Friday, January 28, 2022***. Environmental documents pertaining to this project can be found on the RMA Environmental Planning website at https://tularecounty.ca.gov/rma/planning-building/environmental-planning/environmental-impact-reports/visalia-landfill-compost-and-biomass-conversion-facility/

Cutler-Orosi Community Plan 2021 Update (SCH #2021040258) – Draft and Final Environmental Impact Report. The DEIR had a 45-day review period beginning on Wednesday, September 22, 2021 and ending on Friday, November 5, 2021. The project was heard before the Tulare County Planning Commission on December 8, 2021 and is scheduled to be heard before the Tulare County Board of Supervisors on February 1, 2022. The public hearing will be noticed no later than 10 days prior to the scheduled hearing. Environmental documents pertaining to this project can be found on the RMA Environmental Planning website at https://tularecounty.ca.gov/rma/planning-

building/environmental-planning/environmental-impact-reports/cutler-orosi-community-plan-2021-update/

Smee Homes Parcel Maps PPM 21-002 and PPM 21-027 (SCH #2019109078) – Mitigated Negative Declaration. The MND had a 30-day review and comment period beginning on Wednesday, November 17, 2021 and ending on Friday, December 17, 2021. A public hearing at the Tulare County Planning Commission will be noticed no later than 10 days prior to the hearing which is expected to be held in early 2022. Environmental documents pertaining to this project can be found on the RMA Environmental Planning website at https://tularecounty.ca.gov/rma/planning-building/environmental-planning/mitigated-negative-declarations/smee-homes-parcel-maps-ppm-21-002-and-ppm-21-027/

Please feel free to contact me by phone or email if I can be of further assistance.

Regards,

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov

Kingsburg CACUDB Plan Scoping Meeting
Thursday, January 6, 2022,1:30 p.m., Conference Room F
SCH No. 2021020054

Name	Agency / Organization	Mailing Address	Phone Number	E-mail
Jessica Willis	RMA			
Hector Guerra	RMA			
Aaron Bock	RMA			
Danielle Folk	RMA			
Holly Owen	Community Develop Director City of Kingsburg		[redacted] 559-897-5328	Howen@cityofkingsburg.ca.gov
Roxana Mendez	engineer PW RMA		[redacted] 624-7153	RMendez@tularecounty.ca.gov
Alex Henderson	City Manager City of Kingsburg		897-5821	ahenderson@cityofkingsburg.ca.gov

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE |P.O. BOX 12616 |FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

January 5, 2022

TUL-99-53.77
NOP
2022 UPDATE
KINGSBURG AREA COMMUNITY PLAN
SCH # N/A
GTS #: 22588

SENT VIA EMAIL

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 Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the 2022 Update to the City of Kingsburg Area Community Plan (Project).

State Route (SR) 99 provides primary north-south access on the western boundary and SR 201 provides Primary east-west access on the northern boundary of the Community Plan's Urban Development Boundary (UDB). The Community Plan encompasses approximately 0.8 square miles of land, with Avenue 392 as the southern boundary and Road 16 as the east boundary.

The Kingsburg Community Plan's Urban Development Boundary (UDB) is an agriculturally oriented service area surrounded by lands in agricultural production, scattered rural residential homes, with dispersed commercial and light industrial uses.

The Kingsburg Area Community Plan update includes amendments to the Land Use Designations; the Zoning Classifications; and the Zoning Ordinance to achieve consistency with the approved 2030 Tulare County General Plan.

The Plan update will achieve consistency with the Tulare County General Plan by including the following primary goals and objectives:

- Land Use and Environmental Planning – to promote development within the planning area adjacent to the Regional SR 99 Corridor by encouraging infill

development, reducing vehicle miles travelled (VMT), and improving the circulation, transit and railroad transportation system within this community,

- Improvements for this "Disadvantaged Community" with faster project processing and thereby increasing the potential for housing grant awards,

- Strengthen the Relationship with Tulare County Association of Governments (TCAG) to help facilitate funding and implementation of key transportation programs, such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. According to the SR 99 2003 Transportation Concept Report (TCR), Kingsburg UDB is located within segment 19 of SR 99. This segment of SR 99 currently exists as a 6-lane conventional freeway and is planned as an 8-lane freeway for the Ultimate Transportation Concept beyond 2035.

2. According to the SR 201 2017 Transportation Concept Report (TCR), Kingsburg UDB is located within segment 3 of SR 201. This segment of SR 201 currently exists and is ultimately planned as a 2-lane conventional freeway for the Ultimate Transportation Concept beyond 2035.

3. Alternative transportation policies should be applied to land use development within the Kingsburg UDB. 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 cumulative development in the Kingsburg community. The assessment should include the following:

   a. Pedestrian walkways should link to transit facilities, as well as other walkways or trails within the Kingsburg community.

   b. Consider coordinating connections to local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes.

   c. Transit services should be provided or extended within the Kingsburg community.

4. Caltrans recommends implementing "smart growth" principles for development in the Kingsburg UDB regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.

5. Based on Caltrans VMT-Focused Transportation Impact Study Guide, dated May 20, 2020 and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the County of Tulare work with land use developers to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes within the Kingsburg UDB.

6. Caltrans recommends land use projects within the Kingsburg UDB should incorporate charging stations for electric vehicles as part of the statewide efforts to reduce greenhouse gas emissions.

If you have any other questions, please call me at (559) 981-1041.

Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning – South

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

January 6, 2022

Hector Guerra
County of Tulare and City of Kingsburg
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA, 93277

Project: Notice of Preparation of a Draft Environmental Impact Report-Kingsburg Area Community Plan

District CEQA Reference No: 20211366

Dear Mr. Guerra:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the County of Tulare (County) consisting of a proposal to update the Kingsburg Area Community Plan (Project). The Project's area is a 0.8 square mile zone located in the immediate vicinity of Highway 99 with Avenue 392 on the southern border and State Highway 201 on the northern border, on the south side of Kingsburg, CA.

Project Scope

The Project is a proposal to update the Kingsburg Area Community Plan (Plan). The update includes amendments to zoning classifications, zoning ordinances, and land use designations.

The Plan is a plan level project and, while project-specific data may not be available until specific approvals are being granted, the Environmental Impact Report (EIR) should include a discussion of policies, which when implemented, will reduce or mitigate impacts on air quality at the individual project level.

Future development may require further environmental review and mitigation. Referral documents for those projects should include a project summary detailing, at a minimum,

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

www.valleyair.org www.healthyairliving.com

Printed on recycled paper

the land use designation, project size, and proximity to sensitive receptors and existing emission sources.

District significance thresholds for annual emissions of criteria pollutants are the following: 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).

Other potential significant air quality impacts related to Toxic Air Contaminants (see information below under Health Risk Assessment), Ambient Air Quality Standards, Hazards and Odors, may require assessments and mitigation. More information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://www.valleyair.org/transportation/GAMAQI.pdf

The District offers the following comments:

1) Land Use Planning

Nearly all development projects within the San Joaquin Valley Air Basin, from Community Plan to individual projects have the potential to generate air pollutants, making it more difficult to attain state and federal ambient air quality standards. Land use decisions are critical to improving air quality within the San Joaquin Valley Air Basin because land use patterns greatly influence transportation needs, and motor vehicle emissions are the largest source of air pollution in the Valley. Land use decisions and project design elements such as preventing urban sprawl, encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven to be beneficial for air quality. The District recommends that the EIR incorporate strategies that reduce VMTs and require the cleanest available heavy-heavy duty (HHD) trucks and vehicles, including zero and near-zero technologies. VMTs can be reduced through encouragement of mix-use development, walkable communities, etc. Additional design element options can be found at: http://www.valleyair.org/transportation/Mitigation-Measures.pdf

In addition, the District recommends that the EIR incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of California Air Resource Board's (CARB's) Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities.

The concept paper is available at:
https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

2) Project Siting

The update to the Plan itself will not have an impact on air quality. However, without appropriate mitigation, future development projects within the County may contribute to negative impacts on air quality due to increased traffic and ongoing operational emissions. The Plan sets the planning guidelines for where future developments can be sited. Appropriate project siting helps ensure there is adequate distance between conflicting land uses, to prevent or reduce both localized and cumulative air pollution impacts from residential areas that are in close proximity to commercial and industrial land uses.

Possible planning resources that may be available to the County and future developers include:

- CARB's Air Quality and Land Use Handbook: A Community Health Perspective. The document includes tables with recommended buffer distances associated with various types of common sources (e.g.: distribution centers, chrome platers, gasoline dispensing facilities, etc.), and can be found at: https://ww3.arb.ca.gov/ch/handbook.pdf

- CARB's Freight Handbook Concept Paper: This document compiles best practices designed to address air pollution impacts, which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities, and can be found at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

3) Project Related Criteria Pollutant Emissions

The District recommends that a more detailed preliminary review of the future development projects be conducted for the construction and operational emissions. The additional environmental review of the Project's potential impact on air quality should consider the following items:

3a) Project Related Construction Emissions

Construction air emissions are short-term emissions generated from construction activities such as mobile heavy-duty diesel off-road equipment, and should be

evaluated separately from operational emissions. To reduce impacts from construction emissions sources, the County consider the feasibility of incorporating the below measure into future development projects.

Recommended Measure: To reduce impacts from construction-related diesel exhaust emissions, the project proponent should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

3b) Project Related Operational Emissions

Emissions from stationary sources and mobile sources should be analyzed separately. For reference, the District's annual criteria thresholds of significance for operational emissions are listed above.

3c) Recommended Model

Project related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using CalEEMod (**Cal**ifornia **E**mission **E**stimator **Mod**el), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

3d) Project Related Operational Emissions– Truck Routing

Truck routing involves the path/roads heavy-duty trucks take to and from their destination. The air emissions from heavy-duty trucks can impact residential communities and sensitive receptors.

The District recommends the County consider evaluating heavy-duty truck routing patterns to help limit emission exposure to residential communities and sensitive receptors. More specifically, this measure would assess current truck routes, in consideration of the number and type of each vehicle, destination/origin of each vehicular trip, time of day/week analysis, vehicle miles traveled and emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT, and air quality.

3e) Project Related Operational Emissions– Cleanest Available Truck

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from heavy-heavy duty (HHD) Trucks, the single largest source of NOx emissions in the San Joaquin

Valley. The District recently adopted the 2018 PM2.5 Plan, which includes significant new reductions from HHD Trucks, including emissions reductions by 2023 through the implementation of the California Air Resources Board (CARB) Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 0.2 g/bhp-hr NOx standard by 2023. Additionally, to meet the federal air quality standards by the 2020 to 2024 attainment deadlines, the District's Plan relies on a significant and immediate transition of heavy duty truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by the California Air Resources Board.

For development projects which can generate a high volume of heavy duty truck traffic (e.g. "high-cube" warehouse or distribution center), there are heavy duty trucks traveling to-and-from from the project location at longer trip length distances for potential distribution. For future development projects thatmay exceed the District significance thresholds, the District recommends that the following mitigation measures be considered by the County for inclusion in the environment document/assessment for future project's related operational emissions.

- Advise fleets associated with project operational activities to utilize the cleanest available HHD truck technologies, including zero and near-zero (0.02 g/bhp-hr NOx) technologies as feasible.

- Advise all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) to utilize zero-emissions technologies as feasible.

- Advise fleets associated with future development projects to be subject to the best practices (i.e. eliminating unnecessary idling).

In addition, the District recommends that the County include mitigation measures to reduce project related operational impacts through incorporation of design elements, for example, increased energy efficiency, reducing vehicle miles traveled, etc. More information on mitigation measures can be found on the District's website at: http://www.valleyair.org/transportation/ceqa_idx.htm.

3f) Project Related Operational Emissions– Reduce Idling of Heavy Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air quality impacts associated with failure to comply with the state's Heavy Duty anti-idling regulation (e.g limiting vehicle idling to specific time limits). The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts. Therefore, efforts to ensure compliance of the

anti-idling regulation, especially near sensitive receptors, is important to limit the amount of idling within the community, which will result in community air quality benefits.

3g) Operational Related Emissions – Under-fired Charbroilers

Future development projects for restaurants with under-fired charbroilers may pose the potential for immediate health risk, particularly when located in densely developed locations near sensitive receptors. Since the cooking of meat can release carcinogenic PM2.5 species like polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. 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, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards and associated health benefits in the Valley. Therefore, the District recommends that the EIR include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers. The District is available to assist the County and project proponents with this assessment. Additionally, to ease the financial burden for Valley businesses, 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.

4) Health Risk Screening/Assessment

A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TACs) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TACs are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) 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. List of TACs identified by OEHHA/CARB can be found at: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants

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

i) 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 Health Risk Assessment (HRA) should be performed.

   For your convenience, the District's prioritization calculator can be found at: http:www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.

ii) The District recommends a refined HRA for development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that development project applicants contact the District to review the proposed modeling protocol. A development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the Districts significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that development projects which result in a significant health risk not be approved.

   For HRA submittals, 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.

5) Ambient Air Quality Analysis

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. An AAQA will be required to be performed for any future development project with emissions that 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.

6) Cumulative Air Impacts

In addition to the discussions on the topics identified above, the District recommends the EIR also include a discussion of whether there would be a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. More information on the District's attainment status can be found online by visiting the District's website at: http://valleyair.org/aqinfo/attainment.htm.

7) Vegetative Barriers and Urban Greening

For future development projects, the District suggests the County consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (i.e. residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought resistant low maintenance greenery.

8) Solar Deployment in the Community

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the County consider the feasibility of incorporating solar power systems, as an emission reduction strategy for this future development projects.

9) District Rules and Regulations

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), New and Modified Stationary Source Review (Rule 2201), and implementation of Emission Reduction Credit Banking (Rule 2301).

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future development projects or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

9a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponent should submit to the District an application for an Authority to Construct (ATC). For further

information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

9b) <u>District Rule 9510 (Indirect Source Review)</u>

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into development projects. In case the proposed development project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

Accordingly, future development project(s) would be subject to District Rule 9510 if:

(1) Upon full build-out, the project would receive a project-level discretionary approval from a public agency and would equal or exceed any one of the following applicability thresholds:

- 50 dwelling units
- 2,000 square feet of commercial space;
- 25,000 square feet of light industrial space;
- 100,000 square feet of heavy industrial space;
- 20,000 square feet of medical office space;
- 39,000 square feet of general office space; or
- 9,000 square feet of educational space; or
- 10,000 square feet of government space; or
- 20,000 square feet of recreational space; or
- 9,000 square feet of space not identified above

(2) Or would equal or exceed any of the applicability thresholds in section 2.2 of the rule.

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.

In the case the future development project(s) are subject to District Rule 9510, an Air Impact Assessment (AIA) application is required and the District recommends

that demonstration of compliance with District Rule 9510, 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.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance with determining if future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-6000 or by email at ISR@valleyair.org.

9c) District Rule 9410 (Employer Based Trip Reduction)

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about how District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

9d) Other District Rules and Regulations

Future development projects may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services



For Mark Montelongo
Program Manager

LAFCo Fresno Local Agency Formation Commission

January 6, 2022

Hector Guerra
Chief Environmental Planner
Tulare County RMA
5961 South Mooney Blvd
Visalia, CA 93277

Mr. Guerra,

Thank you for the opportunity to review the NOP for the Kingsburg Area Community Plan (KACP) and provide you with comments.

My review of Tulare LAFCo's website indicates that no local agency has been formed to deliver municipal services to the project area (except for the Selma-Kingsburg-Fowler County Sanitation District (SKF), whose sphere of influence (SOI) extends into most, but not all, of the project area). Further, the city of Kingsburg's general plan does not include the KACP for Kingsburg and as a potential consequence the city may not plan on serving the project area. This leads to the question how will the KACP be served and by what agency.

I recommend that the EIR's project description:

- Identify the agency that will be providing permanent municipal services.
- Demonstrate that the agency's service plans include the probable need for municipal services in this area.
- Identify—even if conceptually—how and where these services will be provided and/or extended.
- Long range service planning should include an amendment of the SKF SOI to include all the proposed CACUDB

If it is reasonably foreseeable that the KACP will depend on the City of Kingsburg for municipal services, I recommend that the EIR examine the scenario wherein the City of Kingsburg does not provide services.

A revised project description could be used to examine the present capacity of public facilities to serve the KACP and whether these are adequate to serve planned development and if not, what will be necessary to ensure the sufficiency of probable municipal services.

Finally, I suggest that the EIR identify both Tulare and Fresno LAFCos as Responsible Agencies under CEQA whose responsibilities are prescribed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000: Fresno LAFCo: changes of organization or/reorganizations to the SKF, amendments of the SKF SOI; Tulare LAFCo: authorization of extensions of service from the City of Kingsburg to the project area.

Sincerely,

David E. Fey
Executive Officer

c: Holly Owen, City of Kingsburg
Veronica Cazares, SKF

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

January 12, 2022

Hector Guerra, Chief Env. Planner
Tulare County Resource Management Agency
5961 South Mooney Boulevard
Visalia, California 93277
hguerra@tularecounty.ca.gov

Subject: Kingsburg Area Community Plan (Project)
Notice of Preparation (NOP)
State Clearinghouse No. 2021120339

Dear Mr. Guerra:

The California Department of Fish and Wildlife (CDFW) received a NOP for an Environmental Impact Report (EIR) from Tulare County, as Lead Agency, for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

As a responsible agency, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

Other Rare Species: Species of plants and animals need not be officially listed as Endangered, Rare or Threatened (E, R, or T) on any State or federal list pursuant to CESA and/or the federal Endangered Species Act (ESA) to be considered E, R, or T under CEQA. If a species can be shown to meet the criteria for a listing as E, R, or T under CESA and/or ESA as specified in the CEQA Guidelines (Cal. Code Regs. tit. 14, Chapter 3, § 15380), it should be fully considered in the environmental analysis for the Project.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

PROJECT DESCRIPTION SUMMARY

Proponent: County of Tulare and City of Kingsburg

On December 10, 2013, the Tulare County Board of Supervisors (BOS) approved the Economic Development and Planning Branch proposal to update the County Adopted City Urban Development Boundary (CACUDB) for Kingsburg (Kingsburg UDB). The Project also includes amendments Land Use Designations; amendments Zoning Classifications; and amendments to the Zoning Ordinance (collectively, Kingsburg Area Community Plan Update). The Kingsburg Area Community Plan Update will become consistent with the approved Tulare County General Plan 2030 Update and includes the following primary goals and objectives: land use and environmental Planning, improvements for a "disadvantaged community", and strengthening relationship with the Tulare County Association of Governments.

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Location: The Kingsburg UDB is located in the central San Joaquin Valley, approximately 20 miles southeast of the City of Fresno and 20 miles northwest of the City of Visalia, at the northwestern portion of Tulare County. The Project is within the City of Kingsburg UDB (UDB) and encompasses approximately 0.8 square miles of land. The UDB is a Notice of Preparation and Scoping Meeting General Plan Amendment No. 20-001 December 15, 2021 Page 3 of 12 agriculturally oriented service area surrounded by lands in agricultural production, scattered rural residential homes, scattered commercial and light industrial uses, the recently developed single-family (and future multi-family) residences that are part of the Andersen Village Specific Plan Area, and vacant lands. State Route (SR) 99 provides primary access to the cities of Selma, Fowler and Fresno to the north and Visalia to the south. Nearby State Route 201 provides access to the City of Dinuba approximately 12 miles northeast of Kingsburg

Timeframe: Unspecified

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the County in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the CEQA document.

The Project area is within the geographic range of several special-status animal species including the State threatened Swainson's hawk (*Buteo swainsoni*) the State species of special concern American badger (*Taxidea taxus*), and burrowing owl (*Athene cunicularia*).

CDFW requests that the EIR fully identify potential impacts to biological resources, including the above-mentioned species. In order to adequately assess any potential impact to biological resources, focused biological surveys should be conducted by a qualified wildlife biologist/botanist during the appropriate survey period(s) in order to determine whether any special-status species and/or suitable habitat features may be present within the Project area. Properly conducted biological surveys, and the information assembled from them, are essential to identify any mitigation, minimization, and avoidance measures and/or the need for additional or protocol-level surveys, and to identify any Project-related impacts under CESA and other species of concern. CDFW recommends that the following be incorporated into the EIR.

I. Environmental Setting and Related Impact

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or

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special-status species in local or regional plans, policies, or regulations, or by CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: Swainson's Hawk (SWHA)

Issue: SWHA have been documented to occur less than 1 mile from the Project area (CDFW 2022). Suitable SWHA foraging habitat is also within the Project area, increasing the likelihood of SWHA occurrence within the vicinity. In addition, any trees in the Project vicinity have the potential to provide suitable nesting habitat.

Specific impact: Without appropriate avoidance and minimization measures for SWHA, potential significant impacts that may result from Project activities include: nest abandonment, loss of nest trees, loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. All trees, including non-native or ornamental varieties, near Project sites may provide potential nesting sites.

Evidence impact would be significant: SWHA exhibit high nest-site fidelity year after year and lack of suitable nesting habitat limits their local distribution and abundance (CDFW 2016). If potential nest sites occur in the Project vicinity, approval of the Project may lead to subsequent ground-disturbing activities that involve noise, groundwork, construction of structures, and movement of workers that could affect nests and has the potential to result in nest abandonment and/or loss of foraging habitat, significantly impacting local nesting SWHA. In addition, conversion of undeveloped land can directly influence distribution and abundance of SWHA, due to the reduction in foraging habitat.

Recommended Mitigation Measure 1: Focused SWHA Surveys

To evaluate potential Project-related impacts, CDFW recommends that a qualified wildlife biologist conduct surveys for nesting SWHA following the entire survey methodology developed by the SWHA Technical Advisory Committee (SWHA TAC 2000) prior to Project implementation (during CEQA analysis) at any specific Project site. SWHA detection during protocol-level surveys warrants consultation with CDFW to discuss how to implement Project activities and avoid take.

Recommended Mitigation Measure 2: SWHA Avoidance

CDFW recommends that if Project-specific activities will take place during the SWHA nesting season (i.e., March 1 through September 15), and active SWHA nests are present, a minimum ½-mile no-disturbance buffer be delineated and maintained around each nest, regardless if when it was detected by surveys or incidentally, until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for

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survival, to prevent nest abandonment and other take of SWHA as a result of Project activities.

Recommended Mitigation Measure 3: SWHA Take Authorization

CDFW recommends that in the event an active SWHA nest is detected, and a ½-mile no-disturbance buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.

Recommended Mitigation Measure 4: Loss of SWHA Foraging Habitat

CDFW recommends compensation for the loss of SWHA foraging habitat as described in CDFW's "Staff Report Regarding Mitigation for Impacts to Swainson's Hawks" (CDFG 1994) to reduce impacts to foraging habitat to less than significant. The Staff Report recommends that mitigation for habitat loss occur within a minimum distance of 10 miles from known nest sites. CDFW has the following recommendations based on the Staff Report:

- For projects within 1 mile of an active nest tree, a minimum of 1 acre of habitat management (HM) land for each acre of development is advised.
- For projects within 5 miles of an active nest but greater than 1 mile, a minimum of ¾ acre of HM land for each acre of development is advised.
- For projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree, a minimum of ½ acre of HM land for each acre of development is advised.

Recommended Mitigation Measure 5: SWHA Tree Removal

CDFW recommends that the removal of known SWHA nest trees, even outside of the nesting season, be replaced with an appropriate native tree species planting at a ratio of 3:1 at or near the Project area or in another area that will be protected in perpetuity. This mitigation would offset the local and temporal impacts of nesting habitat loss.

COMMENT 2: Burrowing Owl (BUOW)

Issue: BUOW have the potential to occur in the Project area vicinity. BUOW inhabit open grassland and similar habitat types containing small mammal burrows, a requisite habitat feature used by BUOW for nesting and cover. The NOP indicates that these habitat features are present in the Project area, therefore, there is potential for BUOW to occupy or colonize Project sites.

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Specific impact: Potentially significant direct impacts associated with subsequent activities and land conversion include habitat loss, burrow collapse, inadvertent entrapment, nest abandonment, reduced reproductive success, reduction in health and vigor of eggs and/or young, and direct mortality of individuals.

Evidence impact is potentially significant: BUOW rely on burrow habitat year-round for their survival and reproduction. Habitat loss and degradation are considered the greatest threats to BUOW in California's Central Valley (Gervais et al. 2008). The Project and surrounding area contain undeveloped land; therefore, subsequent ground-disturbing activities associated with the Project have the potential to significantly impact local BUOW populations. In addition, and as described in CDFW's "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), excluding and/or evicting BUOW from their burrows is considered a potentially significant impact under CEQA.

Recommended Mitigation Measure 6: Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if areas an individual Project site or its immediate vicinity contains suitable habitat features for BUOW.

Recommended Mitigation Measure 7: BUOW Surveys

If suitable habitat features are present, CDFW recommends assessing presence or absence of BUOW by having a qualified biologist conduct surveys following the California Burrowing Owl Consortium's "Burrowing Owl Survey Protocol and Mitigation Guidelines" (CBOC 1993) and the "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), which suggest three or more surveillance surveys conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (i.e., April 15 to July 15), when BUOW are most detectable. In addition, CDFW advises that surveys include a minimum 500-foot buffer area around an individual Project site.

Recommended Mitigation Measure 8: BUOW Avoidance

Should a BUOW be detected, CDFW recommends that no-disturbance buffers, as outlined in the "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

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Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

* meters (m)

Recommended Mitigation Measure 9: BUOW Passive Relocation and Mitigation

If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), excluding birds from burrows is not a take avoidance, minimization, or mitigation method and is instead considered a potentially significant impact under CEQA. However, if it is necessary for Project implementation, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of one (1) burrow collapsed to one (1) artificial burrow constructed (1:1) to mitigate for evicting BUOW and the loss of burrows. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance at a rate that is sufficient to detect BUOW if they return.

COMMENT 3: American Badger

Issue: American badger have the potential to occur in the Project area, which supports requisite habitat elements.

Specific impact: Without appropriate avoidance and minimization measures for these species, potentially significant impacts associated with ground disturbance include habitat loss and burrow abandonment, which may result in reduced health or vigor of young, and direct mortality.

Evidence impact is potentially significant: Habitat loss threatens American Badger (Gittleman et al. 2001). The Project and surrounding area contain undeveloped land; therefore, subsequent ground disturbing activities and habitat conversion associated with the Project may have the potential to significantly impact local the populations of these species.

Recommended Mitigation Measure 10: Habitat Assessment

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CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation at individual Project sites, to determine if project areas or their immediate vicinity contain potential habitat for the species mentioned above.

Recommended Mitigation Measure 11: Surveys

If potential habitat is present, CDFW recommends that a qualified biologist conduct focused surveys for applicable species and their requisite habitat features to evaluate potential impacts resulting from ground and vegetation disturbance.

Recommended Mitigation Measure 12: Avoidance

Avoidance whenever possible is encouraged via delineation and observance a 50-foot no-disturbance buffer around American badger dens.

Editorial Comments and/or Suggestions

Lake and Streambed Alteration: If streams, swales, or drainages occur at individual Project sites, those Project activities may be subject to CDFW's regulatory authority pursuant Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation): (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial.

CDFW is required to comply with CEQA in the issuance of a Lake or Streambed Alteration Agreement (LSAA); therefore, if the CEQA document approved for the Project does not adequately describe the Project and its impacts to lakes or streams, a subsequent CEQA analysis may be necessary for LSAA issuance. For information on notification requirements, please refer to CDFW's website (https://wildlife.ca.gov/Conservation/LSA) or contact CDFW staff in the Central Region Lake and Streambed Alteration Program at (559) 243-4593.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

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CDFW encourages Project implementation to occur during the bird non-nesting season; however, if Project activities must occur during the breeding season (i.e., February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground disturbance to maximize the probability that nests that could potentially be impacted by the Project are detected. CDFW also recommends that surveys cover a sufficient area around the work site to identify nests and determine their status. A sufficient area means any area potentially affected by a project. In addition to direct impacts (i.e., nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends that a qualified biologist continuously monitor nests to detect behavioral changes resulting from the project. If behavioral changes occur, CDFW recommends that the work causing that change cease and CDFW be consulted for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database, which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDB. The CNDDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be mailed electronically to CNDDB at the following email address:

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CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist Tulare County in identifying and mitigating Project impacts on biological resources.

If you have any questions, please contact Jaime Marquez, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 580-3200, or by electronic mail at Jaime.Marquez@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Julie Vance
FA83F09FE08945A...

Julie A. Vance
Regional Manager

Attachment

ec: State Clearinghouse
state.clearinghouse@opr.ca.gov

Jaime Marquez
California Department of Fish and Wildlife

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Attachment 1

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE RECOMMENDED MITIGATION MEASURES

PROJECT: Kingsburg Area Community Plan
SCH No.: 2021120339

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
Before Disturbing Soil or Vegetation	
Mitigation Measure 1: Focused SWHA Surveys	
Mitigation Measure 3: SWHA Take Authorization	
Mitigation Measure 4: Loss of SWHA Foraging Habitat	
Mitigation Measure 5: SWHA Tree Removal	
Mitigation Measure 6: Habitat Assessment	
Mitigation Measure 7: BUOW Surveys	
Mitigation Measure 10: Habitat Assessment	
Mitigation Measure 11: Surveys	
During Construction	
Mitigation Measure 2: SWHA Avoidance	
Mitigation Measure 8: BUOW Avoidance	
Mitigation Measure 9: BUOW Passive Relocation and Mitigation	
Mitigation Measure 12: Avoidance	