COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

5961 South Mooney Boulevard
Visalia, CA 93277

DRAFT
Initial Study and Mitigated Negative Declaration

Derrel's Mini-/RV- Storage and Business Park
(GPA 22-004, PZC 22-003)

August 2022

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

INITIAL STUDY CHECKLIST

1. **Project Title:** Derrel's Mini-/RV-Storage and Business Park, GPA 22-004 & PZC 22-003

2. **Lead Agency:** County of Tulare
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

3. **Contact Persons:** Aaron Bock, Assistant Director – Planning – 559-624-7000
Hector Guerra, Chief, Environmental Planning Division – 559-624-7121

4. **Project Location:** The parcel is located on the southeast corner of Avenue 324 and State Route 63, Patterson Tract, approximately 0.58 mile north of Visalia city limits. The parcel is also within the Urban Area Boundary of the City of Visalia, and Urban Development Boundary of Patterson Tract on Assessor's Parcel Number (APN) 079-100-023. The site is currently planted to walnuts, and is bisected by Uphill Ditch. The proposed Project site is located in the Monson Quadrangle USGS 7.5 Minute Series in Tulare County, directly north of the City of Visalia city limits, generally south of Avenue 324 and east of SR 63/Dinuba Blvd./Road 124 (SR 63). It lies within Section 8, Township 18 South, Range 25 East, Mount Diablo Meridian.

5. **Applicant:** Greg Dowds
3500 S. Tamarack St.
Visalia, CA 93277

6. **Owner(s)** Atkins Family LP
Melinda Bergreen
P.O. Box 774
Visalia, CA 93279

7. **General Plan Designation:** Visalia Urban Area Boundary

8. **Zoning:** R-O (Residential Family Estate-Open Space) and AE-20 (Exclusive Agriculture – 20-acre Minimum)

9. **Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)** The applicant is requesting to change the County's land use designation within the County Adopted Urban Area Boundary (CAUAB) of Visalia, from "Agriculture" to "Service Commercial" on 49.0 acres. The applicant also requests a change of zone from R-O (Single Family Estate) to C-3-MU (Service Commercial with Mixed Use Overlay) on the same 49.0-acre parcel. The applicant proposes to submit a tentative parcel map to divide the property into nineteen (19) parcels: 60% for proposed Mini Storage and eighteen (18) commercial lots. The proposed Project site is located approximately 0.58-mile north of the City of Visalia. In addition to mini-storage structures, the Project would include recreation vehicle (RV) storage and resident manager housing; and a future business park consisting of 18 parcels. The proposed use is not allowed

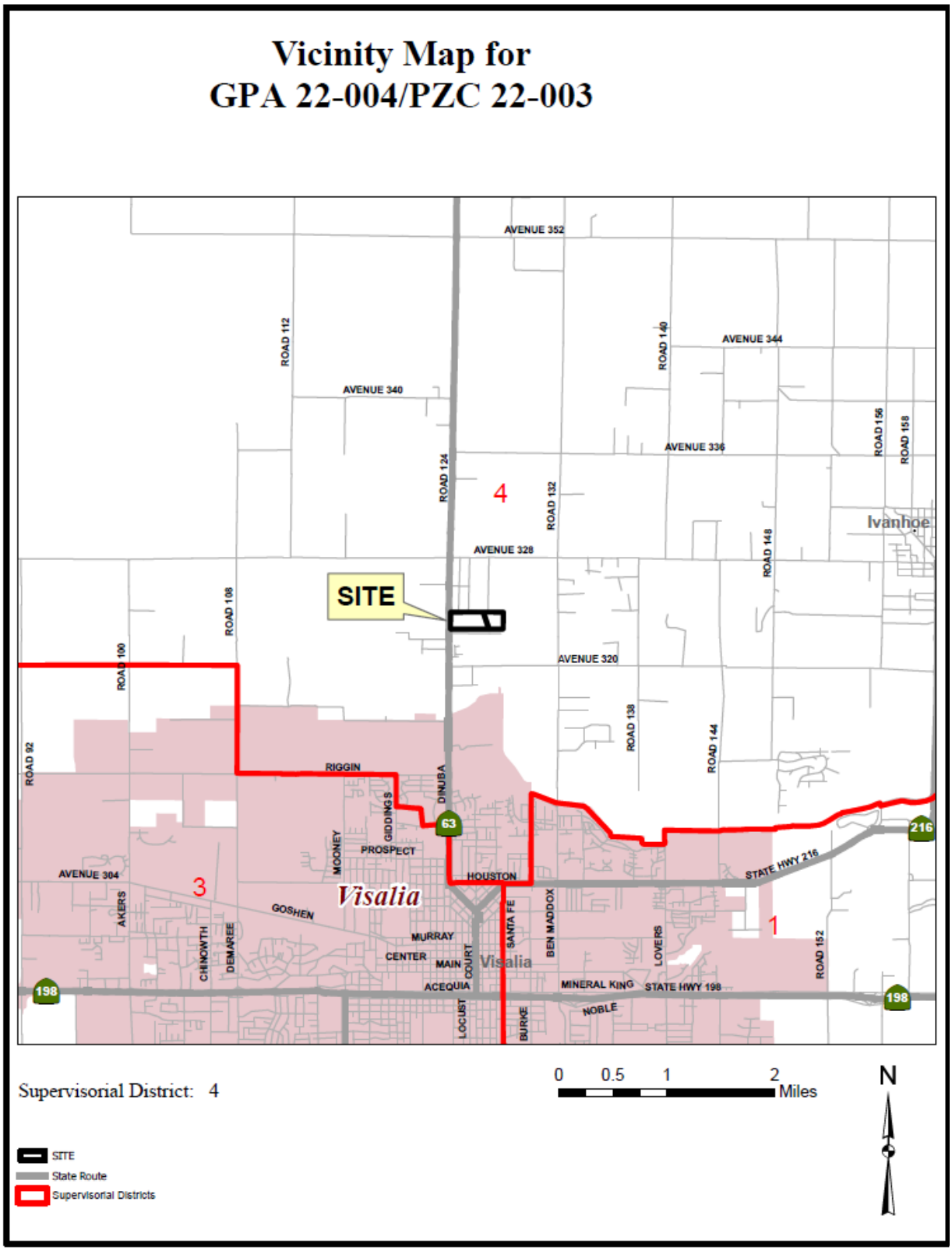
in the R-O Zone; therefore, the Project will require a change of zone to the C-3-MU zone. The Project will include a water feature fronting SR 63, access from SR 63, and on-site storm water retention basin.

10. **Surrounding land uses and setting (Brief description):**
    North: residential;
    South: one commercial use, predominantly residential;
    East: agricultural;
    West: commercial, residential, and agriculture

11. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** Regional Water Quality Control Board, San Joaquin Valley Unified Air Pollution Control District, Caltrans, Uphill Ditch Company, other TBD.

12. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that include, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Pursuant to AB 52 and SB 18 (as the proposed Project is a general plan amendment), a Sacred Land File search was requested from the Native American Heritage Commission (NAHC) on July 21, 2022. On July 22, 2022, tribal consultation notices were sent to nineteen (19) tribal contacts representing eleven (11) Native American tribes. As of the date of release of this environmental document, a response has not been received from the NAHC indicating SLF search results. The 30-day response time pursuant to AB 52 ends in late August and the 90-day response period pursuant to SB 18 ends in late October 2022. As of the date of release of this environmental document, the County has received two (2) responses from the tribes (Tubatulabals and North Fork Mono Tribe) pursuant to AB 52 or SB 18. It is noted that mitigation measures have been included in the project to reduce potential impacts on tribal cultural resources in the unlikely event that any are unearthed during construction-related activities.

Figure 1


Vicinity Map for
GPA 22-004/PZC 22-003
AVENUE 352
AVENUE 344
AVENUE 340
AVENUE 336
AVENUE 328
AVENUE 320
AVENUE 304
ROAD 112
ROAD 140
ROAD 156
ROAD 158
ROAD 124
ROAD 132
ROAD 148
ROAD 108
ROAD 100
ROAD 92
ROAD 138
ROAD 144
ROAD 152
4
3
1
Ivanhoe
SITE
RIGGIN
DINUBA
GIDDINGS
MOONEY
PROSPECT
HOUSTON
STATE HWY 216
Visalia
GOSHEN
AKERS
CHINOWTH
DEMAREE
MURRAY
CENTER
MAIN
COURT
SANTA FE
BEN MADDOX
LOVERS
ACEQUIA
MINERAL KING
STATE HWY 198
NOBLE
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BURKE
63
216
198
Supervisorial District: 4
0 0.5 1 2 Miles
N
SITE
State Route
Supervisorial Districts

Figure 2

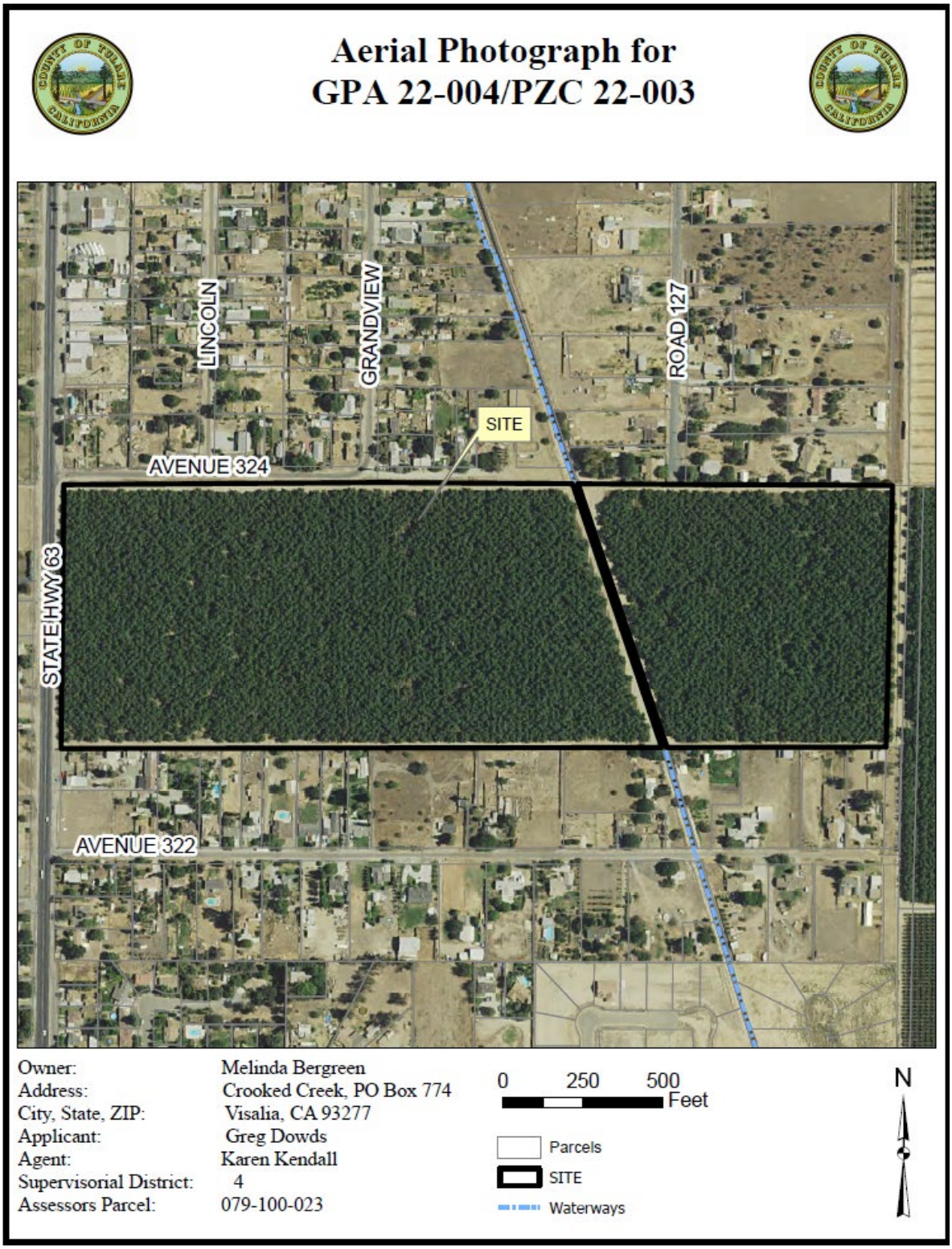

Aerial Photograph for
GPA 22-004/PZC 22-003
LINCOLN
GRANDVIEW
ROAD 127
SITE
AVENUE 324
STATE HWY 63
AVENUE 322
Owner: Melinda Bergreen
Address: Crooked Creek, PO Box 774
City, State, ZIP: Visalia, CA 93277
Applicant: Greg Dowds
Agent: Karen Kendall
Supervisorial District: 4
Assessors Parcel: 079-100-023
0 250 500
Feet
Parcels
SITE
Waterways
N

Figure 3

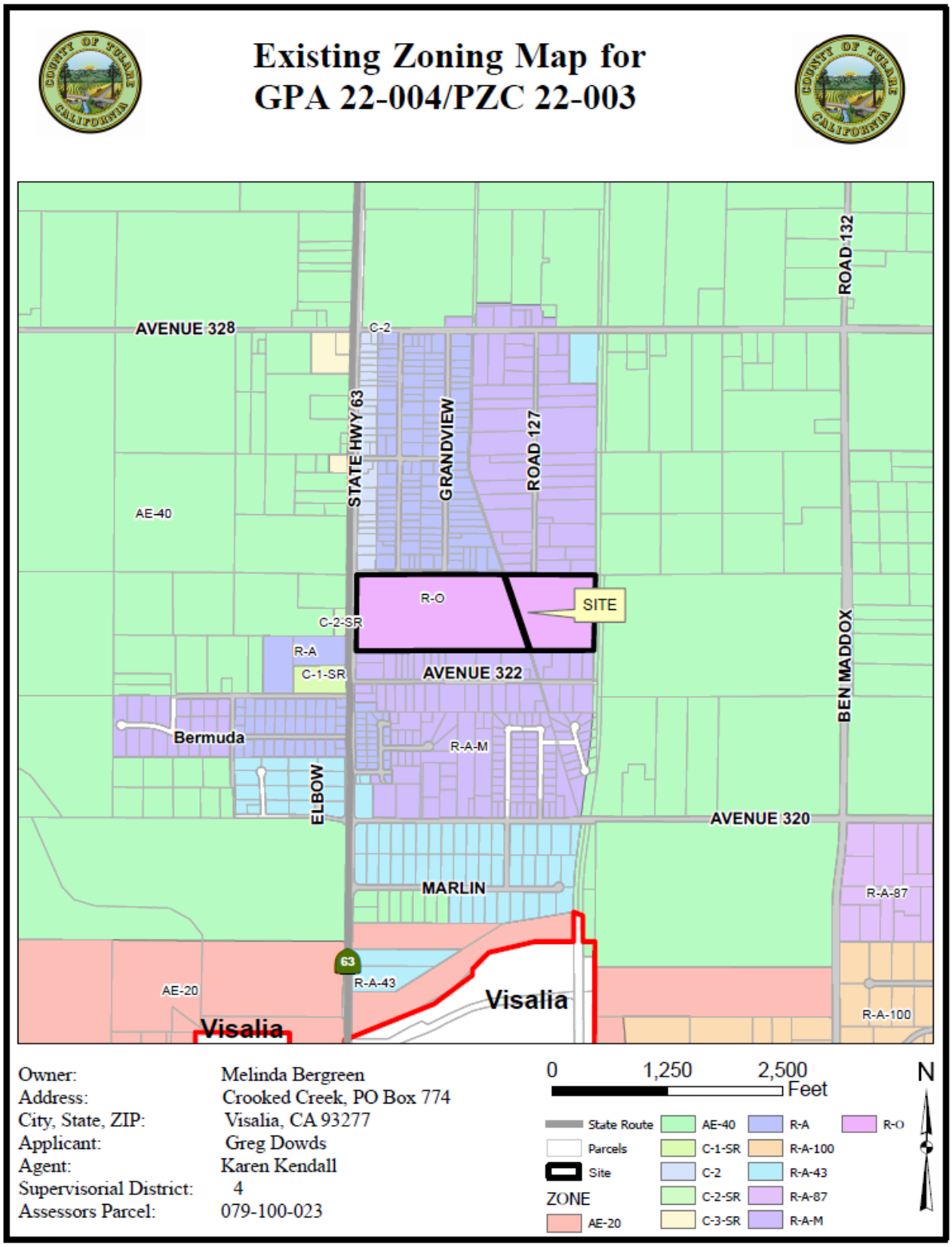
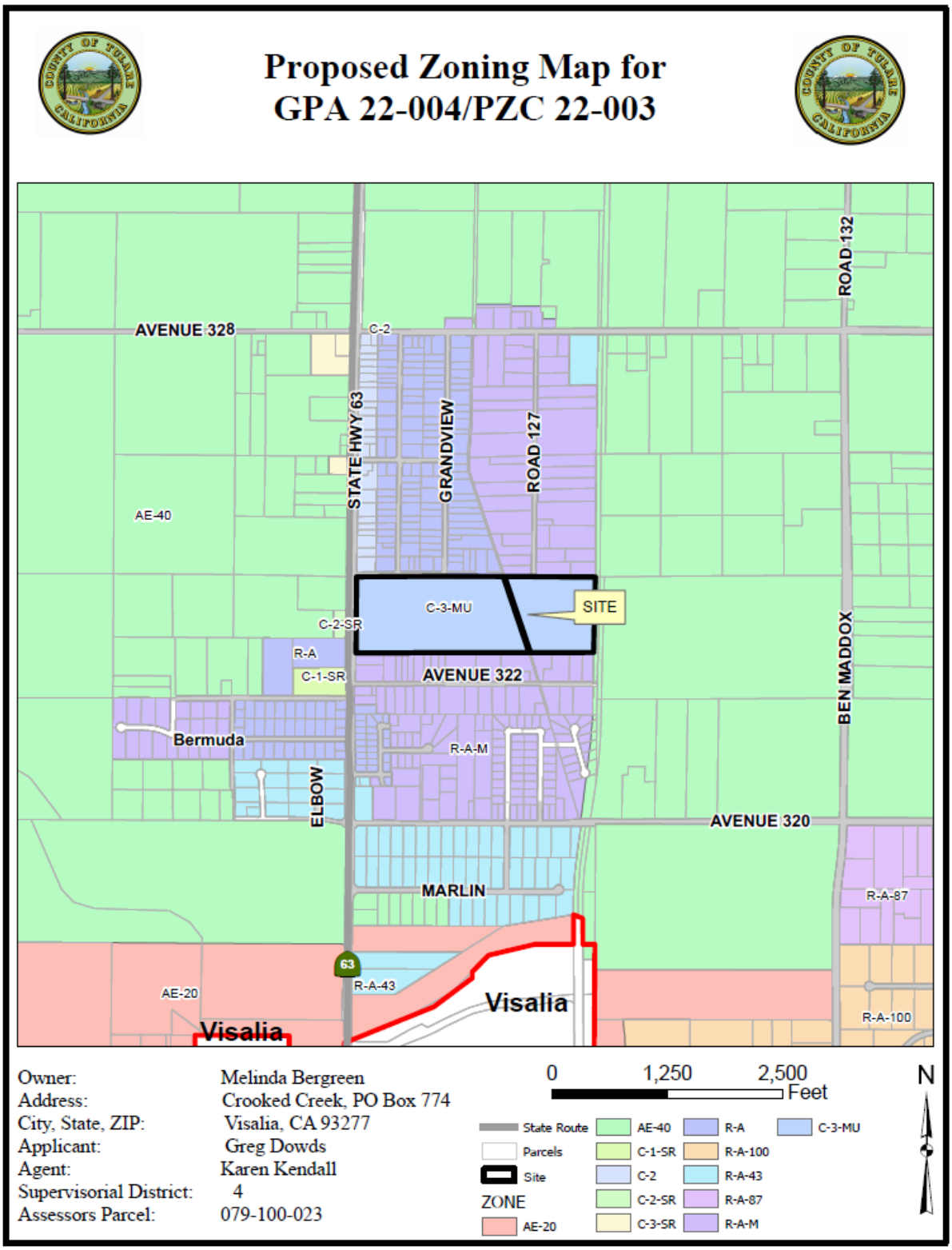

Existing Zoning Map for
GPA 22-004/PZC 22-003
AVENUE 328
C-2
STATE HWY 63
GRANDVIEW
ROAD 127
ROAD 132
AE-40
R-O
SITE
C-2-SR
R-A
C-1-SR
AVENUE 322
BEN MADDOX
Bermuda
R-A-M
ELBOW
AVENUE 320
MARLIN
R-A-87
63
R-A-43
AE-20
Visalia
Visalia
R-A-100
Owner: Melinda Bergreen
Address: Crooked Creek, PO Box 774
City, State, ZIP: Visalia, CA 93277
Applicant: Greg Dowds
Agent: Karen Kendall
Supervisorial District: 4
Assessors Parcel: 079-100-023
0 1,250 2,500
Feet
N
State Route
Parcels
Site
ZONE
AE-20
AE-40
C-1-SR
C-2
C-2-SR
C-3-SR
R-A
R-A-100
R-A-43
R-A-87
R-A-M
R-O

Figure 4


Proposed Zoning Map for
GPA 22-004/PZC 22-003
AVENUE 328
C-2
STATE HWY 63
GRANDVIEW
ROAD 127
ROAD 132
AE-40
C-3-MU
SITE
C-2-SR
R-A
C-1-SR
AVENUE 322
BEN MADDOX
Bermuda
R-A-M
ELBOW
AVENUE 320
MARLIN
R-A-87
63
R-A-43
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Assessors Parcel: 079-100-023
0 1,250 2,500
Feet
N
State Route
Parcels
Site
ZONE
AE-20
AE-40
C-1-SR
C-2
C-2-SR
C-3-SR
R-A
R-A-100
R-A-43
R-A-87
R-A-M
C-3-MU

Figure 5

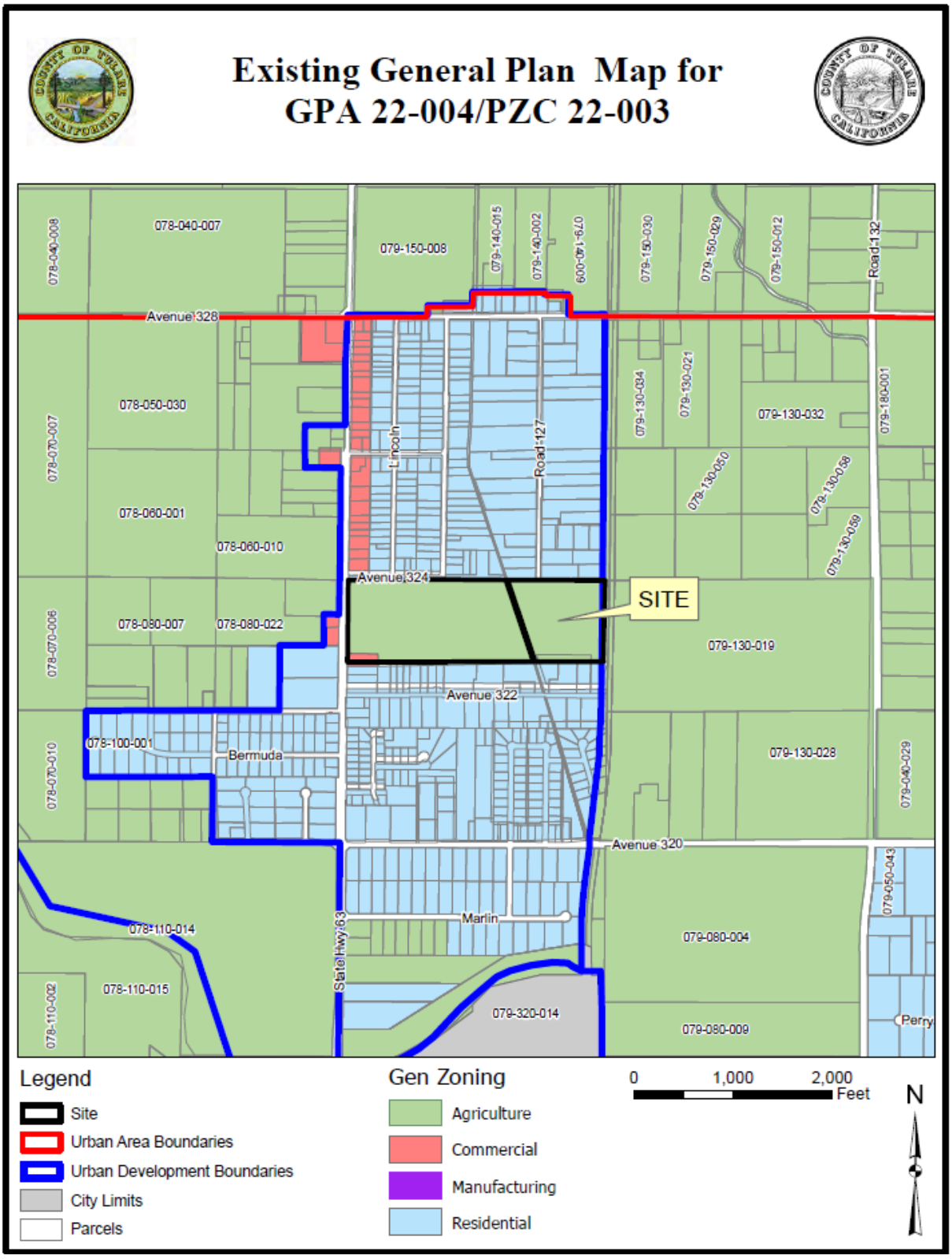

Existing General Plan Map for
GPA 22-004/PZC 22-003
078-040-008
078-040-007
079-150-008
079-140-015
079-140-002
079-150-030
079-150-029
079-150-012
Road 132
Avenue 328
078-050-030
078-070-007
079-130-034
079-130-021
079-130-032
079-180-001
Lincoln
Road 127
079-130-050
079-130-058
079-130-059
078-060-001
078-060-010
Avenue 324
SITE
078-070-006
078-080-007
078-080-022
079-130-019
Avenue 322
078-100-001
Bermuda
078-070-010
079-130-028
079-040-026
Avenue 320
079-050-043
Marlin
078-110-014
State Hwy 63
079-080-004
078-110-015
079-320-014
079-080-009
078-110-002
Perry
Legend
Site
Urban Area Boundaries
Urban Development Boundaries
City Limits
Parcels
Gen Zoning
Agriculture
Commercial
Manufacturing
Residential
0
1,000
2,000
Feet
N

Figure 6

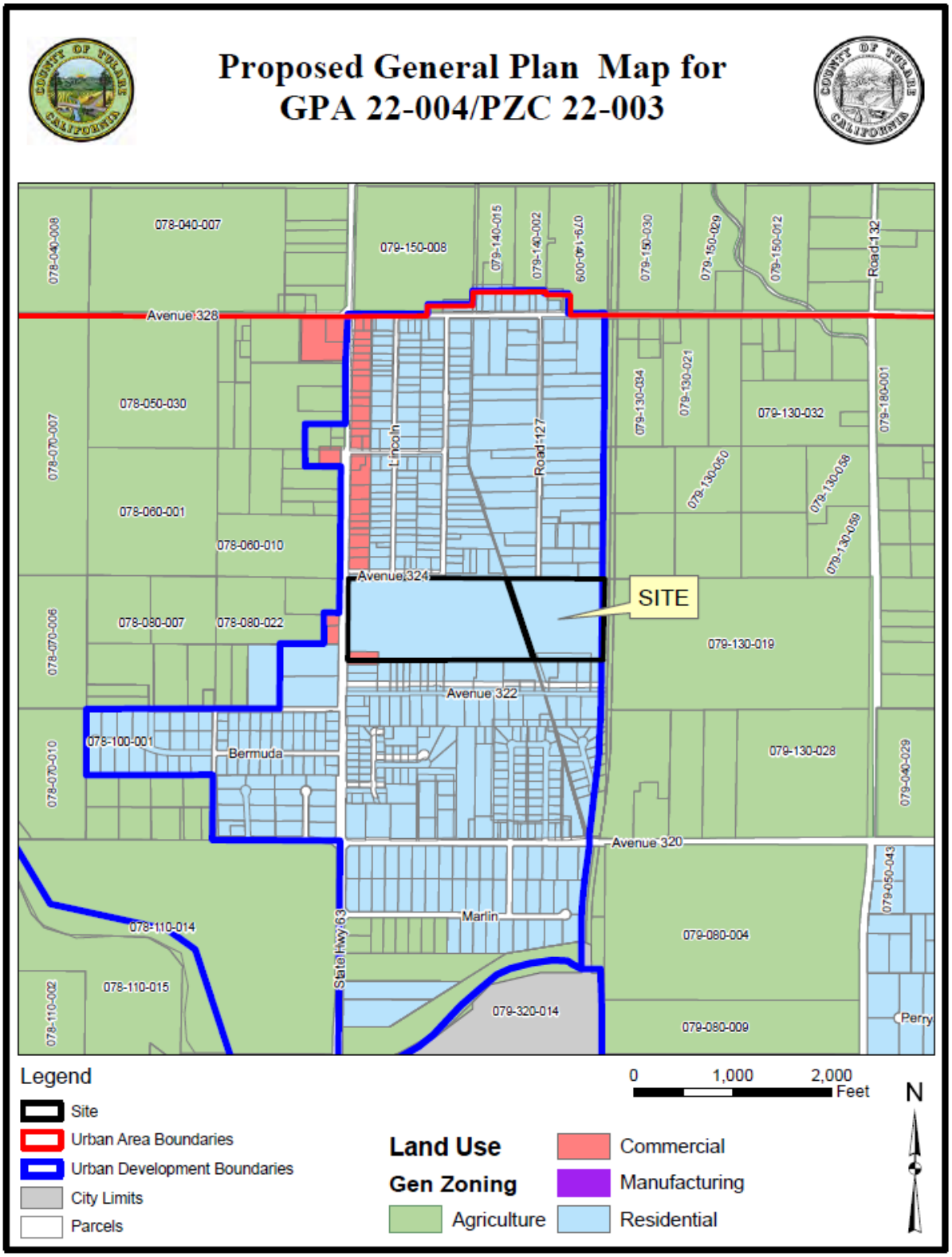

Proposed General Plan Map for
GPA 22-004/PZC 22-003
078-040-008
078-040-007
079-150-008
079-140-015
079-140-002
079-150-030
079-150-029
079-150-012
Road 132
Avenue 328
078-050-030
078-070-007
078-060-001
078-060-010
Lincoln
Road 127
079-130-034
079-130-021
079-130-032
079-180-001
079-130-050
079-130-058
079-130-059
Avenue 324
SITE
078-070-006
078-080-007
078-080-022
079-130-019
Avenue 322
078-100-001
Bermuda
078-070-010
079-130-028
079-040-029
Avenue 320
079-050-043
Marlin
078-110-014
State Hwy 63
079-080-004
078-110-015
078-110-002
079-320-014
079-080-009
Perry
Legend
Site
Urban Area Boundaries
Urban Development Boundaries
City Limits
Parcels
0
1,000
2,000
Feet
N
Land Use
Gen Zoning
Agriculture
Commercial
Manufacturing
Residential

Figure 7a. Derrel's Mini- /RV- Storage Site and Business Park

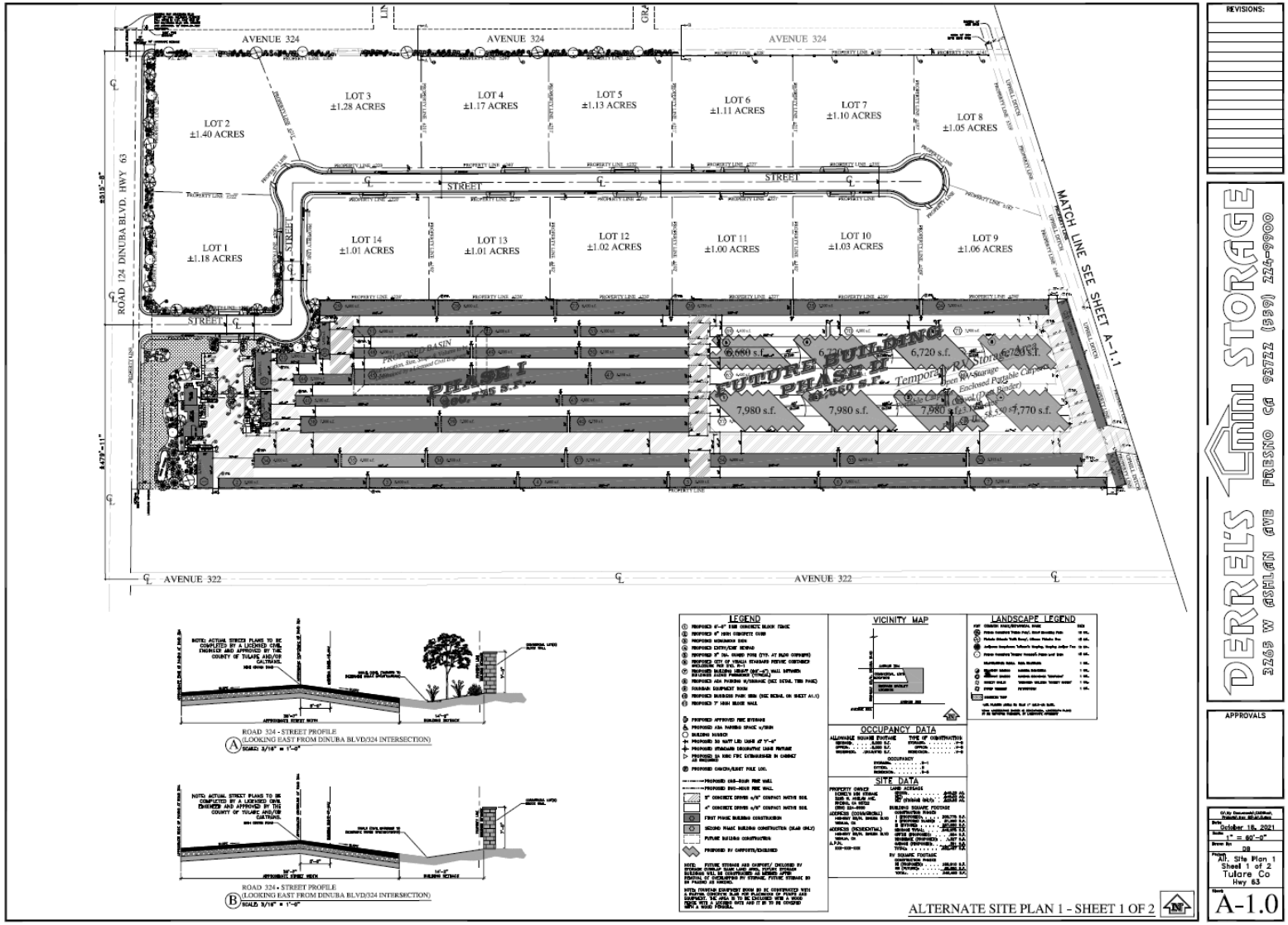
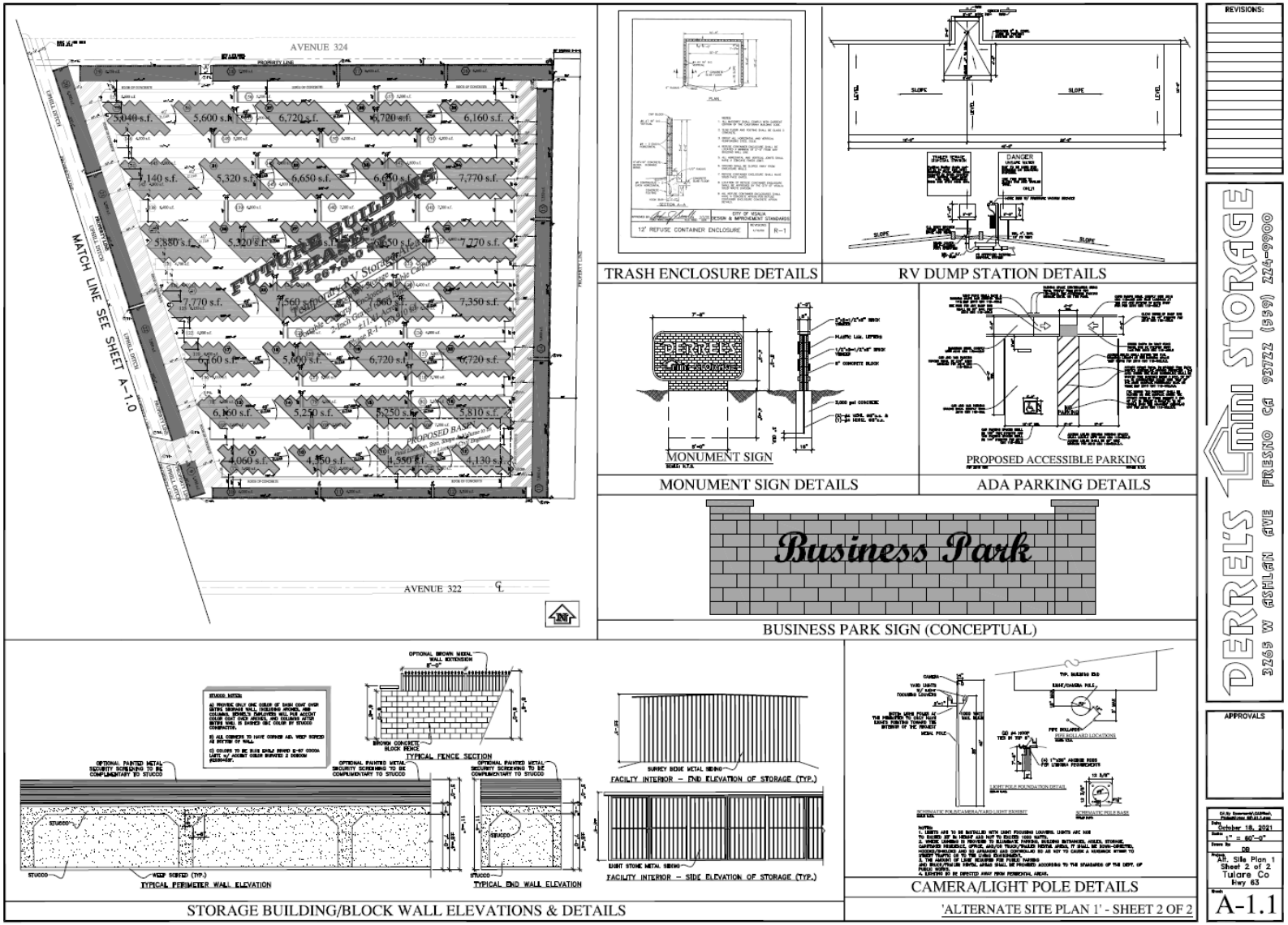


Figure 7b. Derrel's Mini- /RV- Storage Site and Business Park



A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

B. DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: 8/9/22

Hector Guerra
Printed Name

Chief Environmental Planner
Title

Signature: _____ Date: 8/9/22

Reed Schenke, P.E.
Printed Name

Environmental Assessment Officer
Title

C. EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063©(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
1.	**AESTHETICS**					
	Would the project:					
	a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
	c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
	d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Aesthetics, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and the Tulare County General Plan 2030 Update EIR are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

Tulare County is located in a predominately agricultural region of central California. The terrain in the County varies. The western portion of the County includes a portion of the San Joaquin Valley (Valley), and is generally flat, with large agricultural areas with generally compact towns interspersed. In the eastern portion of the County are foothills and the Sierra Nevada mountain range. The project site is located on the Valley floor, which is very fertile and has been intensively cultivated for many decades. 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 highly visible in the region because of the flat terrain. Where such vertical elements are absent, views are expansive. Most structures are small; usually one story in height, through occasionally two story structures can be seen commercial or industrial agricultural complexes. The County provides a wide range of views from both mobile and stationary locations… [1]

The Project Site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin.

[1] Tulare County 2030 General Plan: Recirculated Draft EIR (RDEIR). Page 3.1-11. Accessed in July 2022 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Regulatory Setting

Federal

Aesthetic resources are protected by several federal regulations, none of which are relevant to this Project because it will not be located on lands administered by a federal agency nor is the Project applicant requesting federal funding or any federal permits.

State

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."[2] 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."[3] "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."[4]

Outdoor Lighting Zones

"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."[5]

"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;

[2] California Energy Commission (CEC). Accessed July 2022 at: 2019 Building Energy Efficiency Standards (ca.gov)

[3] CEC. Accessed July 2022 at: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation (ca.gov)

[4] CEC. Outdoor Lighting – Overview. 6.1. Overview. What's new for the 2019 California Energy Code. Page 6-1Accessed July2022 at: Outdoor Lighting (ca.gov)

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

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

- 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."[6]

California 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.[7] In Tulare County, portions of State Routes 180, 190, and 198 are designated as state scenic highways.[8]

Local

Tulare County General Plan 2030 Update

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."[9]

The Tulare County General Plan 2030 Update: Chapter 7 – Scenic Landscapes, contains the following goals and policies that relate to aesthetics, preservation of scenic vistas and daytime lighting/nighttime glare and which have potential relevance to the Project's CEQA review: *SL-1.1 Natural Landscapes* which requires new development to not significantly impact or block views of Tulare County's natural landscapes*; SL-1.2 Working Landscapes* which requires 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; *SL-2.1 Designated Scenic Routes and Highways* which is intended to 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; *LU-5.3 Storage Screening* which 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* wherein, 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; *LU-7.6 Screening* wherein the County shall require landscaping to adequately screen new industrial uses to minimize visual impacts; *ERM-5.19 Night Sky Protection* where 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; and *ERM-1.15 Minimize Lighting Impacts* where in the County shall ensure that lighting associated with new development

[6] Op. Cit.

[7] California Department of Transportation (Caltrans). Scenic Highway Program. Frequently Asked Questions. Accessed July 2022 at: Scenic Highways - Frequently Asked Questions | Caltrans

[8] 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 2022 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

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

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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.

"Tulare County's existing General Plan identifies State designated scenic highways and County designated eligible highways. There are three highway segments designated as eligible by the State. These include State Route 198 from Visalia to Three Rivers, State Route 190 from Porterville to Ponderosa, and State Route 180 extending through Federal land in the northern portion of Tulare County. State Route 198 closely follows around Lake Kaweah and the Kaweah River, while State Route 190 follows around Lake Success and the Tule River. Both Scenic Highways travel through agricultural areas of the valley floor to the foothills and the Sierra Nevada Range. Additionally, the General Plan Update identifies preserving the rural agricultural character of SR 99 and SR 63 as valuable to the County and communities."[10]

a) **No Impact:** The proposed Project site is located in the Valley portion of Tulare County. The site is generally flat (planted to an existing walnut orchard) with unobstructed views toward the agricultural lands to the east, adjacent single-family residences north and south, and single-family residences and State Route 63 immediately to the west. Neither the proposed Project site nor any of the surrounding land uses contains features typically associated with scenic vistas (e.g.; ridgelines, peaks, overlooks). Therefore, no opportunity exists for the Project's development to obscure views of scenic vistas that may be located within the immediate area of the proposed Project site. Although the proposed Project may be visible from SR 63 (and from Avenue 324 when fully built out, it is anticipated that design features will minimize negative visual impacts to those viewing the site. On-site landscaping (as applicable), and landscaping along SR63 will be in accordance with City of Visalia standards and will also contain a water feature. Any structure developed on the site will not exceed 75 feet in height (per Section 12.5 of the County of Tulare Zoning Ordinance for Service Commercial (C-3) Zone District); therefore, the height will be consistent with those allowed in a commercial zone. The proposed Project will not include any structures that would exceed a maximum of 75 feet in height. As noted earlier, there are no designated scenic vistas within visible distance of the Project site. Therefore, the Project would have no impact on a scenic vista.

b) **No Impact:** There are no rock outcroppings, historic buildings, or other designated scenic resources within or near the Project site. The California Scenic Highway Program allows counties to nominate an eligible scenic highway to be approved by the California Department of Transportation and placed under the scenic corridor protection program. In Tulare County, there is currently one officially designated scenic highway, and two highways that are eligible for designation. State Route (SR) 180 is the nearest Officially Designated State Scenic Highway, greater than 20 miles north of the proposed Project site. The Tulare County General Plan 2030 Update also lists a series of Scenic County Routes, several of which are in agricultural areas; however, none are in the proposed Project vicinity. There will be no impact to this Checklist Item.

c) **Less Than Significant Impact:** Agricultural landscapes throughout Tulare County are typically considered scenic and visually appealing. While the proposed Project is not located on a Scenic County Road or Eligible State Scenic Highway, the proposed Project site is located in an area where it is the only agriculturally productive land visible from SR 63 and Avenue 324. At full build-out, implementation of the proposed Project will alter the visual character of the site from non-productive agricultural land to a commercial development. The proposed Project will be required to comply with the substantial design review and design limitations required by the City of Visalia's adopted design guidelines and zoning regulations (as applicable), which require setbacks, landscaping and designs to limit impact to neighboring properties. As such, the County does not anticipate that the commercial development of the proposed Project would create a visually degraded character or quality to the Project site or to the properties near and around the Project site. The project is in an transitional area where urban-type development has surrounded it (from the north, south, and west); however, it would not conflict with applicable zoning and other regulations governing scenic quality. As illustrated below in **Figure 1-2**, the typical landscaping of similarly sized Derrel's Mini Storage developments enhance the visual character of its location resulting in an aesthetic benefit. Therefore, the Project would result in a less than significant impact on the visual character within or adjacent to the Project site.

[10] Tulare County General Plan 2030 Update. August 2012. Recirculated Draft EIR. Page 3.1-11. Accessed in July 2022 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Figure 1-2 Typical front landscaping of Derrel's Mini Storage

d) Less Than Significant Impact: Lighting impacts are often associated with the use of artificial light during the evening and nighttime hours. Impacts could potentially include light emanating from building interiors (seen through windows) and light from exterior sources, such as security lighting, street lighting, etc. Glare is typically a daytime occurrence caused by light reflecting off highly polished surfaces such as window glass or polished metallic surfaces. The proposed Project will include new street and commercial lighting within the development and all new lighting will be consistent with current City of Visalia standards (as applicable), which will minimize light spillage or other negative lighting impacts. Other than typical daylight reflecting from commercial windows, no other sources of glare (such as light reflecting off highly polished surfaces) would occur as a result of the Project. Therefore, a less than significant impact 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 General Plan 2030 Update, Tulare County General Plan Background Report, and the Tulare County General Plan 2030 Update EIR. As the proposed Project would not create any project specific visual impacts, a less than significant cumulative impact on visual character will occur.

2.	AGRICULTURAL AND FOREST RESOURCES
	In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the Rural Valley Lands Plan point evaluation system prepared by the County of Tulare 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:

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
	b)	Conflict with existing zoning for agriculture use, or a Williamson Act contract?	☐	☐	☐	☒
	c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code 12220(g), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
	d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
	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 forest land to non-forest use?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Agriculture and Forest Resources, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and the Tulare County General Plan 2030 Update EIR are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

The Project site is located in the San Joaquin Valley portion of Tulare County. This area is characterized by rich, highly productive farmland. Agriculture is the most important sector in Tulare County's economy, and agriculture and related industries make Tulare County one of the two most productive agricultural counties in the United States, according to Tulare County Farm Bureau statistics.[11] "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."[12]

The proposed Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin.

[11] Tulare County Farm Bureau, "Agricultural Facts," Accessed July 2022 at: http://www.tulcofb.org/index.php?page=agfacts

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

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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.

Tulare County's agricultural strength is based on the diversity of the crops produced. The 2020 crop report covers more than 120 different commodities, 43 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."[13]

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.[14]

Important Farmland Trends

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.[15]

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.[16] 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.[17]

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 2-1**, this total includes 565,190 acres of Williamson Act prime, 505,645 acres nonprime, and 11,101 acres of Farmland Security Zone lands. (The acreage totals also include Williamson Act prime contract land in nonrenewal and nonprime contract land in nonrenewal).[18] As shown in **Table 2-2**, a total of 1,298,053 acres are included in the Farmland Category.

Forest Lands

[13] 2020 Tulare County Annual Crop and Livestock Report. April 2021. Cover letter from Tom Tucker, Agricultural Commissioner. Accessed July 2022 at: https://agcomm.co.tulare.ca.us/standards-and-exclusion/crop-reports1/crop-reports-2011-2020/2020-crop-and-livestock-report/.

[14] California Department of Conservation, California Farmland Conversion Report, Table A-44: Tulare County 2010-2012 Land Use Conversion. Page 72. Accessed July 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx.

[15] California Department of Conservation. Division of Land Resource Protection. FMMP. "Tulare County 2008-2010 Land Use Conversion" Report. Table A-44. Accessed July 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx.

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

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

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

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

"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."[19]

Table 2-1[20]
2014 Tulare County Lands under Williamson Act or Farmland Security Zone Contracts

Acres	Category
565,190	Total prime = Prime active + NR Prime
505,645	Total Nonprime = Nonprime active + NR Prime
11,101	Farmland Security Zone
1,081,936	TOTAL ACRES in Williamson Act and Farmland Security Zone contracts

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

Farmland Category	Total Acres Inventoried								
	1998[21]	2000[22]	2002[23]	2004[24]	2006[25]	2010[26]	2012[27]	2014[28]	2016[29]
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

[19] Ibid. 4-20.
[20] Ibid.
[21] Tulare County General Plan 2030 Update Recirculated Draft EIR Sch#2006041162. Table 3.10-4.
[22] Ibid.
[23] Op. Cit.
[24] Op. Cit.
[25] Op. Cit.
[26] Tulare County Resource Management Agency. Tulare County Subvention Report for Fiscal Year 2012-2013 (submitted to Department of Conservation, November 2012).
[27] Ibid.
[28] 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 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx.
[29] Ibid.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

TABLE A2-3
SOIL INFORMATION FOR PROJECT SITE

Map Unit Symbol	Map Unit Name	Non-Irrigated Capability Class	Rating Grade	Acreage/Site Percentage
130	Nord fine sandy loam, 0 to 2% slopes	4	1 Excellent (81-100)	100%

Source: USDA/NRCS 2020 accessed at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

As the proposed Project is located on the Valley floor, there is no timberland or forest in the Project vicinity.

Regulatory Setting

Federal

Federal regulations for agriculture and forest resources are not relevant to this project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or any federal permits).

State

California Environmental Quality Act (CEQA) Definition of Agricultural Lands

Public Resources Code Section 21060.1 defines "agricultural land" for the purposes of assessing environmental impacts using the FMMP. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP serves as a tool to analyze agricultural land use and land use changes throughout California. As such, this Project is being evaluated using the FMMP pursuant to CEQA.

California Department of Conservation, Division of Land Resource Protection

The California Department of Conservation (DOC) applies the Natural Resources Conservation Service (NRCS) soil classifications to identify agricultural lands. These agricultural designations are used in planning for the present and future of California's agricultural land resources. Pursuant to the DOC's FMMP, these designated agricultural lands are included in the Important Farmland Maps (IFM). As noted earlier the FMMP was established in 1982 to assess the location, quality and quantity of agricultural lands, and the conversion of these lands. The FMMP serves as tool to analyze agricultural land use and land use changes throughout California. The DOC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

The following list provides a comprehensive description of all the categories mapped by the DOC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are referred to as Farmland.[30]

- Prime Farmland. Farmland that has the best combination of physical and chemical features able 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.
- Farmland of Statewide Importance. Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less 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.

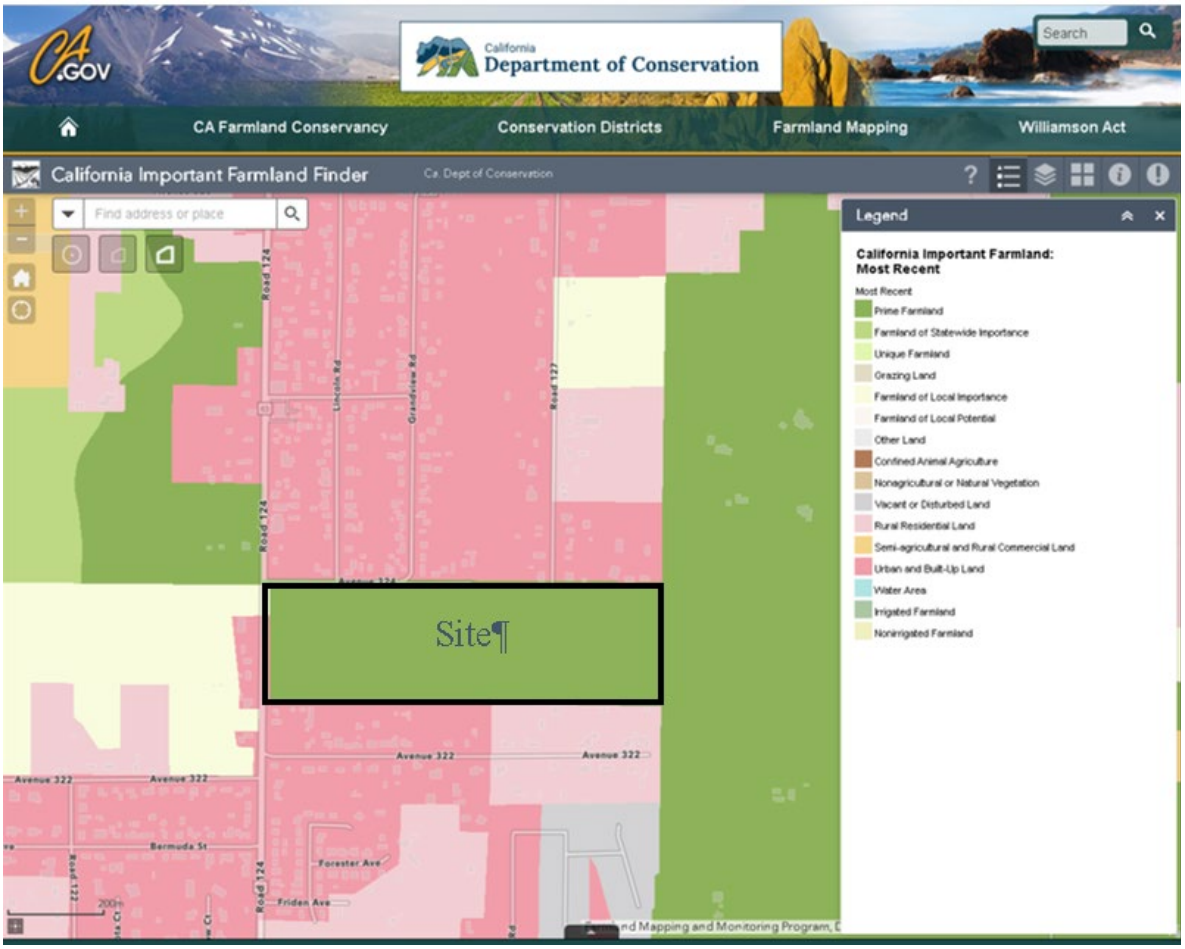
[30] California Department of Conservation. FMMP – Important Farmland Map Categories. Accessed July 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

- Unique Farmland. Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated groves 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.
- Farmland of Local Importance. Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- Grazing Land. Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, 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.
- Urban and Builtup Land. 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, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- Other Land. Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Figure 2-1 shows the proposed Project site lies entirely within Prime Farmland as defined by the FMMP.

Figure 2-1 FMMP Map showing proposed Project site.



		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

California Land Conservation Act (Williamson Act)

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Department of Conservation assists all levels of government, and landowners in the interpretation of the Williamson Act related government code. The Department also researches, publishes and disseminates information regarding the policies, purposes, procedures, and administration of the Williamson Act according to government code. Participating counties and cities are required to establish their own rules and regulations regarding implementation of the Act within their jurisdiction. These rules include but are not limited to: enrollment guidelines, acreage minimums, enforcement procedures, allowable uses, and compatible uses.[31]

Williamson Act Contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally-designated agricultural preserve areas are eligible for enrollment under a contract. The minimum term for contracts is ten years. However, since the contract term automatically renews on each anniversary date of the contract, the actual term is essentially indefinite. Landowners receive substantially reduced property tax assessments in return for enrollment under a Williamson Act contract. Property tax assessments of Williamson Act contracted land are based upon generated income as opposed to potential market value of the property.[32]

Forestry Resources

State regulations regarding forestry resources are not relevant to the proposed project because no forestry resources exist at the Project site.

Local

County of Tulare

The Tulare County General Plan has several policies that apply to projects within the County of Tulare. Policies that relate to the proposed Project are listed as follows: *AG-1.1 - Primary Land Use* – wherein 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-1.7 Preservation of Agricultural Lands* - wherein 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 maximum growth parameters for all urban areas located in the County; *AG-1.14 Right-to-Farm Noticing* - wherein the County shall condition discretionary permits for special uses and residential development within or adjacent to agricultural areas upon the recording of a Right-to-Farm Notice (Ordinance Code of Tulare County, Part VII, Chapter 29, Section 07-29-1000 and following), which is an acknowledgement that residents in the area should be prepared to accept the inconveniences and discomfort associated with normal farming activities and that an established agricultural operation shall not be considered a nuisance due to changes in the surrounding area; and *AG-1.17 Agricultural Water Resources* – wherein the County shall seek to protect and enhance surface water and groundwater resources critical to agriculture.

a) Less Than Significant Impact: The entire 49-acre area of the proposed Project is mapped Prime Farmland (see **Figure 2-1**). As such, the Project would result in the Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Although the site is currently planted to walnuts, it is the landowner's desire to discontinue farming as urban-type development has occurred north, south, and west of the site. The site is ideally suited for the proposed Project as it is within a reasonable continuity of urban-type development stretching along the SR 63 corridor. Locating the proposed Project at this site would provide a buffer between urban-type uses and agricultural-uses to the east; and would result in a loss of

[31] California Department of Conservation. Williamson Act Program. Accessed July 2022 at: https://www.conservation.ca.gov/dlrp/wa.

[32] Ibid. Williamson Act Contracts. Accessed July 2022 at https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

0.000037% of 1, 298,053 total acres of agricultural lands and 0.00013% of 366,136 acres of all Prime Farmlands within Tulare County. Therefore, the impact is less than significant.

b) Less Than Significant Impact: The proposed Project site is currently zoned AE-20 (Exclusive Agriculture- 40 acre minimum). The Project conflicts with existing zoning, as commercial operations are not permitted in the AE-20 Zone. Therefore, the Proposed project applicant seeks a zone change to PD-C-3-SC (Planned Development – Service Commercial – Scenic Corridor Combining) Zone thereby allowing the proposed Project. The Project parcel is not under a Williamson Act Contract, as such, there would be no impact to a Williamson Act Contract. As noted in Item a), the site is currently planted to walnuts; however, it is the landowner's desire to discontinue farming as urban-type development has occurred north, south, and west of the site. The site is ideally suited for the proposed Project as it is within a reasonable continuity of urban-type development stretching along the SR 63 corridor. Locating the proposed Project at this site would provide a buffer between urban-type uses, and agricultural-uses to the east, and would result in a loss of 0.000037% of 1, 298,053 total acres of agricultural lands and 0.00013% of 366,136 acres of all Prime Farmlands within Tulare County. Therefore, the impact is less than significant.

c) No Impact: The Project will not occur on land zoned as forest land or timberland, or result in a loss of forest land. As such, the Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code 12220(g), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). There is no impact.

d) No Impact: As noted above, the Project will not occur on land zoned as forest land or timberland, or result in a loss of forest land. As such, the Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code 12220(g), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). There is no impact.

e) No Impact: The Project site is not located near land zoned as forest land or timberland and therefore would not result in any changes in the environment that might convert forest land to non-forest land. Therefore, no other changes to the environment are anticipated that could result in the conversion of adjacent farmland to non-farmland. There is no impact.

Cumulative Impact Analysis: Less Than Significant Impact - The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and the Tulare County General Plan 2030 Update EIR. As such, the proposed Project would result in a less than significant cumulative impact on this resource.

3.	AIR QUALITY					
	Where available, the significance criteria established by the applicable air quality management district 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?	☐	☐	☒	☐
	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?	☐	☐	☒	☐
	c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
	d)	Result is other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Air Quality Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and the Tulare County General Plan 2030 Update EIR are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Analysis:

Environmental Setting

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

The proposed Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin.

Regulatory Setting

Both the federal government (through the United State Environmental Protection Agency (EPA)) and the State of California (through the California Air Resources Board (ARB)) have established health-based ambient air quality standards (AAQS) for six air pollutants, commonly referred to as "criteria pollutants." The six criteria pollutants are: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb).

Federal

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for each criteria pollutant to protect the public health and welfare. The federal and state standards were developed independently with differing purposes and methods, although both processes are intended to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent.

The Federal Clean Air Act (CAA) requires EPA to set NAAQS for the six criteria pollutants, noted above, that occur throughout the United States. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats. EPA regulates the criteria pollutants by developing human health-based and/or environmentally-based criteria (science-based guidelines) for setting permissible levels. The set of limits based on human health is called primary standards. Another set of limits intended to prevent environmental and property damage is called secondary standards.

EPA is required to designate areas as meeting (attainment) or not meeting (nonattainment) the air pollutant standards. The Federal CAA further classifies nonattainment areas based on the severity of the nonattainment problem, with marginal, moderate, serious, severe, and extreme nonattainment classifications for ozone. Nonattainment classifications for PM range from marginal to serious. The Federal CAA requires areas with air quality violating the NAAQS to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures that states will use to attain the NAAQS. The Federal CAA amendments of 1990 require states containing areas that violate the NAAQS to revise their SIP to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. The EPA reviews SIPs to determine if they conform to the mandates of the Federal CAA amendments and will achieve air quality goals when implemented. If the EPA determines a SIP to be inadequate, it may prepare a Federal Implementation Plan (FIP) for the nonattainment area and impose additional control measures.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The SJVAB is considered to be in attainment for federal and state air quality standards for carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2); attainment for federal and non-attainment for state air quality standards for respirable particulate matter (PM_{10}); and non-attainment of state and federal air quality standards for ozone (O_3) and fine particulate matter ($PM_{2.5}$). To meet federal Clean Air Act requirements, the Air District has adopted the following attainment plans: the 2004 Extreme Ozone Attainment Demonstration Plan (for the 1-hour standard); the 2007 Ozone Plan (for the 1997 8-hour standard); the 2009 RACT SIP; the 2013 Plan for the Revoked 1-Hour Ozone Standard; the 2014 RACT SIP; the 2016 Plan for the 2008 8-Hour Ozone Standard; the 2020 RACT Demonstration; the 2007 PM10 Maintenance Plan; the 2008 PM2.5 Plan (for the 1997 annual standard); the 2012 PM2.5 Plan (for the 2006 24-hour standard); the 2015 Plan for the 1997 PM2.5 Standard (for annual and 24-hour standards); 2016 Moderate Area Plan for the 2012 PM2.5 Standard; 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards; and the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The State does not have an attainment deadline for the ozone standards; however, it does require implementation of all feasible measures to achieve attainment at the earliest date possible. State PM_{10} and $PM_{2.5}$ standards have no attainment planning requirements but must demonstrate that all measures feasible for the area have been adopted.[33]

It is reiterated that the Project does not contain a new development proposal; rather, the Project involves improvements to an existing, non-conforming use, which will include an emergency access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles. The Project is subject to various Air District rules/regulations, thresholds, and/or permitting requirements, as applicable. As indicated below and depending upon a final determination by the Air District, the Project would not result in the exceedance of any Air District thresholds.

State

The California Air Resources Board (CARB or ARB) is the state agency responsible for implementing the federal and state Clean Air Acts. ARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen Sulfide (H_2S), and vinyl chloride.

The Project is located within the SJVAB, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and parts of Kern counties and is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD, Air District, or District).

Air basins are designated as attainment or nonattainment. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

Standards and attainment status for listed pollutants in the Air District can be found in **Table 3-1**. Note that both state and federal standards are presented.

Table 3-1
SJVAB Attainment Status

	Designation/Classification	
Pollutant	**Federal Standards**	**State Standards**
Ozone – one hour	No Federal Standard[1]	Nonattainment/Severe
Ozone – eight hour	Nonattainment/Extreme[2]	Nonattainment
PM_{10}	Attainment[3]	Nonattainment
$PM_{2.5}$	Nonattainment[4]	Nonattainment
CO	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment

[33] SJVAPCD. Air Quality Attainment Plans. Ozone Plans. Accessed July 2022 at http://valleyair.org/Air_Quality_Plans/Ozone_Plans.htm; Particulate Matter Plans at http://valleyair.org/Air_Quality_Plans/PM_Plans.htm.

Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Vinyl Chloride	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

1 Effective June 15, 2005, the U.S. EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. However, EPA had previously classified the SJVAB as extreme nonattainment for this standard. Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

2 Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010)

3 On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM_{10} National Ambient Air Quality Standard (NAAQS) and approved the PM_{10} Maintenance Plan.

4 The Valley is designated nonattainment for the 1997 $PM_{2.5}$ NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).

Source: San Joaquin Valley Unified Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. http://www.valleyair.org/aqinfo/attainment.htm. Accessed August 2022.

Local

San Joaquin Valley Air Pollution Control District

The Air District is the local agency charged with preparing, adopting, and implementing mobile, stationary, and area air emission control measures and standards. The Air District has several rules and regulations that may apply to the Project, following is an example of those rules/regulations which likely apply to this Project:

- Rule 3135 (Dust Control Plan Fees) – This rule requires the project applicant to submit a fee in addition to a Dust Control Plan. The purpose of this rule is to recover the Air District's cost for reviewing these plans and conducting compliance inspections.
- Rule 4002 (National Emission Standards for Hazardous Air Pollutants) – Also known as NESHAPs, this rule applies to all sources of hazardous air pollution and requires developers to comply with federal requirements for handling and usage of hazardous air pollutants (HAPs) to protect the health and safety of the public from HAPs such as asbestos.
- Rule 4101 (Visible Emissions) – This rule applies to any source of air contaminants and prohibits the visible emissions of air contaminants.
- Rule 4102 (Nuisance) – This rule applies to any source of air contaminants and prohibits any activity which creates a public nuisance.
- Rule 4601 (Architectural Coatings) – This rule specifies requirements for the storage, cleanup, and labeling of architectural coatings. The rule applies to any person who supplies, sells, offers for sale, applies, or solicits the application of any architectural coating, or who manufactures, blends or repackages any architectural coating for use within the Air District.
- Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) – This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.
- Regulation VIII (Fugitive PM10 Prohibitions) – This regulation is a series of eight rules designed to reduce PM_{10} emissions by reducing fugitive dust emissions. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced.
- Rule 9510 (Indirect Source Review) – Also known as ISR, this rule requires developers to mitigate project emissions through 1) on-site design features that reduce trips and vehicle miles traveled, 2) controls on other emission sources, and 3) with reductions obtained through the payment of a mitigation fee used to fund off-site air quality mitigation projects. Rule 9510 requires construction-related NOx emission reductions of 20 percent and PM10 exhaust reductions of 45 percent and operation-related NOx reductions of 33 percent and PM10 exhaust reductions of 50 percent.

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *AQ-1.1 Cooperation with Other Agencies* requiring the County to cooperate with other local, regional, Federal, and State agencies (e.g., Valley Air District)

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

in developing and implementing air quality plans to achieve State and federal Ambient Air Quality Standards to achieve better air quality conditions locally and regionally; *AQ-1.5 California Environmental Quality Act (CEQA) Compliance* where the County will ensure that air quality impacts identified during the CEQA review process are consistently and reasonable mitigated when feasible*; AQ-2.2 Indirect Source Review* regarding mitigating air quality impacts associated with the Project to Valley Air District's Rule 9510*; AQ-3.4 Landscape* regarding 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*;* and *AQ-4.2 Dust Suppression Measures* regarding implementation of dust suppression measures during excavation, grading, and site preparation activities consistent with SJVAPCD Regulation VIII – Fugitive Dust Prohibitions.

a) Less Than Significant Impact: Air quality plans (also known as attainment plans) and subsequent rules are used to bring the applicable air basin into attainment with federal ambient air quality standards designed to protect the health and safety of residents within that air basin. In the event development proposals were to occur following approval of the proposed Project, such developments will be required to comply with all applicable Air District rules and regulations including, but not limited to, Regulation VIII (Fugitive PM10 Prohibitions) requirements. The Air District's *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI) states, "…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."[34]

"Determination of whether a project would exceed the applicable thresholds of significance for criteria pollutants requires quantification of project specific emissions. To streamline the process of assessing significance of criteria pollutant emissions from commonly encountered projects, the District has developed the screening tool, Small Project Analysis Level (SPAL). Using project type and size, the District has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants."[35]

Construction activities of the proposed Project would result in emissions of criteria pollutants including ozone precursors such as ROG and NOx as well as particulate matter. The Air District's 2016 Plan for the 2008 8-Hour Ozone Standard , 2013 Plan for the Revoked 1-Hour Ozone Standard, 2007 Ozone Plan, 2007 PM10 Maintenance Plan and Request for Redesignation, 2008 PM2.5 Plan, 2012 PM2.5 Plan, 2015 Plan for the 1997 PM2.5 Standard, the 2016 Moderate Area Plan for the 2012 PM2.5 Standard, and the 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards outline a number of control strategies to help the SJVAPCD reach attainment for the revoked federal 1-hour ozone standard, the 24-hour PM_{10} standard, and the federal and state $PM_{2.5}$ standards, respectively.[36] The San Joaquin Valley Air Basin is in attainment for CO, SO_2, and lead, so there are no attainment plans for those pollutants.

Control measures outlined in the ozone plans focus primarily on control of stationary and indirect sources such as housing and commercial developments that may generate substantial vehicle trips during operations. Project design for the Derrel's Mini-/RV-Storage and Business Park has not been finalized, and with the exception of the mini storage facility, specific uses within the business park portion of the Project, if any, are not known at this time. As such, the primarily source of criteria pollutant emissions generated by the proposed Project would be associated with construction-related activities, which would be short-term and temporary. Therefore, the proposed Project would not create a permanent substantial source of ozone precursor emissions, and would not obstruct implementation of the SJVAPCD's ozone attainment plan.

The 2008 $PM_{2.5}$ Plan, 2012 $PM_{2.5}$ Plan, and 2015 Plan for the 1997 $PM_{2.5}$ Standard focus specifically on $PM_{2.5}$, although the control strategies from previous PM10 plans (particularly those related to fugitive dust control) have already improved the SJVAB ambient $PM_{2.5}$ levels. Therefore, because fugitive dust controls continue to be addressed in the PM_{10} plan, the plans contain a comprehensive list of strict regulatory and incentive-based measures to reduce directly-emitted $PM_{2.5}$ and precursor

[34] SJVAPCD. Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). Page 65. www.valleyair.org/transportation/GAMAQI_3-19-15.pdf
[35] Ibid. 85.
[36] SJVAPCD Attainment Plans are available online at http://valleyair.org/Air_Quality_Plans/air-quality-plans.htm.

emissions. However, the Project would result in relatively negligible $PM_{2.5}$ emissions from those types of sources, with the vast majority of $PM_{2.5}$ emissions associated with the Project arising from the $PM_{2.5}$ component of fugitive dust.

The Air District has determined that projects with emissions below the thresholds of significance for criteria pollutants would not conflict or obstruct implementation of the Air District's air quality plan. The Air District's thresholds of significance are provided in **Table 3-2**. As discussed below with respect to item b), emissions during construction- and operational-related activities would not exceed the Air District significance thresholds. The Project would be required to comply with applicable Air District rules and regulations, such as Regulation VIII (Fugitive PM10 Prohibitions) and Rule 9510 (Indirect Source Review), further reducing Project-related emissions.

Table 3-2
Air Quality Thresholds of Significance – Criteria Pollutants

Pollutant/ Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment/Activity	Non- Permitted Equipment/Activity
	Tons per Year (tpy)	Tons per Year (tpy)	Tons per Year (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

According to the Air District's GAMAQI, a project would be considered to contribute considerably to a significant cumulative impact if it would result in an increase in ROG, NO_x, SO_2, CO, PM10, or $PM_{2.5}$ of more than its respective significance thresholds. As presented in **Table 3-4**, proposed Project construction- and operational-related activities emissions would not exceed the annual SJVAPCD thresholds of significance for ROG, NO_x, SO_2, CO, PM_{10}, and $PM_{2.5}$.

The Air District recommends a three-tiered approach to determine project significance using pre-calculated levels for comparison. The Air District uses these recommended thresholds of significance for determining whether projects have a significant adverse air quality impact as defined by CEQA.[37] The three levels are as follows:

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

Small Project Analysis Level (SPAL)

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

In the interest of streamlining CEQA requirements, projects that fit the descriptions and project sizes provided below are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes. Following are SPAL thresholds based on land use, project size, and vehicle trips. [38]

[37] SJVAPCD. CEQA Project Analysis Levels. Accessed July 2022 at http://www.valleyair.org/transportation/ceqaanalysislevels.htm.

[38] SJVAPCD. Small Project Analysis Level (SPAL). November 13, 2020. Accessed July 2022 at: http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Table 3-3
Air District Small Project Analysis Level

Land Use Type	Size	Unit		1-way ADT, except HHDT	1-way ADT, HHDT (50-mile trip length)
Office Park	190,000	sq. ft.	and less than	1,000	15
Research & Development	256,000	sq. ft.	and less than	1,600	25
General Light Industrial	280,000	sq. ft.	and less than	550	70
Industrial Park	295,000	sq. ft.	and less than	550	70
Unrefrigerated Warehouse – No Rail	190,000	sq. ft.	and less than	140	15
Unrefrigerated Warehouse – No Rail	190,000	sq. ft.	and less than	N/A	25

Source: Air District, https://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF , accessed August 8, 2022.

As indicated in Checklist Item 17 Transportation of this MND, the Project (including Phase 1 of Derrel's Mini Storage project) is expected to generate 456 daily vehicle trips, which will not exceed the Air District's SPAL threshold for daily vehicle trips for the Industrial Park and General Light Industrial land uses; however, it does exceed the SPAL threshold for Unrefrigerated Warehouse – No Rail. As the proposed Project contains 318,775 sq. ft. of buildings (i.e., mini storage units, an office, a residence, and a garage), it also exceeds the Air District's SPAL size thresholds for Unrefrigerated Warehouse-No Rail, General Light Industrial, and Industrial Park. As such, an air quality analysis is needed to determine whether Project-related construction- and operational emissions would exceed the Air District's criteria pollutant thresholds of significance.

An emissions analysis was prepared by RMA staff with air quality expertise (Jessica Willis, Planner IV) which is included in Attachment "A" of this document. The California Emissions Estimator Model (CalEEMod) was used to quantify Project related construction and operation criteria pollutant emissions. This model is accepted by the Air District for calculating potential air emissions for specific projects. The model results are then compared to the Air District's annual emissions thresholds of significance which are identified in **Table 3-2**.

As previously noted, project design for the Project has not been finalized, and with the exception of the mini storage facility, specific uses within the business park portion of the Project, if any, are not known at this time. As such, the emissions were evaluated for a worst-case emissions scenario and were modeled assuming full buildout of the Project site. The analysis was prepared assuming construction of the 29.4-acre storage facility (Phase 1 plus future Phases 2 and 3) could be completed in a single phase over a 28-month period (January 2023 through March 2025), and buildout of the remaining 16.9-acre business park could be completed in a single phase over an 18-month period (January 2025 through June 2026). The CalEEMod model reports are included as a component of Attachment "A" of this MND. **Table 3-4** provides summary results of Project related construction and operational emissions. As indicated in **Table 3-4**, the emissions model results indicate that all Project-related criteria pollutant emissions are below the Air District's thresholds of significance at a project specific level. Therefore, the proposed Project will not potentially conflict with or obstruct the implementation of the any Air District air quality plans. As such, the impact is less than significant.

Table 3-4
Project-Related Criteria Air Pollutant Emissions

	ROG	NOx	Co	SOx	PM_{10}	$PM_{2.5}$
Construction Emissions (tons per year)						
Mini Storage - Year 2023	0.3620	2.9914	3.2848	8.4100e -003	0.5855	0.2695
Mini Storage - Year 2024	0.3111	2.3908	3.1234	8.3600e -003	0.4393	0.1756
Mini Storage - Year 2025	4.5510	0.0994	0.1882	3.3000e -003	0.0135	6.7300e-003

SPAL.PDF.

Business Park - Year 2025	0.2417	2.1164	2.5513	5.5200e -003	0.2964	0.1535
Business Park - Year 2026	1.5609	0.6580	0.9008	1.8300e -003	0.0662	0.0353
Construction Total (tons/year)	7.0267	6.6048	10.0485	0.0245	0.8641	0.6406
CEQA Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Total Construction (pounds/day) [a]	38.50	36.19	55.06	0.13	4.73	3.51
AAQA Screening Threshold	100	100	100	100	100	100
Exceeds Threshold?	No	No	No	No	No	No
Operational Emissions (tons per year)						
Mini Storage - Year 2024	3.5210	0.9058	4.8737	0.0112	1.0933	0.3017
Business Park - Year 2026	1.2806	0.6157	2.6797	6.9100e -003	0.6340	0.1829
Operations Total (tons/year)	4.8016	1.0148	7.5235	0.0181	1.7114	0.4846
CEQA Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Year 2026 (pounds /day) [b]	29.41	6.52	47.52	0.12	10.84	3.08
AAQA Screening Threshold	100	100	100	100	100	100
Exceeds Threshold?	No	No	No	No	No	No

a Value based on the sum of all construction and for worst-case scenario assumes all construction occurs in one year (260 work days)
b Values based on 360 operational days per year.

Source: CalEEMod report (see Attachment "A").

b) Less Than Significant Impact: As discussed earlier in item a), the Air Basin is currently designated as non-attainment for the 1-hour state ozone standard as well as for the federal and state 8-hour standards. Additionally, the Air Basin is designated as non-attainment for the state 24-hour and annual arithmetic mean PM_{10} standards, as well as the state annual arithmetic mean and the national 24-hour $PM_{2.5}$ standards. See **Table 3-1** for designations and classifications of all criteria pollutants.

The contribution of a project's individual air emissions to regional air quality impacts is, by its nature, a cumulative effect. Emissions from past, present, and future projects in the region also have or will contribute to adverse regional air quality impacts on a cumulative basis. No single project by itself would be sufficient in size to result in non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality conditions. The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

According to the Air District's GAMAQI, a project would be considered to contribute considerably to a significant cumulative impact if it would result in an increase in ROG, NO_x, SO_2, CO, PM10, or $PM_{2.5}$ of more than its respective significance thresholds.[39] As presented in **Table 3-4**, proposed Project construction- and operational-related activities emissions would not exceed the annual SJVAPCD thresholds of significance for ROG, NO_x, SO_2, CO, PM_{10}, and $PM_{2.5}$. Therefore, this Project would result in a less than significant impact.

c) Less Than Significant Impact: Diesel particulate matter (DPM) represents the primary toxic air contaminates (TAC) of concern associated with the proposed Project. DPM emissions are primarily the result of the operation of internal combustion engines in equipment (e.g., loaders, backhoes, and cranes, as well as haul trucks) commonly associated with construction-related activities. Future construction activities will be short-term and intermittent and occur as market demands. Activities associated with the operation-related activities of future buildout of the proposed Project could result in short-term, temporary, and intermittent use of mobile or stationary sources of DPM (e.g., maintenance workers driving to and from the Project site, and the occupational use of off-road equipment to move equipment). Stationary source emissions (such as automobile repair/pain shops) that could be proposed in the future would be subject to Air District permitting requirements. Furthermore, future developments within the Project site would be reviewed on a project-by-project basis to determine if it could result in potential health risks. As such, operation-related activities of the proposed Project would not expose nearby sensitive receptors to DPM emissions that would result in a health risk. Therefore, health risks associated only with proposed Project construction-related activities are evaluated below.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The dose to which receptors are exposed is the primary factor affecting health risk from TACs. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. According to the State of California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments (which determine the exposure of sensitive receptors to TAC emissions), should be based on 9, 30, and/or 70-year exposure periods when assessing TACs (such as DPM) that have only cancer or chronic non-cancer health effects. However, such health risk assessments should be limited to the duration of the emission-producing activities associated with the Project, unless the activities occur for less than 6-months. Activities that would last more than 2-months, but less than 6 months, are recommended to be evaluated as if they would last for 6-months. The OEHHA does not recommend assessing cancer risk for projects lasting less than 2-months near the maximum exposed individual resident (MEIR). Since construction-related activities of the proposed Project would occur over a one-month period and the nearest sensitive receptors (property owners to the east) are located within 200 feet from the proposed Project's western boundary, the proposed Project has the potential to temporarily and intermittently expose off-site sensitive receptors to increased criteria pollutant emission concentrations from diesel powered construction-related equipment during the short-term, temporary construction-related phase.

The Air District recommends conducting a screening analysis for projects that have the potential to expose sensitive receptors to TAC emissions (e.g., DPM during project construction-related activities) that could pose a significance health risk. The SJVAPCD has developed a prioritization tool to evaluate whether a Health Risk Assessment (HRA) should be prepared, which is based on the California Air Pollution Control Officers Association's (CAPCOA) latest methodology and OEHHA guidance. According to the Air District guidance, projects that obtain a prioritization score of 10 or more is considered to be potentially significant and an HRA would be required for the project. The project design for the Project site has not been finalized, and with the exception of the mini storage facility, specific uses within the business park portion of the Project, if any, are not known at this time. As such, it is not possible to provide a quantitative analysis of potential health risks that could arise from full development of the Project site. Future developments within the Project site would be reviewed on a project-by-project basis to determine if it could result in potential health risks.

d) **Less Than Significant Impact:** Operation of the proposed Project would not create odorous emissions. However, proposed Project construction-related activities would include fuels and other odor sources (such as diesel-fueled equipment), could result in the creation of objectionable odors. Since construction-related activities would be short-term, temporary, and spatially dispersed (i.e., intermittent), and occur in a predominantly rural area, these activities would not affect a substantial number of people. Therefore, odors generated by construction-related activities of the Project would result in a less than significant impact.

Cumulative Impact Analysis: Less Than Significant – The geographic area of this cumulative analysis is SJVAB. This cumulative analysis is based on the information provided in the Air Quality Analysis in Attachment "A" of this MND. Development adjacent to the proposed Project site includes single-family residences to the north, south, and west; while agriculturally productive land is located adjacent to and east of the site. There are no County-related projects either adjacent to or in the vicinity of the proposed Project and there are there are no projects within the jurisdiction of the City of Visalia in the vicinity of the proposed Project as the City's limit is generally the St. Johns River (which is located south of the proposed Project site). No other potential or actual sources of emissions are in the vicinity of the proposed Project. As noted earlier, Project-related emissions would not exceed the Air District's thresholds of significance and mitigation measures are not required or necessary to reduce Project-specific air quality impacts to a less than significant level. As such, with less than Project-specific impacts, there will be a less than significant cumulative impact.

4.	**BIOLOGICAL RESOURCES**					
	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,	☐	☒	☐	☐

[39] SJVAPCD, GAMAQI, Section 7.14, Pages 65-66

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
		or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
	c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
	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?	☐	☐	☐	☒
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
	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?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Biological Resources, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

As previously noted, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin.

Environmental Setting

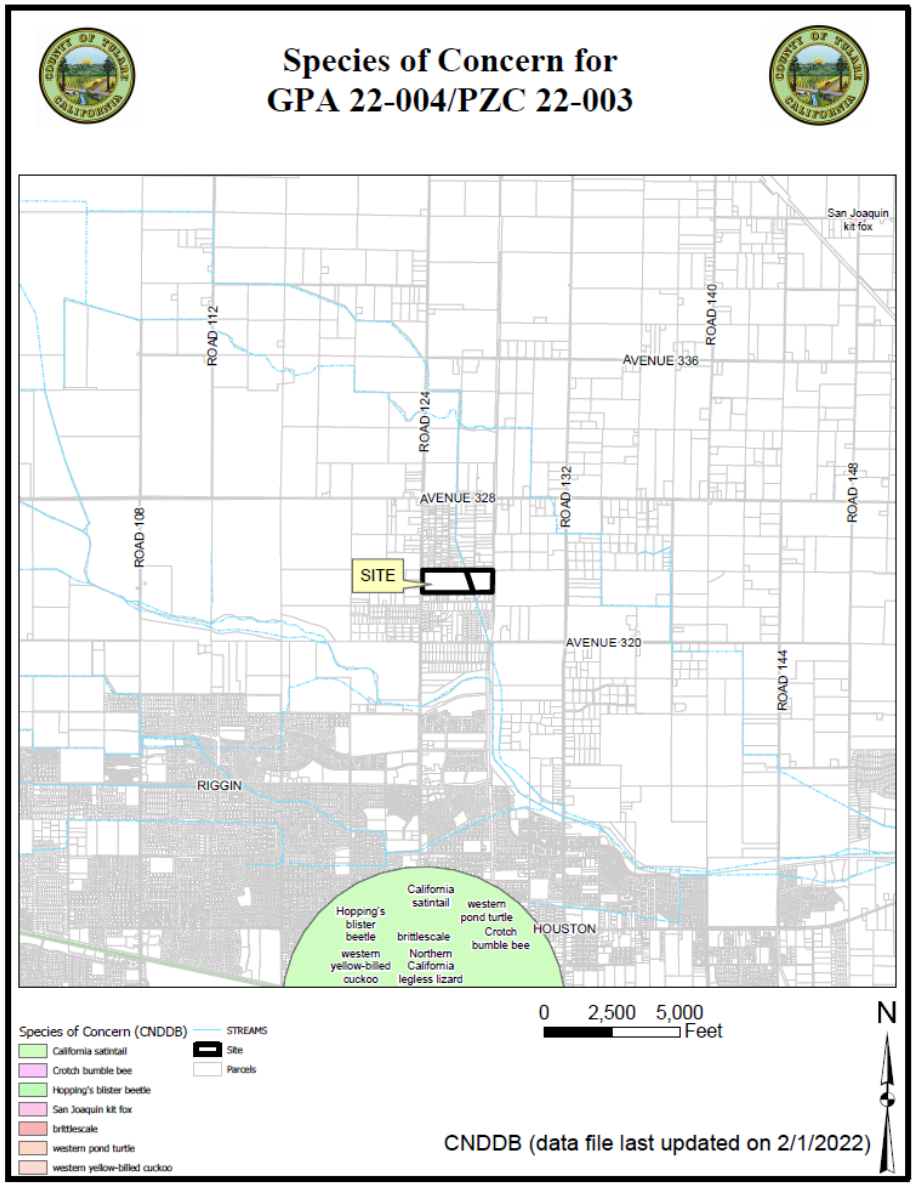
The proposed Project site is located in central Tulare County, approximately 0.58-mile north of the City of Visalia, immediately adjacent to and east of State Route198. The topography of the proposed Project site is relatively flat and is currently planted to walnuts. An Uphill Ditch Company ditch bisects the original site in a north-south direction.

A recent search of the California Natural Diversity Data Base (CNDDB) results (see Technical Memorandum Biological Species Evaluation ("Bio Memo") in Attachment "B") indicates habitats, the plants and animals occurring in those habitats, and significant

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

habitat values that may be protected by state and federal law and identified no special status species or native plant communities in the proposed Project vicinity might occur onsite or in the proposed Project vicinity (see **Figure 4-1**). The nearest recorded special status species are located approximately 2 miles south of the Project site within the Visalia quadrangle (see Attachment D of the Bio Memo). These species include: 2 plant species; 1 bird species; 2 insect species; and 2 reptile species. Table 1 (in the Bio Memo) provides a list of the special status species (recorded and unconfirmed) nearest to the Project site. In addition to the quadrant where the original project is located, the CNDDB search also included special status species searches within the eight surrounding quadrants which also includes the proposed Project site (see Bio Memo).

Figure 4-1



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 Recovery Plan for Upland Species of the San Joaquin Valley identifies the species that are important in the San Joaquin Valley; the only species that could apply to the site is the San Joaquin kit fox (SJKF). Although not seen on either the original or proposed Project site, mitigation measures contained in the original project EIR regarding

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

SJKF are incorporated by reference. The Kern Water Bank Habitat Conservation Plan also applies to Tulare County; however, this Plan area is limited to an area in Allensworth (approximately33 miles southwest of the proposed Project site).

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 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)."[40]

"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."[41]

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 have a short duration and multi-species HCPs which typically cover the development of a larger area and have a longer duration."[42]

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

[40] Tulare County 2030 General Plan RDEIR. Page 3.11-1.
[41] Ibid.
[42] Op. Cit. 3.11-2.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

"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."[43]

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."[44]

"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."[45]

State Agencies and Regulations

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

The California Department of Fish and Wildlife (DFW) regulates the modification of the bed, bank, or channel of a waterway under Sections 1601-1607 of the California Fish and Game Code. Also included are modifications that divert, obstruct, or change the natural flow of a waterway. Any party who proposes an activity that may modify a feature regulated by the Fish and Game Code must notify DFW before project construction. DFW will then decide whether to enter into a Streambed Alteration Agreement with the project applicant either under Section 1601 (for public entities) or Section 1603 (for private entities) of the Fish and Game Code.

California Endangered Species Act

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

The DFW maintains lists for Candidate-Endangered Species (SCE) and Candidate-Threatened Species (SCT). California candidate species are afforded the same level of protection as State-listed species. California also designates Species of Special Concern (CSC) that are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. These species do not have the same legal protection as listed species, but may be added to official lists in the future. The CSC list is intended by DFW as a management tool for consideration in future land use decisions (Fish and Game Code Section 2080).[46]

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,

[43] Op. Cit.
[44] Op. Cit. 3.11-1 and 3.11-2.
[45] Op. Cit.
[46] General Plan Background Report. Pages 9-7 and 9-8.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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.).[47]

Natural Communities Conservation Planning Act

The Natural Communities Conservation Planning Act allows a process for developing natural community conservation plans (NCCPs) under DFW direction. NCCPs allow for regional protection of wildlife diversity, while allowing compatible development. DFW may permit takings of State-listed species whose conservation and management are provided in a NCCP, once a NCCP is prepared (Fish and Game Code Secs. 2800 et seq.).[48]

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.[49]

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.[50]

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.

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."

[47] Ibid. 9-8.
[48] Op. Cit.
[49] Op. Cit. 9-9.
[50] Op. Cit.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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 and Regulations

Tulare County General Plan 2030 Update Policies

The following Tulare County General Plan 2030 Update Environmental Resources Management Element policies for this resource apply to this Project: *ERM-1.1 Protection of Rare and Endangered Species* - wherein 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* - wherein 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* - wherein the County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls; *ERM-1.6 Management of Wetlands* - wherein 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* – wherein 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-1.15 Minimize Lighting Impacts*; - wherein 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; and *ERM-1.16 Cooperate with Wildlife Agencies* - wherein the County shall cooperate with State and federal wildlife agencies to address linkages between habitat areas.

a) **Less than Significant Impact with Mitigation Incorporated:** As noted earlier, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin.

According to the CNDDB search and as described in the Bio Memo in Attachment "B" of this MND, no Special Status plant species, Special Status animal species, or special habitats are known to occur in the general proposed Project vicinity.

On-site Special Status Plant Species

The current nature of the site and its long disturbance history does not provide suitable habitat for any of the Special Status plant species that are listed in the CNDDB. As the proposed Project site is currently planted to walnuts and remains actively farmed, there is no possibility of any Special Status plant species to be present. The recent CNDDB search conducted by RMA staff for the proposed Project remains may show the proposed Project site as an historical area of special status plants, however; as noted earlier, the intensive active use of the walnut orchard has permanently changed any habitat suitable for special status plants.

On-site Special Status Animal Species

As noted earlier, no Special Status animal species are known to occur in the general vicinity of the. However, as noted earlier, the intensive active use of the walnut orchard has permanently changed any habitat suitable for special status animal species. Among the activities that have rendered the site as unsuitable habitat are weed control (through disking and application of herbicides), leveling for irrigation, scouring to allow percolation of flood irrigation, irrigation (i.e., flooding irrigation), tree shaking during

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

harvest, walnut peeling machine, a walnut brush washer, dryer loading conveyor and the dryer itself, and other related activities necessary for economic and efficient production of a walnut crop. The seasonality (timing) of these activities is scattered throughout the year with only the winter months (December-February) as the least active periods to conduct these activities. As such, it is highly unlikely that a special status animal would use the proposed Project site other than transiting the site and possibly for foraging. Nests, dens, burrows, etc., on this highly disturbed and active site are not conducive to special status animals.

However, it is possible that significant impacts to Special Status species could occur because of proposed Project construction-related activities. As such, incorporation of **Mitigation Measures 4-1** through **4-16** would reduce potential Project-specific impacts related to this Checklist Item to less than significant with mitigation

b) - d) No Impact: The proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; would not result in an adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; and it would not 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. The nearest body of water is Uphill Ditch which bisects the site in a north-south fashion. Uphill Ditch only conveys water for agricultural-related purposes but will not be impacted by the proposed Project as a 10-foot-wide access road on both the west and east sides of the ditch would provide a separation between the proposed Project's Mini-/RV- storage and Business Park and the ditch. As such, there would be no impact.

e) and f) No Impact: The proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances. Moreover, the proposed Project is not expected to conflict with the goals or policies of the Tulare County General Plan that protect biological resources. Also, as the Project is not within or in the vicinity of any approved habitat conservation plans, natural community conservation plans, or regional or state habitat conservation plans in effect, the Project would result in no impact to these resources within the vicinity of the proposed Project site.

Cumulative Impact Analysis: Less Than Significant Impact - The geographic area of this cumulative analysis is the San Joaquin Valley. While the study area is limited to Tulare County, sensitive species with similar habitat requirements may exist in other portions of the San Joaquin Valley, and therefore cumulative impacts would extend beyond Tulare County's jurisdictional boundaries. The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. As the proposed Project does not result in significant loss of habitat or direct impact to these special status species, a less than significant cumulative impact with mitigation will occur.

Mitigation Measure(s): **Mitigation Measure 4-1** through **4-16**

The Mitigation Measures contained in the Bio Memo have been sequenced differently and numbered rather than using the format contained in the Bio Memo. Following is a summarized version of the mitigation measures; the full text is available in the Attachment "E", Mitigation Monitoring and Reporting Program (MMRP).

4-1 Pre-construction plant surveys.
4-2 Pre-construction animal surveys (San Joaquin kit fox, nesting raptors/birds, burrowing owl).
4-3. Employee education program.

San Joaquin kit fox:

4-4 Avoidance.
4-5 Minimization.
4-6 Mortality reporting.

Nesting Raptors and Migratory Birds, including loggerhead shrike and tricolor blackbird

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

4-7 Avoidance.
4-8 Buffers.
4-9 Compensatory mitigation.
4-10 Mortality reporting.

Burrowing owl

4-11 Avoidance.
4-12 Buffers.
4-13Passive relocation.
4-14Mortality reporting.

Jurisdictional waters

4-15 Avoidance.
4-16 Minimization.

Therefore, implementation of **Mitigation Measure 4-1** through **4-16**, as applicable, would reduce impacts to less than significant.

5.	**CULTURAL RESOURCES**					
	Would the project:					
	a)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
	c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Cultural Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

Cultural Background

"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.

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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."[51]

"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."[52]

"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."[53]

Tulare County's Documented Cultural Resources

Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources. These resources are available to the general public. They have been summarized in the Tulare County General Plan Update 2030 Background Report (2010).[54]

The California Historical Resources Information Center (CHRIS), Southern San Joaquin Valley Historical Resources Information Center (SSJVIC) located at California State University, Bakersfield (Center) conducted a search for the proposed Project location as requested by Tulare County RMA. In summary, the Center's search response letter indicated that [one recorded resource (resource number, the Uphill Ditch)] is located within the Project site and [number] recorded resources are within the one-half mile radius, [including list of resources]. The Center also recommended that the NAHC be contacted regarding cultural resources that may not be included in the CHRIS inventory (see Report [report number] dated [month/day, 2022], in Attachment "C"). Tulare County RMA also requested a Sacred Lands File (SLF) search from the California Native American Heritage Commission (NAHC). The NAHC provided a letter dated [month/day], 2022, showing ["negative"] results which indicates there are [no] documented Sacred Lands within the Project area (see NAHC response letter dated [month/day], 2022; also in Attachment "C"). Prior to release of this MND, CHRIS and SLF searches for the proposed Project have not been received from the respective agencies whom generate the search results.

Regulatory Setting

Federal

Cultural resources are protected by several federal regulations, none of which are relevant to this project because it will not be located on lands administered by a federal agency and the project applicant is not requesting federal funding and does not require any permits from any federal agencies.

State

<u>California State Office of Historic Preservation (OHP)</u>

[51] Tulare County 2030 General Plan. Page 8-5.
[52] Ibid.
[53] Op. Cit. 8-6.
[54] Tulare County General Plan Background Report. Pages 9-57 to 9-59.

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"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."[55]

"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."[56]

"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.[57]

"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 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."[58] 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.[59]

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)."[60]

[55] California State Parks. Office of Historic Preservation. Mission and Responsibilities. Accessed July 2022 at: https://ohp.parks.ca.gov/?page_id=1066.

[56] Ibid.

[57] California State Parks. California Office of Historic Preservation. California Historical Resources Information System. Accessed July 2022 at: http://ohp.parks.ca.gov/?page_id=1068.

[58] California State Parks. California Office of Historic Preservation. About the CHRIS Information Centers. Accessed July 2022 at: http://ohp.parks.ca.gov/?page_id=28730.

[59] California State Parks. California Office of Historic Preservation. CHRIS Information Center Locations and Contacts. Accessed July 2022 at: https://ohp.parks.ca.gov/?page_id=30331.

[60] California State Parks. Office of Historic Preservation. California Register of Historical Resources. Accessed April 2022 at:

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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 Section 5024.1; Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 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."[61]

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 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

http://www.ohp.parks.ca.gov/?page_id=21238.

[61] CEQA Guidelines. Section 15064.5(d).

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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."[62]

CEQA Guidelines: Human Remains

Section 15064.5 of CEQA Guidelines provides specific guidance on the treatment of human remains pursuant to Public Resources Code § 5097.98, which provides specific 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."[63]

"(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.

[62] Ibid. Section 15064.5(c).

[63] Op. Cit. Section 15064.5(d).

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(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."[64]

(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."[65]

Paleontological Resource/Public Resources Code §5097.5

California Public Resources Code §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." Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county, district, authority or public corporation, or any agency thereof. Section 5097.5 states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Human Remains/Health and Safety Code 7050.5

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Tribal Consultation Requirements: SB 18 (Burton, 2004)[66]

On September 29, 2004, Governor Schwarzenegger signed Senate Bill 18, Tribal Consultation Guidelines, into law. This bill amended Section 815.3 of the Civil Code, to amend Sections 65040.2, 65092, 65351, 65352, and 65560 of, and to add Sections 65352.3, 65352.4, and 65562.2 to, the Government Code, relating to traditional tribal cultural Places. 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.[67]

[64] Op. Cit. Section 15064.5(e).

[65] Op. Cit. Section 15064.5(f).

[66] Senate Bill No. 18, Chapter 905. Accessed July 2022. http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200320040SB18.

[67] CA Government Code §65352.3 Accessed July 2022 at: Section 65352.4 - Consultation defined, Cal. Gov. Code § 65352.4 | Casetext Search + Citator

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As this Project is not 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); Tribal Consultation for SB 18 compliance is not required.

Tribal Consultation Requirements: AB 52 (Gatto, 2014)[68]

This bill was approved by Governor Brown on September 25, 2014 and became effective July 1, 2015. This bill amended Section 5097.94 of, and to add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to, the Public Resources Code, relating to Native Americans. The bill specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. This bill requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated (can be a tribe anywhere within the State of California) with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Existing law establishes the NAHC and vests the commission with specified powers and duties. This bill required the NAHC to provide each California Native American tribe, as defined, on or before July 1, 2016, with a list of all public agencies that may be a lead agency within the geographic area in which the tribe is traditionally and culturally affiliated, the contact information of those agencies, and information on how the tribe may request those public agencies to notify the tribe of projects within the jurisdiction of those public agencies for the purposes of requesting consultation.

The NAHC provides protection to Native American burials from vandalism and inadvertent destruction, provides a procedure for the notification of most likely descendants regarding the discovery of Native American human remains and associated grave goods, brings legal action to prevent severe and irreparable damage to sacred shrines, ceremonial sites, sanctified cemeteries and place of worship on public property, and maintain an inventory of sacred places.[69]

Upon written request, the NAHC is required to conduct a Sacred Lands File search for sites located on or near a project site. As noted earlier, a Sacred Lands File search indicated [negative] results (that is, no Sacred Lands were identified) for the Project location (See Attachment "C" of this MND at NAHC Sacred Lands File search letter dated [month/day], 2022). An opportunity has been provided to Native American tribes listed by the NAHC during the CEQA process as required by both AB 52 and SB 18, and [no/number] tribes responded to the consultation requests within the mandatory response timeframes; therefore, this MND has been completed consistent and compliant with AB 52 and SB 18 (see Attachment "C" of this MND regarding Tribal consultation process). [CHRIS and SLF search results for the proposed Project have not been received as of the release date of this MND.]

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *ERM-6.1 Evaluation of Cultural and Archaeological Resources* which states that 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* wherein 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* which states that 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

[68] CA Assembly Bill No. 52 Chapter 532. Accessed July 2022 at: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52.

[69] CA Native American Heritage Commission. About the Native American Heritage Commission Accessed July 2022 at: http://www.nahc.ca.gov/about/.

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development may have on the resource; *ERM-6.4 Mitigation* – which states that 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-6.7 Cooperation of Property Owners* where the County should encourage the cooperation of property owners to treat cultural resources as assets rather than liabilities, and encourage public support for the preservation of these resources; *ERM-6.8 Solicit Input from Local Native Americans* (which is consistent with AB 52 in regards to Tribal Consultation) wherein 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* which is also consistent with AB 52) where 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; and *ERM-6.10 Grading Cultural Resources Sites* wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

a) and b) Less Than Significant Impact With Mitigation: As noted previously, information provided by the Southern San Valley Historical Resources Information Center, at California State University, Bakersfield (Center) and the California Native American Heritage Commission Sacred Lands File search (included in Attachment "C" of this document) were used as the basis for determining that this Project would result in a less than significant impact with mitigation. Although no cultural resources were identified within the proposed Project area in the records search, there is a possibility that subsurface resources could be uncovered during proposed Project construction-related activities. In such an event, potentially significant impacts to previously unknown subsurface resources may occur. However, implementation of the **Mitigation Measures 5-1** through **5-3** will reduce potential impacts in the unlikely event of encountering a historical or archaeological resource to a less than significant impact with mitigation.

c) Less Than Significant Impact With Mitigation: As noted in Items a) and b), CHRIS, NAHC, SLF searches, and consultation with Native American tribes did not identify any known remains or formal cemeteries. However unlikely, there is a possibility that subsurface resources could be uncovered during construction-related activities. However unlikely, 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. With the implementation of **Mitigation Measure 5-3**. Inadvertent Disturb any human remains, including those interred outside of formal cemeteries Discovery of Human Remains, by requiring work to halt in the vicinity of a find until the County coroner determines whether the remains are Native American in origin and, if they are, contacting the Native American Heritage Commission.

Cumulative Impact Analysis: Less Than Significant Impact - The geographic area of this cumulative analysis is Tulare County. The Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. With implementation of **Mitigation Measure 5-1** through **5-3**, potential Project-specific impacts would be reduced to less than significant levels. Therefore, the Project's cumulative impacts would be less than significant with mitigation. Also see the Mitigation Monitoring and Reporting Program (MMRP) in Attachment "E".

Mitigation Measures: **Mitigation Measures 5-1** through **5-3**

Mitigation Measure 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 specialists shall 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 recovery, 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.

Mitigation Measure 5-2: If cultural resources are encountered during 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

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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.

If it is determined that the Project could damage a significant cultural resource, mitigation should be implemented with a preference for preservation in place, consistent with the priorities set forth in CEQA Guidelines Section 15126.4(b)(3). If avoidance is not feasible, a qualified archaeologist should prepare and implement a detailed treatment plan in consultation with the County of Tulare and, for prehistoric resources, the ethnographically associated Native American tribe. If the resource is determined to be a tribal cultural resource, as defined by Public Resources Code 21074, the County of Tulare, in consultation with the ethnographically associated Native American tribe, should, if feasible, minimize significant adverse impacts by avoiding the resource or treating the resource with culturally appropriate dignity, which includes protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource.

Mitigation Measure 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 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/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.

Therefore, implementation of **Mitigation Measures 5-1** through **5-3** would result in a less than significant impact to this item. See Attachment "E", Mitigation Monitoring and Reporting Program (MMRP).

6.	**ENERGY**					
	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?	☐	☐	☒	☐
	b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Energy Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030

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Update Environmental Impact Report. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

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.

<u>Environmental Quality Act (CEQA) Requirements</u>

"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."[70]

[70] State of California. Office of Planning and Research. Proposed Update to the CEQA Guidelines. November 2017. Pages 65-66. Accessed July 2022 at:

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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 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. [71]

> "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 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.)"[72]

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."[73]

http://opr.ca.gov/docs/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf

[71] Ibid. 66.

[72] Op. Cit. 66-67.

[73] Op. Cit. 67-68.

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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

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site. The proposed Project site is within the service areas of Southern California Electricity (SCE) and Southern California Gas (SoCalGas) companies.

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."[74]

Existing Energy Consumption

Electrical and natural gas services for the Project area are provided by SCE & SoCalGas. In 2020, SCE and SoCalGas provided 83,532.630.620 GWh of electricity and 5,231,452. 869 million therms of natural gas; respectively, within its entire service area; which includes the northern areas of Tulare County. In 2019, Tulare County consumed 4,642.806.091 gigawatt-hours (GWh) of electricity and 159.463.309 million therms of natural gas (see **Table 6-1**).

Table 6-1
2020 County and State Energy Demands on Energy Providers
SCE and SoCal Gas

Demand by:	Electricity (in MWh)[75]	Gas (in Therms)[76]
Tulare County	[1]4,642,806.091	[2]159,463,309
SCE & SoCalGas Service Area	[1]83,532,630.620	[2]5,231,452,869

[74] Tulare County General Plan 2030 Update. Recirculated Draft EIR. 3.4 Energy and Global Climate Change. February 2010. Page 3.4-14. Accessed July 2022 at: http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf

[75] California Energy Commission. California Energy Consumption Database. Electricity Consumption by County and Plan Area. Energy reports accessed July 2022 at: http://ecdms.energy.ca.gov/elecbycounty.aspx and http://ecdms.energy.ca.gov/elecbyplan.aspx

[76] Ibid. Gas Consumption by County and Plan Area. Energy reports accessed July 2022 at: http://ecdms.energy.ca.gov/gasbycounty.aspx and http://ecdms.energy.ca.gov/gasbyplan.aspx

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

Energy Policy Act of 2005

The Energy Policy Act of 2005[77] 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

California Energy Commission[78]

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 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[79]

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[80]

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)[81]

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 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.

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The CEC adopted the 2019 Integrated Energy Policy Report on February 20, 2020.[82] 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[83] and Assembly Bill 2021[84]

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.[85]

California Global Warming Solutions Act of 2006 (Assembly Bill 32)

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

[77] Congress.GOV. Energy Policy Act of 2005. H.R. 6, Public Law No. 109-58. Accessed July 2022 at: https://www.congress.gov/bill/109th-congress/house-bill/6 and https://www.govinfo.gov/content/pkg/BILLS-109hr6enr/pdf/BILLS-109hr6enr.pdf.

[78] California Energy Commission. About. Accessed July 2022 at: https://www.energy.ca.gov/about.

[79] California Energy Commission. 2008 Energy Action Plan. February 2008. Accessed April 2022 at https://www.cpuc.ca.gov/industries-and-topics/natural-gas/energy-action-plans.

[80] California Energy Commission. 2019 California Energy Efficiency Action Plan. Executive Summary. Page 1 Accessed July 2022 at: https://www.energy.ca.gov/filebrowser/download/1900.

[81] California Legislative Information. Senate Bill No. 1389, Bowen (2002). July 2022 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1389

[82] Energy Commission. 2019 Integrated Energy Policy Report. February 2020. Accessed July 2022 at: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report.

[83] California Legislative Information. Senate Bill No. 1037 (Kehoe, 2005). Accessed July 2022 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB1037.

[84] California Legislative Information. Assembly Bill 2021 (Levine, 2006). Accessed July 2022 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB2021.

[85] California Legislative Information. Senate Bill No. 1037 (Kehoe, 2005). Accessed July 2022 at: http://www.leginfo.ca.gov/pub/05-06/bill/sen/sb_1001-1050/sb_1037_bill_20050929_chaptered.pdf.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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[86] 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.[87] 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.[88] 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.[89]

California Green Building Standards Code (Title 24, Part II, CALGreen)[90]

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.[91] 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)[92]

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.[93]

Renewable Portfolio Standard (SB 1078 and SB 107)

[86] California Energy Commission. 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings for the 2016 Building Efficiency Standards. Accessed July 2022 at: https://www.energy.ca.gov/publications/2015/building-energy-efficiency-standards-residential-and-nonresidential-buildings.

[87] California Energy Commission. 2016 Building Energy Efficiency Standards Frequently Asked Questions. Accessed July 2022 AT: https://www.calbo.org/sites/main/files/file-attachments/2016_building_energy_efficiency_standards_faq.pdf?1520982927.

[88] California Energy Commission. 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings for the 2019 Building Efficiency Standards. Accessed July 2022at: https://www.energy.ca.gov/publications/2008/2019-building-energy-efficiency-standards-residential-and-nonresidential.

[89] California Energy Commission. 2019 Building Energy Efficiency Standards Frequently Asked Questions. March 2018. Accessed July 2022at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf.

[90] California Department of General Services, Building Standards Commission. CALGreen. Accessed July 2022at: https://www.dgs.ca.gov/BSC/CALGreen

[91] International Code Council. Guide to the 2019 California Green Building Standards Code, Nonresidential. Pages viii – ix. Accessed July 2022at: https://codes.iccsafe.org/content/GCGBSCNR2019/guide-to-the-2019-california-green-building-standards-code-includes-verification-guidelines-nonresidential

[92] California Legislative Information. Senate Bill No. 350 (2015). Accessed July 2022 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350.

[93] California Energy Commission. Clean Energy and Pollution Reduction Act – SB 350. Accessed July 2022 at: https://www.energy.ca.gov/rules-and-regulations/energy-suppliers-reporting/clean-energy-and-pollution-reduction-act-sb-350.

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Established in 2002 under SB 1078,[94] the state's Renewables Portfolio Standard (RPS) was amended under SB 107[95] 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 years following its adoption, Executive Order S-14-08[96] 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[97] 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,[98] was required to adopt regulations consistent with these 33 percent renewable energy targets.

Local Policy & Regulations

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *ERM-4.1 Energy Conservation and Efficiency Measures* – wherein 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* – wherein 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* wherein 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 – wherein the County should coordinate with local utility providers to provide public education on energy conservation programs; and AQ-3.5 Alternative Energy Design – wherein the County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible.*

a) Less than Significant Impact: During project construction there would be an increase in energy consumption related to worker trips and operation of construction equipment. This energy use would be limited to the greatest extent possible through compliance with local, state, and federal regulations. Also, construction-related energy consumption is short-term, temporary, and intermittent and will cease once construction-related activities are completed. Operations energy usage would be limited to the office, on-site manager's residence, evening security lighting, and other small energy uses (e.g., security gate, sprinkler systems, etc.) and would be significantly less than 1% of the electricity/natural gas providers' capacity.

Based on existing energy demands and capacity of service providers, estimated operational demand for electricity as part of the Project would represent less than 1% of Tulare County's and SCE's total electricity demands based on 2020 electricity consumption data. Estimated operational demand for natural gas as part of the Project would represent approximately less than 1% of Tulare County's and of SoCal Gas' total gas demands based on 2020 natural gas consumption data.

Its relatively central location in the San Joaquin Valley, its proximity to SR 63 (and connectivity to other local and regional transportation corridors), its less than 1% use of electricity energy demand from SCE, less than 1% of natural gas demand from SoCal Gas, and its less than 1% use of gasoline and diesel fuels of the entire State's supply demonstrate that the Project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operations, nor will it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As such, the Project would result in a less than significant impact to these resources.

[94] California Legislative Information. Senate Bill No. 1078 (Sher, 2002). Accessed July 2022 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1078.

[95] California Legislative Information. Senate Bill No. 107 (2006). Accessed July 2022at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB107.

[96] California State Library. Executive Order S-14-08 (Schwarzenegger, 2008). Accessed July 2022 at: https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/38-S-14-08.pdf.

[97] California Legislative Information. Senate Bill No. SBX1-2 (2011). Accessed July 2022 at: http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_0001-0050/sbx1_2_bill_20110412_chaptered.html.

[98] California State Library. Executive Order S-21-09 (Schwarzenegger, 2009). Accessed July 2022 at: https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/38-S-21-09.pdf.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

b) Less than Significant Impact: See response to Impact a), above, the impact is less than significant.

Cumulative Impact Analysis: Less than Significant - The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan Update 2030 EIR.

In summary, as noted previously, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. The proposed Project would incrementally contribute to adverse impacts on energy resource demand and conservation when considering the cumulative impact of concurrently planned projects; however, like the proposed Project, discretionary actions requiring agency approval are 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 local projects involving the development of new buildings must be designed to conform to CALGreen and the current California Energy Code (for this Project it will be the 2019 Code). Therefore, it is anticipated that the Project's contribution to cumulative impacts would not result in a significantly considerable wasteful use of energy resources, such that the Project, and other cumulative projects, would not have a cumulative effect on energy conservation. The proposed Project will not have a direct or cumulative impact, or create wasteful, inefficient, or unnecessary consumption of energy resources during project construction-related activities or operations, nor will it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, with less than Project-specific impacts, there will be a less than significant Cumulative Impact.

7.	GEOLOGY/SOILS					
	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 No. 42.	☐	☐	☒	☐
	ii)	Strong seismic ground shaking?	☐	☐	☒	☐
	iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv)	Landslides?	☐	☐	☐	☒
	b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
	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?	☐	☐	☒	☐
	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?	☐	☐	☒	☐

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	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?	☐	☐	☒	☐
	f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Geology/soils Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

"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. The foothill area of the county is essentially a transition zone, containing old alluvial soils that have been dissected by the west-flowing rivers and streams that carry runoff from the Sierra Nevada Mountains. This gently rolling topography is punctured in many areas by outcropping soft bedrock. The native mountain soils are generally quite dense and compact"[99]

"The Central Valley is an asymmetrical structural trough filled with marine and continental sediments up to 15-kilometers (km) thick covering an area of more than 50,000 square kilometers (km^2), bounded by the Cascade Range to the north, the Sierra Nevada ranges to the east, the Klamath Mountains and Coast Ranges to the west, and the Tehachapi Mountains to the south. The aquifer system in the Central Valley comprises unconfined, semi-confined, and confined aquifers, which are primarily contained within the upper 300 meters (m; though some wells exceed that depth) of alluvial sediments deposited by streams draining the surrounding Sierra Nevada and Coast Ranges (Page, 1986; California Department of Water Resources, 2003; Faunt, 2009). The [Sacramento] SAC occupies the northern third of the Central Valley and the [San Joaquin Valley] SJV occupies the southern two-thirds of the Central Valley (Fig. 1 [in the Scientific Investigations Report 2019-506]). The SJV is often further divided into the San Joaquin River Basin, which occupies the northern half of the SJV, and the Tulare Basin, which occupies the southern half of SJV. The Tulare Basin is, hydrologically, a closed basin, but it receives imported water from the San Joaquin and Sacramento Rivers. These will collectively be referred to as the SJV. In much of the western side of the SJV, the aquifer system is divided into an upper and lower zone by the Corcoran Clay Member of the Tulare Formation, a regionally extensive clay layer that limits vertical movement of groundwater (Page, 1986; Williamson and others, 1989; Belitz and Heimes, 1990; Burow and others, 2004). Both zones of the aquifer in the area of the Corcoran Clay generally are tapped for groundwater withdrawals (Shelton and others, 2013; Fram, 2017)."[100]

[99] Tulare County 2030 General Plan 2030 Update Background Report. Page 8-4 through 8-5.

[100] United States Department of the Interior United States Geologic Survey. "Delineation of Spatial Extent, Depth, Thickness, and Potential Volume of Aquifers Used for

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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.

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;
- Structural characteristics of a building."[101]

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 geologic terms. Geologically recent is defined as having occurred within the last two million years (the Quaternary Period). All faults believed to have been active during Quaternary time are considered "potentially active."[102]. "In 1973, five counties within the Southern San Joaquin Valley undertook the preparation of the Five County Seismic Safety Element to assess seismic hazards… In general, zones C1, S1, and V1 are safer than zones C2, S2, and V2. Hazards due to groundshaking are considered to be "minimal" in the S1 Zone and "minimal" to "moderate" in the S2 and S2S Zones. Development occurring within the S1 Seismic Zone must conform to the Uniform Building Code-Zone II; while development within the S2 Zone must conform to Uniform Building Code-Zone III. 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** is located approximately 40 miles west of the Tulare County boundary and [approximately] 60 miles west of the project area. 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 lays the "Central California Active Area," section of the San Andreas Fault where many earthquakes have originated.

- **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 approximately [approximately] 60 miles east of the project area. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.

Domestic and Public Water-Supply in the Central Valley, California. Scientific Investigations Report 2019-5076 (SIR). Page 2. Accessed July 2022 at: https://pubs.usgs.gov/sir/2019/5076/sir20195076.pdf.

[101] Tulare County General Plan 2030 Update. Appendix B General Plan Background Report. Page 8-5. http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf .

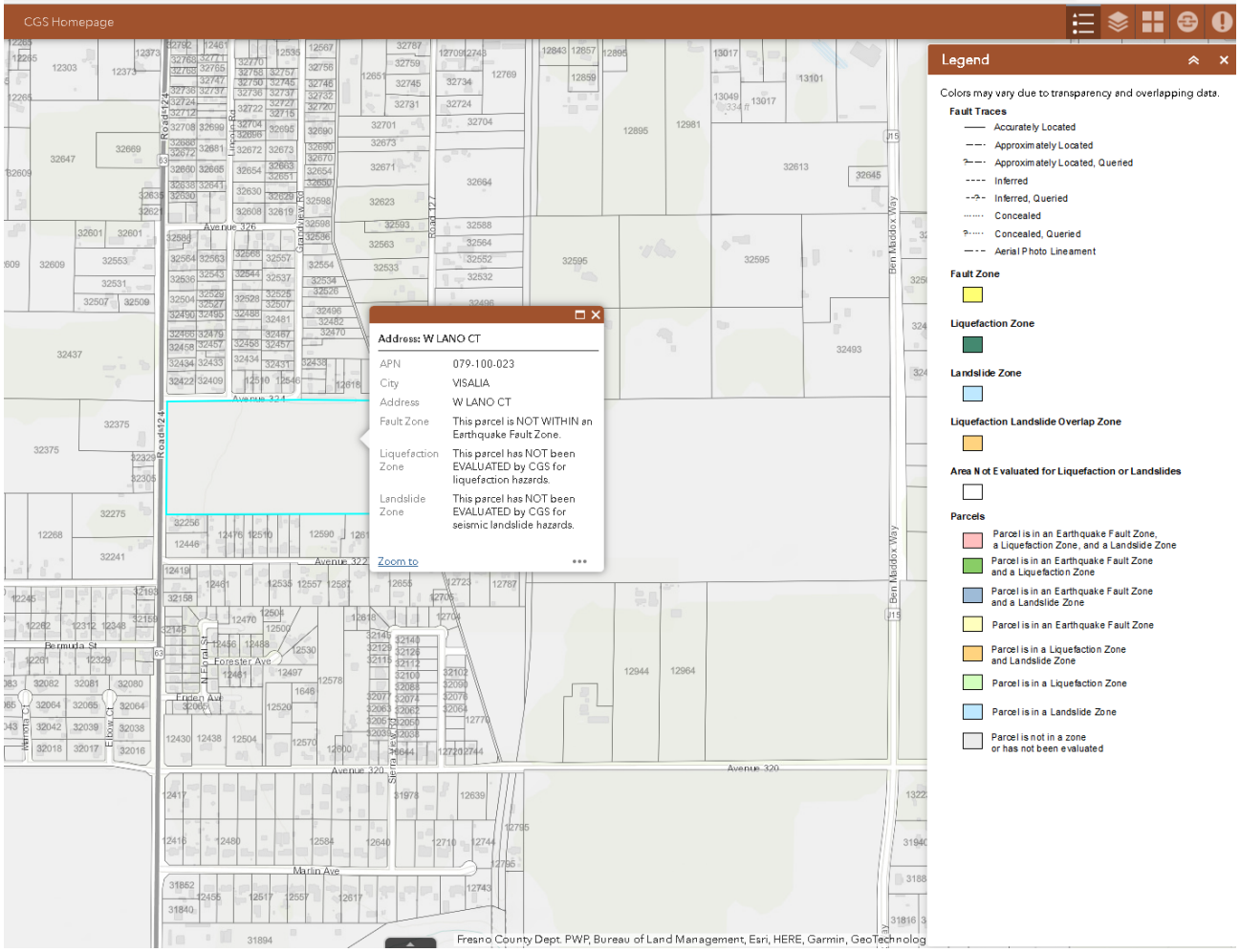
[102] Op. Cit.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

- **Clovis Fault** is considered to be active within the Quaternary Period, 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 and [approximately] 70 miles north of the project area. 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." [103]

There are other unnamed faults north of Bakersfield and near Tulare Buttes about 30 miles north of Porterville. These faults are small and have exhibited activity in the last 1.6 million years, but not in the last 200 years. It is also possible, but unlikely, that previously unknown faults could become active in the area. [104] As shown in **Figure 7-1**, the proposed Project parcel site is not within an earthquake fault zone. [105]

Figure 7-1
Earthquake Fault Map of Project Site



[103] Op. Cit. 8-5 through 8-7.

[104] California Geological Survey. Accessed July 2022. Fault Activity Map of California

[105] California Department of Conservation. EQ Zapp: California Earthquake Hazards Zone Application. Earthquake Zones of Required Investigation. Accessed July 2022. See: https://maps.conservation.ca.gov/cgs/EQZApp/app/

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Settlement

"Settlement can occur in poorly consolidated soils during ground-shaking. During settlement, the soil materials are physically rearranged by the shaking and result in reduced stabling alignment of the individual minerals. Settlement of sufficient magnitude to cause significant structural damage is normally associated with rapidly deposited alluvial soils, or improperly founded or poorly compacted fill. These areas are known to undergo extensive settling with the addition of irrigation water, but evidence due to ground-shaking is not available. Fluctuating groundwater levels also may have changed the local soil characteristics. Sufficient subsurface data is lacking to conclude that settlement would occur during a large earthquake; however, the data is sufficient to indicate that the potential exists in Tulare County."[106]

Other Geologic Hazards

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).

"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 other areas… [As such,] There is no risk of large landslides in the valley area of the county due to its relatively flat topography."[107]

Subsidence

"Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Subsidence caused by groundwater withdrawal generally presents a more serious problem, since it can affect large areas. Oil and gas withdrawal, on the other hand, tends to affect smaller, localized areas. Some areas of the Central Valley have subsided more than 20 feet during the past 50 years." [108]

Seiche

"A seiche is a standing wave produced in a body of water such as a reservoir, lake, or harbor, by wind, atmospheric changes, or earthquakes. Seiches have the potential to damage shoreline structures, dams, and levees…Since this is less than wave heights that could be expected from wind induced waves, earthquake-induced seiches are not considered a risk in Tulare County. In addition, the effects from a seiche would be similar to the flood hazard for a particular area, and the risk of occurrence is perceived as considerably less than the risk of flooding."[109]

Volcanic Hazard

"The nearest volcanoes lie to the northeast of Tulare County in Mono County, in the Mammoth Lakes/Long Valley area. The most serious effect on Tulare County of an eruption in the Mammoth Lakes, area according to the California Geological Survey, would be ash deposition."[110] "A volcanic eruption during the winter could result in snowmelt and lead to flooding. The state has formulated

[106] Op. Cit. 8-9.
[107] Op. Cit. 8-10.
[108] Op. Cit. 8-10 through 8-11.
[109] Op. Cit. 8-11.
[110] Op. Cit.

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a contingency plan, the "Long Valley Caldera Response Plan," designed to notify the public in the event of an earthquake in the Long Valley area (outside of Tulare County)."[111]

Paleontology

"Paleontological resources are any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth, with the exception of materials associated with an archaeological resource (as defined in Section 3(1) of the Archaeological Resources Protection Act of 1979 (16 U.S.C. 470bb[1]), or any cultural item as defined in Section 2 of the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001)."[112] " According to the University of California Museum of Paleontology (UCMP), 12 paleontological resources have been recorded in Tulare County, generally within the valley portion of the County. These resources primarily consist of invertebrates, vertebrate, and plant fossils (UCMP, 2009)."[113] CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) §15126.4 (a)(1)). California Public Resources Code §5097.5 also applies to paleontological resources.

Soil Characteristics

"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 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."[114]

Figure 7-2 shows the soil type(s) found on the site as provided by the USDA Natural Resources Conservation Service.[115] The Grangeville sandy loam series consists of very deep, somewhat poorly drained soils that formed in moderate coarse textured alluvium dominantly from granitic rock sources. Grangeville soils are on alluvial fans and flood plains and have slopes ranging from 0 to 2 percent.[116] Elevations are 190 to 400 feet.[117] As Grangeville sandy loam soils are somewhat poorly drained, they have negligible to very low runoff and moderately to rapid permeability.[118]

[111] Op. Cit.
[112] Op. Cit. 9-43.
[113] Op. Cit. 9-53.
[114] Tulare County General Plan 2030 Update. Background Report. Page 8-7.
[115] United States Department of Agriculture (USDA). Natural Resources Conservation Service (NRCS). Accessed July 2022 at: Web Soil Survey (usda.gov)
[116] United States Department of Agriculture, Natural Resources Conservation Service, Official Soil Series. Grangeville Series. Accessed July 2022 at: https://soilseries.sc.egov.usda.gov/OSD_Docs/G/GRANGEVILLE.html
[117] United States Department of Agriculture (USDA). Natural Resources Conservation Service (NRCS). Accessed July 2022 at: Web Soil Survey (usda.gov)
[118] United States Department of Agriculture, Natural Resources Conservation Service, Official Soil Series. Grangeville Series. Accessed July 2022 at: https://soilseries.sc.egov.usda.gov/OSD_Docs/G/GRANGEVILLE.html

Figure 7-2
Soil Type(s) at Project site

REGULATORY SETTING

Federal

None that apply to the Project.

State

Seismic Hazards Mapping Act

"Under the Seismic Hazards Mapping Act, the State Geologist is responsible for identifying and mapping seismic hazards zones as part of the California Geologic Survey (CGS). The CGS provides zoning maps of non-surface rupture earthquake hazards (including liquefaction and seismically induced landslides) to local governments for planning purposes. These maps are intended to protect the public from the risks associated with strong ground shaking, liquefaction, landslides or other ground failure, and other hazards caused by earthquakes. For projects within seismic hazard zones, the Seismic Hazards Mapping Act requires developers to conduct geological investigations and incorporate appropriate mitigation measures into project designs before building permits are issued."[119]

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."[120]

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."[121]

State Water Resources Control Board and Regional Water Quality Control Board

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National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity- Water Quality Order 99-08 DWQ.

Typically, General Construction Storm Water NPDES permits are issued by the RWQCB for grading and earth-moving activities. The General Permit is required for construction activities that disturb one or more acres. The General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which specifies practices that include prevention of all construction pollutants from contacting stormwater with the intent of keeping all products of erosion form moving off site into receiving waters. The NPDES permits are issued for a five-year term. NPDES general permits require adherence to the Best Management Practices (BMPs) including:

- Site Planning Consideration- such as preservation of existing vegetation.
- Vegetation Stabilization- through methods such as seeding and planting.
- Physical Stabilization- through use of dust control and stabilization measures.
- Diversion of Runoff – by utilizing earth dikes and temporary drains and swales.
- Velocity Reduction – through measures such as slope roughening/terracing.
- Sediment Trapping/Filtering – through use of silt fences, straw bale and sand bag filters, and sediment traps and basins.

Local

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 Project include: *HS-1.11 Site Investigations* wherein the County shall conduct site investigations in areas planned for new development to determine susceptibility to landslides, subsidence/settlement, contamination, and/or flooding; *HS-2.1 Continued Evaluation of Earthquake Risks* wherein the County shall continue to evaluate areas to determine levels of earthquake risk; *HS-2.4 Structure Siting* The wherein 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* wherein the County shall confirm that development is not located in any known areas of active subsidence; *HS-2.8 Alquist-Priolo Act Compliance* wherein The County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones; *WR-2.2 NPDES Enforcement* wherein 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* wherein 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; and *WR-2.4 Construction Site Sediment Control* wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites.

Five County Seismic Safety Element (FCSSE)

The FCSSE report represents a cooperative effort between the governmental entities within Fresno, Kings, Madera, Mariposa and Tulare Counties to develop an adoptable Seismic Safety Element as required by State law. Part I, the Technical Report, is designed to be used when necessary to provide background for the Summary document. Part II, the Summary Report, establishes the framework and rationale for evaluation of seismic risks and hazards in the region. Part II of the Seismic Safety Element, the Policy Report, has been prepared as a "model" report designed to address seismic hazards as delineated in the Technical Report. The intent has been to develop a planning tool for use by county and city governments in implementing their seismic safety elements. The planning process utilized to develop the Element was developed through the efforts of Technical and Policy Committees, composed of both staff and elected representatives from Cities, Counties, and Special Districts or Areawide Planning Organizations in cooperation with the consulting firms of Envicom Corporation and Quinton-Redgate.[122]

[119] Tulare County General Plan 2030 Update. Background Report. Page 8-7.

[120] Tulare County. Revised Draft General Plan 2030 Update. August 2012. Page. 8-3.

[121] Ibid.

[122] Five County Seismic Safety Element. Fresno, Kings, Madera, Mariposa, & Tulare Counties. 1974. Pages 4-7. Prepared by Envicom Corporation. Accessed May 2021 at https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-planning-resources/five-county-seismic-safety-element-1974/.

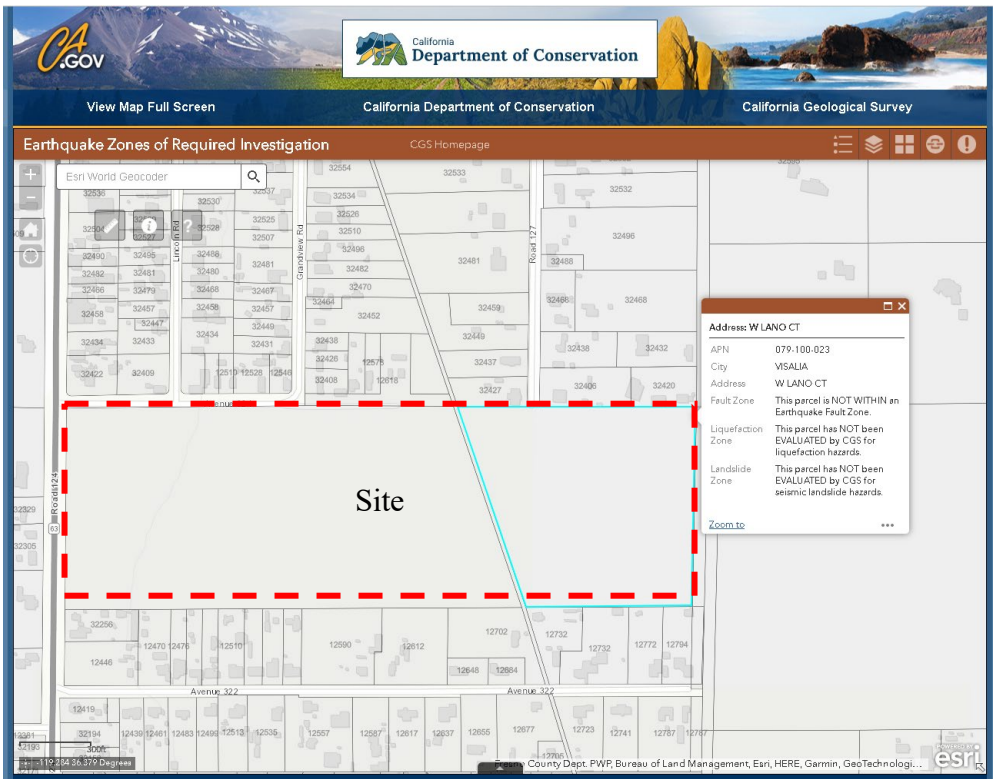
		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) *Earthquakes?* **Less Than Significant Impact:** There have been no past or present indications of faults occurring at the Site. **Figure 7-3** shows an absence of any faults based upon information provided by the California Divisions of Mines and Geology (CDMG) website.

Figure 7-3



From the project location there are currently no active faults within 40 to 50 miles based on the Department of Conservation's Alquist-Priolo (AP) maps. According to the 2012 Tulare County General Plan 2030 Update, there is no presence of active faults within the county where the effects of large earthquakes are felt. Faults with potential seismic activity include the San Andreas, Owens Valley, and Clovis Faults. The Owens Valley Fault group located west of the project is said to be the source of seismic activity in the past.[123]

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.[124] 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.

[123] Tulare County General Plan Background Report. Pages 8-1 through 8-10.

[124] State of California Department of Conservation, Alquist-Priolo Earthquake Fault Zone Maps. Accessed July 2021 at: https://www.conservation.ca.gov/cgs/alquist-priolo and https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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.[125] Therefore, a less than significant impact would result from the rupture of a known earthquake fault.

ii) *Ground Shaking:* Tulare County is characterized as Severity Zone "Nil" and "Low" for ground-shaking events.[126] 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.[127] Quaternary faults are defined as those faults that have been recognized at the surface and which have evidence of movement in the past 1.6 million years, which is the duration of the Quaternary Period.[128] Due to the distance and types of faults in the proposed Project vicinity, strong ground shaking is unlikely. Therefore, a less than significant impact would occur as a result of this Project.

iii) *Ground Failure and Liquefaction:* "Liquefaction is a failure mechanism in water-saturated, well sorted fine sands. Liquefaction occurs as a result of rearrangement of sand grains. Shaking or vibration can cause the grains to rearrange to a denser soil thus decreasing porosity leaving excess water in the interstices. The grains no longer support the overburden and the soil behaves as a liquid. If the soil mass is saturated and the water cannot escape, the material turns into a viscous fluid that can damage foundations or generate slope failures. This is normally caused by earthquakes. Liquefaction generally occurs in areas with shallow water tables or near waterbodies. Based on soil types and depth to groundwater beneath the site, liquefaction potential will be very low…"[129] 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, it is unlikely that the soil of the proposed Project site would not liquefy. As such, there would be a less than significant impact caused by seismic-related ground failure, including liquefaction.

iv) *Landslides:* Topography of the site is relatively flat sloping down to the west with a slope of 0 to 2% with a Grade rating of 2 -Good. 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. The nearest naturally formed slopes are foothills located approximately four miles east of the site, as such, potential for slope failure from these nearby hills to affect the site are highly unlikely. Therefore, there is no risk of landslides within or near the Project area.

b) Less Than Significant Impact: Site construction-related activities will include trenching, earth-moving, pouring concrete, and grading. These activities could expose soils to erosion processes. The extent of erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. The site has little slope (i.e., a slight grade from east to west of 0 to 2%) and will have a flat topography after minimal grading.

As noted earlier, General Construction Storm Water NPDES permits are issued by the RWQCB for grading and earth-moving activities. The General Permit is required for construction activities that disturb one or more acres. The General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which specifies practices that include prevention of all construction pollutants from contacting stormwater with the intent of keeping all products of erosion form moving off site into receiving waters. As such, the Project would not result in substantial soil erosion or loss. There would be a less than significant impact.

c) Less Than Significant Impact: The nearest naturally formed slopes are foothills located approximately five miles east of the site. Potential for slope failure from these nearby hills to affect the site are unlikely. As indicated earlier, **Figure 7-2** shows the soil type found on the site as provided by the USDA Natural Resources Conservation Service. The soil type located at the proposed Project

[125] Five County Seismic Safety Element. Summary & Policy Recommendations II. Pages 3 and 15. Available upon request at the Tulare County RMA Office.
[126] Tulare County General Plan 2030 Update. Part 1-Goals and Policies Report. Page 253.
[127] USGS. Earthquake Hazards Program: Custom Mapping & Analysis Tools. Accessed July 2021 at: http://geohazards.usgs.gov/qfaults/ca/California.php.
[128] USGS. Earthquake Hazards Program: Glossary. Accessed July 2021 at: http://earthquake.usgs.gov/hazards/qfaults/glossary.php#Q.
[129] Op. Cit. 6.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

site (Grangeville sandy loam series) consists of very deep, somewhat poorly drained soils that formed in moderate coarse textured alluvium dominantly from granitic rock sources. Grangeville soils are on alluvial fans and flood plains and have slopes ranging from 0 to 2 percent. Based on topography of the site off-site landslides or lateral spreading would result in a less than significant impact.

"Subsidence is characterized as the settling of the ground surface with minimal horizontal change. Often this is caused through the extraction of natural resources found below the surface including water, natural gas, and oil. As of now the Kaweah River Basin is considered to be in an overdraft. This was based on the findings in the Water Resources Investigation of the Kaweah Delta Water Conservation District report (Fugro, 2003). Based on the site investigations and findings from the Department of Water Resources (DWR), the groundwater surface elevations are decreasing. Regional subsidence throughout the San Joaquin Valley, including the area underneath the site is experiencing subsidence resultant from regional groundwater pumping. This may potentially have an impact on the properties susceptibility to subsidence.

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. Compaction of site soil during construction is expected to take place within three to five feet of the surface. It is not anticipated that compaction efforts during construction will contribute to collapse of naturally deposited soils beneath the site. There is no evidence to suggest that the soil type 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. As such, the proposed Project would result in a less than significant Impact.

d) **No and Less Than Significant Impact:** "Based on Table 18-1-B of the 1994 Uniform Building Code, soils with an expansion index less than 20 have very low expansion potential. There are no known instances of expansive soils in direct proximity to the site. Given the soil type at the site (Grangeville sandy loam) and no known instances of expansive soils in the area, significant shrink-swell behavior is not anticipated at the site. Other than resident manager housing of the Derrel's Mini Storage component of the proposed Project, no housing will be developed at the site. As such, the Project would not create a substantial direct or indirect risk to life and; a less than substantial direct or indirect risks to property.

e) **Less Than Significant Impact:** According to the NRCS soils information, Grangeville sandy loam soils are "very Limited" indicating that the soil has one or more features that are unfavorable for the specified use but can be overcome with special design. The proposed Project will be required to comply with applicable state and local requirements regarding septic systems for on-site wastewater treatment systems (also see Item 19 Utilities and Service Systems). As such, the Project would result in a less than significant impact

f) **Less Than Significant Impact:** There are no known paleontological resources within the Project area, nor are there any known geologic features in the proposed Project area. The CHRIS and NAHC/SLF searches did not identify any paleontological (or cultural) resources. Additionally, no paleontological resources or sites, or unique geologic features have previously been encountered in the Project area. Project construction will not be anticipated to disturb any paleontological resources not previously disturbed; however unlikely, 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. With the implementation of **Mitigation Measure(s) 5-1** thru **5-3**, as specified in Item 5 Cultural Resources (as applicable), will ensure that any impact will be less than significant.

Cumulative Impact Analysis: Less than Significant - The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and the Tulare County General Plan EIR. In summary, as noted previously, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. As such, with less than Project-specific impacts, there will be a less than significant cumulative impact.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
8.	**GREENHOUSE GAS EMISSIONS**					
	Would the project:					
	a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
	b)	Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Greenhouses Gases, etc.; contained in the Tulare County General Plan 2030 Update Tulare County General Plan Background Report, and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

"An increase in the near surface temperature of the earth. Global warming has occurred in the distant past as the result of natural influences, but the term is most often used to refer to the warming predicted to occur as a result of increased emissions of greenhouse gases. Scientists generally agree that the earth′s surface has warmed by about 1 degree Fahrenheit in the past 140 years, but warming is not predicted evenly around the globe. Due to predicted changes in the ocean currents, some places that are currently moderated by warm ocean currents are predicted to fall into deep freeze as the pattern changes."[130] "The warming of the earth′s atmosphere attributed to a buildup of CO_2 or other gases; some scientists think that this build-up allows the sun′s rays to heat the earth, while making the infra-red radiation atmosphere opaque to infrared radiation, thereby preventing a counterbalancing loss of heat. Ibid. 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)."[131] "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. SF6 is a GHG commonly used in the utility industry as an insulating gas in transformers and other electronic equipment. There is widespread international scientific agreement that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming."[132] "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

[130] Tulare County General Plan 2030 Update Background Report. Page 6-31.
[131] Ibid. 6-16 and 6-20.
[132] Op. Cit. 6-31.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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; o Increase of heat index over land areas; and
- More intense precipitation events."[133]

"Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades Mountain ranges, and snowpack represents approximately 35 percent of the state's useable annual water supply."[134] "The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended."[135] "As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt."[136]

"In 2007, Tulare County generated approximately 5.2 million tonnes of Carbon Dioxide Equivalent (CO_2e). The largest portion of these emissions (63 percent) is attributed to dairies/feedlots, while the second largest portion (16 percent) is from mobile sources, the third largest portion (11%) is from electricity sources."[137] Table 6-7 [**Table 8-1** in this document] identifies Tulare County's emissions by sector in 2007."[138]

"In 2030, Tulare County is forecast to generate approximately 6.1 million tonnes of CO2e. The largest portion of these emissions (59%) is attributed to dairies/feedlots, while the second largest portion (20%) is from mobile sources, and third largest portion (11%) is from electricity as shown on Table 6-8 [**Table 8-2** in this document]. Per capita emissions in 2030 are projected to be approximately 27 tonnes of CO2e per resident."[139]

The Tulare County General Plan contains the following: Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO2 and methane are emitted in the greatest quantities from human activities. Emissions of CO2 are largely by-products of fossil fuel combustion, whereas methane primarily results from off-gassing associated with agricultural practices and landfills. SF6 is a GHG commonly used in the utility industry as an insulating gas in transformers and other electronic equipment. There is widespread international scientific agreement that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming.[140]

Table 8-1
GHG Emissions by Sector in 2007[141]

Sector	CO2e (tons/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*	

[133] Op. Cit.
[134] Op. Cit. 8-85.
[135] Op. Cit.
[136] Op. Cit.
[137] Op. Cit. 6-36.
[138] Op. Cit. 6-38.
[139] Op. Cit.
[140] Op. Cit. 6-31.
[141] Op. Cit.

Table 8-2 GHG Emissions by Sector in 2030[142]		
Sector	CO_{2e} (tons/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*	

Regulatory Setting

Federal

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years.

The USEPA Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO2-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the CAA permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in Massachusetts v. EPA (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of GHGs under the CAA. On April 17, 2009, the USEPA found that CO2, CH4, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not proposed regulations based on this finding.

State

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations applied to automobiles and light trucks beginning with the 2009 model year.

California has taken action to reduce GHG emissions. In June 2005, Governor Schwarzenegger signed Executive Order S-3-05 to address climate change and GHG emissions in California. This Order sets the following goals for statewide GHG emissions:

- Reduce to 2000 levels by 2010
- Reduce to 1990 levels by 2020
- Reduce to 80 percent below 1990 levels by 2050

In 2006, California passed AB 32, the California Global Warming Solutions Act of 2006. The Act requires ARB to design and implement emission limits, regulations, and other feasible cost-effective measures to reduce statewide GHG emissions to 1990 levels by 202014. Senate Bill 97 was signed into law in August 2007. The Senate Bill required the Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resource Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions by July 1, 2009. On April 13, 2009, the OPR submitted to the Secretary for Natural Resources its recommended amendments to the State CEQA Guidelines for addressing GHG emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting the amendments. Following a 55-day public comment period and 2 public hearings, and in response to comments, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the CCR. The Amendments became effective on March 18, 2010.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG emissions that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (such as a cap-and-trade system), and an AB 32 cost of implementation fee regulation to fund the program. The first regulation adopted by the ARB pursuant to AB 32 was the regulation requiring mandatory reporting of GHG emissions. The regulation requires large industrial sources emitting more than 25,000 metric tons of CO2 per year to report and verify their GHG emissions from combustion of both fossil fuels and biomass-derived fuels. The California Cap and Trade program is being developed and the ARB must adopt regulations by January 1, 2011.Also, Governor Schwarzenegger directed the ARB, pursuant to Executive Order S-21-09, to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020.

California Environmental Quality Act (CEQA) Requirements

Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the 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.[143]

Regional

The San Joaquin Valley Air Pollution Control District (Air District) proposed, and subsequently adopted, the following process for determining the cumulative significance of project specific GHG emissions on global climate change when issuing permits for stationary source projects:

- "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 [Best Performance Practices] 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 specified

[142] Op. Cit.

[143]. California Environmental Quality Act (CEQA). Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.
- Project requiring preparation of an Environmental Impact Report would require quantification of project specific GHG emissions. Projects implementing BPS or achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG."[144]

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update: Chapter 9 – Air Quality contains a number of policies that apply to projects within Tulare County that support GHG reduction efforts and which have potential relevance to the Project's CEQA review: *AQ-1.3 Cumulative Air Quality Impacts* wherein the County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts; *AQ-1.5 California Environmental Quality Act (CEQA) Compliance* wherein the County shall ensure that air quality impacts identified during the CEQA review process are consistently and reasonably mitigated when feasible; *AQ-1.7 Support Statewide Climate Change Solutions* wherein 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* wherein 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.

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.[145]

[144] SJVAPCD. District Policy. Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as Lead Agency. Page 8 and 9. https://www.valleyair.org/Programs/CCAP/12-17-09/2%20CCAP%20-%20FINAL%20District%20Policy%20CEQA%20GHG%20-%20Dec%2017%202009.pdf. Accessed August 2022.

[145] Tulare County Climate Action Plan. Page 1. Accessed July 2022 at: http://generalplan.co.tulare.ca.us/documents.html.; then select tab noted as "Climate Action Plan February 2010 Draft"

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Greenhouse gas emissions from construction and operation of each of the Project components were estimated using CalEEMod. The emissions modeling reports are provided in Attachment "A".

a) **Less Than Significant Impact:** The Project includes the construction of 318,775 square foot mini-storage facility. The Project will result in direct GHG emissions from the construction of the Project and from the operations of the proposed buildings (heating and cooling, cleaning supplies, etc.) as well as from on-road vehicles used in the transport of customers and employees to and from the site.

The Air District's "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA" states that projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions would be determined to have a less than significant individual and cumulative impact for GHG emissions and would not require quantification unless an Environmental Impact Report is being prepared. The County has an adopted Climate Action Plan (CAP), which is discussed further in item b). The proposed Project is consistent with the Tulare County General Plan and as discussed below, the proposed Project is consistent with Tulare County CAP.

The Tulare County CAP does not require quantification of emissions for projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses. The proposed Project at full buildout would include 652,497 sf of storage space and 213,444 sf of business park, generating approximately 1,650 ADT. As such, the proposed Project is less intense than the threshold requiring GHG emissions quantification. As such, GHG emissions resulting from the proposed Project have been quantified for disclosure purposes.

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). **Table 8-3** presents the specific construction generated GHG emissions that would result from construction of the Project.

Table 8-3
Construction-Related Greenhouse Gas Emissions

Emissions Source	CO2e (Metric Tons/Year)
Mini Storage – Year 2023	774
Mini Storage – Year 2024	777
Mini Storage – Year 2025	29
Business Park – Year 2025	496
Business Park – Year 2026	165
Total Emissions	**2,241**

Source: CalEEMod (See Attachment A)

As shown in **Table 8-3**, Project construction would result in the generation of approximately 2,241 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. The amortized construction emissions are added to the annual average operational emissions.

Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use and building operations such and heating and cooling, lighting, utilities, cleaning supplies, landscaping activities, etc. Long-term operational GHG emissions attributable to the Project are identified in **Table 8-4**

Table 8-4
Operational-Related GHG Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Mini Storage	
Area Source Emissions	0
Energy Source Emissions	428
Mobile Source Emissions	1046

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Solid Waste Emissions	308
Water Emissions	281
Mini Storage	
Area Source Emissions	0
Energy Source Emissions	563
Mobile Source Emissions	566
Solid Waste Emissions	133
Water Emissions	92
Construction Emissions (amortized over the 30-year life of the Project)	75
Total Emissions	**3,492**
Source: CalEEMod (See Attachment A)	

As shown in **Table 8-4**, Project operations would result in the generation of approximately 3,492 metric tons of CO_2e annually.

The proposed Project is consistent with the Tulare County General Plan and the Tulare County CAP. Therefore, the proposed Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed Project would result in a less than significant impact to this resource.

b) **Less Than Significant Impact:** The SJVAPCD is responsible for regulating GHG emissions within the Project area to meet statewide GHG emission reduction objectives. The regulations and standards enforced by the SJVAPCD are designed to ensure that the region meets the goals of AB 32, SB 1078, SB 107, and Executive Order S-14-08. The Project is not in conflict with any local or statewide plans, policies or regulations adopted to reduce GHG emissions. (County of Tulare, 2010), Executive Order S-3-05, Executive Order B-30-15, SB 350, SB 100, AB 32, and SB 32, including the potential for the Project to conflict with the recommended actions identified by CARB in its 2017 Climate Change Scoping Plan.

Since the proposed Project is located in an unincorporated area of Tulare County, the most applicable GHG plan is the Tulare County Climate Action Plan (CAP) The CAP serves as a guiding document for County actions to reduce GHG emissions and adapt to the potential effects of climate change. The CAP requires projects on average to achieve a reduction that is six percent in excess of the reductions stated in the ARB Scoping Plan and by regional regulations and programs. AB 32 requires the California Air Resources Board to design and implement feasible and cost-effective emissions limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

The proposed Project involves the ultimate construction of a Derrel's Mini Storage (and RV storage) and a business park. As discussed earlier, construction-related activities would generate GHG emissions primarily from vehicle, haul truck, and construction equipment exhaust. Operation-related activities would result in GHG emissions predominantly from motor vehicle use, building operations and maintenance activities. As the Project would be consistent with the General Plan and the CAP, the Project will not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As such, a less than significant impact would occur as a result of this Project.

Cumulative Impact Analysis: Less Than Significant Impact - The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and the Tulare County General Plan 2030 Update EIR. As previously noted, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. The Project will be developed as market demands and will accommodate future growth. Upon buildout the Project would reduce VMT as it would provide local services to residents as the city expands. With less than significant Project-specific impacts, a less than significant cumulative impact will also occur.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
9.	**HAZARDS AND HAZARDOUS MATERIALS:**					
	Would the project:					
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
	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?	☐	☐	☒	☐
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
	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?	☐	☐	☐	☒
	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 the project area?	☐	☐	☐	☒
	f)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
	g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Hazards/Hazardous Materials Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

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)."[146]

[146] Tulare County General Plan 2030 Update Background Report. Page 8-26.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

"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)."[147]

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

The nearest airport (Sequoia Field Airport), is approximately 4.75 miles northwest of the proposed Project site. The nearest operational landfill is Visalia Landfill, approximately 4.5 miles of the proposed Project site.

The nearest elementary school (Elbow Creek Union Elementary School) is located approximately 1.25 miles east of the Project site, while Global Learning Charter School (1.50 miles southwest), Crowley Elementary School (1.75 miles south), and Four Creeks Elementary school (2.0 miles south) are the next nearest schools.

Regulatory Setting

Federal

The NFPA 70®: National Electrical Code® is adopted in all 50 states. It includes requirements for electrical wiring and equipment. Article 705 covers interconnecting generators, windmills, and solar and fuel cells with other power supplies. The federal Resource Conservation and Recovery Act (RCRA) and California Hazardous Waste Control Law regulate the disposal of solar PV cells. The local hazardous waste regulatory authority is the County of Tulare.

State

The California Department of Industrial Relations, Division of Occupational Safety and Health, is the administering agency designed to protect worker health and general facility safety. The California Department of Forestry and Fire Protection (CalFire) has designated the area that includes the project site as a Local Responsibility Area which is defined as an area where the local fire jurisdiction is responsible for emergency fire response. The project area is also defined as "Unzoned," which means that the fire hazard severity of the site has not been determined.[148]

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update (at Chapter 10 – Health and Safety) contains the following goals and policies that relate to hazards and hazardous materials, and which have potential relevance to the Project's CEQA review: *HS-4.1 Hazardous Materials* wherein 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-4.2 Establishment of Procedures to Transport Hazardous Wastes* wherein the County shall continue to cooperate with the California Highway Patrol (CHP) to establish procedures for the movement of hazardous wastes and explosives within the County; *HS-4.3 Incompatible Land Uses* wherein the County shall prevent incompatible land uses near

[147] Ibid. 8-26.

[148] California Department of Forestry and Fire Protection. 2007. Draft Fire Severity Zones in LRA Map. Accessed July 2022 at: https://osfm.fire.ca.gov/media/6832/fhszl06_1_map54.pdf.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

properties that produce or store hazardous waste; and *HS-4.4 Contamination Prevention* wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

a) and b) Less Than Significant Impact: In summary, the proposed Project 49-acre site would accommodate Derrel's Mini-Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include recreation vehicle (RV) storage and resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basins. The proposed Project may require the transport and use of small quantities of hazardous materials in the form of gasoline, diesel, and oil. There is the potential for small leaks due to refueling of the construction equipment; however, standard construction Best Management Practices (BMPs) will reduce the potential for accidental release of construction-related fuels and other hazardous materials. These BMPs will prevent, minimize, or remedy storm water contamination from spills or leaks, control the amount of runoff from the site, and require proper disposal or recycling of hazardous materials. Therefore, the proposed Project will not result in a significant hazard to the public or the environment and impacts will be less than significant.

c) No Impact: The Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The nearest school is Elbow Creek Union Elementary School (is located approximately 1.25 miles east of the Project site), while Global Learning Charter School (1.50 miles southwest), Crowley Elementary School (1.75 miles south), and Four Creeks Elementary school (2.0 miles south) are the next nearest schools. There will be no Impact.

d) No Impact: The Project will not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, it will not create a significant hazard to the public or the environment. An online search through Envirostor was conducted in July 2022 which indicated that there is one known hazardous or toxic site in the vicinity of the project site. The site is located approximately 0.75-miles northwest of the proposed Project site; however, the site's status is "Certified/Operation and Maintenance" by the California Department of Toxic Substances Control as of 6/26/09.[149]

e) No Impact: The nearest airport, Sequoia Field Airport, is approximately 4.75 miles northwest of the Project site. As noted earlier, the proposed Project site is currently planted to walnuts. Since existing conditions have not changed, the proposed Project would not result in a safety hazard or excessive noise for people residing or working the project area. There is no impact.

f) No Impact: The proposed Project will not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Per standard conditions of approval, the proposed Project contains sufficient access for emergency access. There is no impact.

g) No Impact: The surrounding land is single-family residential and agricultural uses and is not subject or vulnerable to wildland fires. Therefore, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires and would result in no impact.

Cumulative Impact Analysis: Less Than Significant Impact - The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR. In summary, as noted previously, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. With less than significant Project-specific impacts, a less than significant cumulative impact will also occur.

[149] California Department of Toxic Substances Control. Accessed July 2022 at: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60001917

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
10.	**HYDROLOGY AND WATER QUALITY**					
	Would the project:					
	a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
	b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
	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?	☐	☐	☒	☐
	iv)	Impede or redirect flood flows?	☐	☐	☐	☒
	d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
	e)	Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Hydrology/Water Quality Resources, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

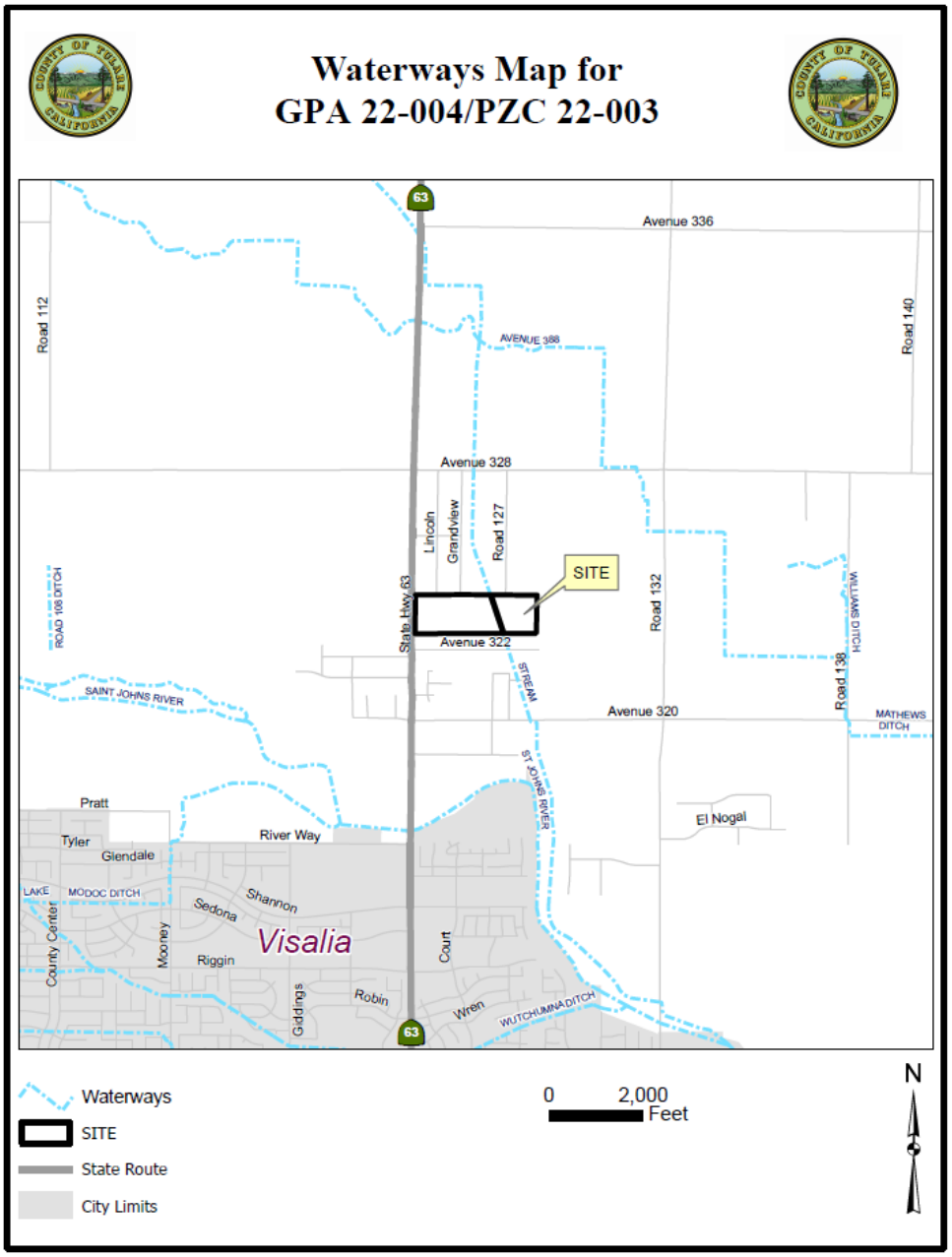
Tulare County has a dry climate with evaporation rates that exceeds rainfall. The local climate is considered warm desert with annual precipitation approximately 7 to 9 inches, and variable rainfall rates. The majority of precipitation (roughly 84%) falls during the months of November through April.

Hydrology in the Project vicinity is associated with the Tulare Lake Basin, one of three main water subareas in the county. The Tulare Lake Basin is in the northern alluvial fan and basin subarea which is characterized by southwest-to-south flowing rivers, creeks, and irrigation canal systems that convey water from the Sierra Nevada to the west toward the Tulare Lake Bed. The southern

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

portion of the basin is internally drained by the Kings, Kaweah, Tule, and Kern Rivers.[150] The Tulare Lake Basin comprises the drainage area of the San Joaquin Valley south of the San Joaquin River and is essentially a closed basin because surface water drains north into the San Joaquin River only in years of extreme rainfall. **Figure 10-1** shows waterways in the vicinity of the proposed Project which includes Uphill Ditch within the site, and the St. Johns River south of the site.

Figure 10-1



[150] California Department of Water Resources. Draft California's Groundwater Bulletin 118. 2020. Accessed July 2022 at: https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

Regulatory Framework

Federal

Clean Water Act

The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes.

Safe Drinking Water Act

"The Safe Drinking Water Act (SDWA) was established to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources.

The Act authorizes EPA to establish minimum standards to protect tap water and requires all owners or operators of public water systems to comply with these primary (health-related) standards. The 1996 amendments to SDWA require that EPA consider a detailed risk and cost assessment, and best available peer-reviewed science, when developing these standards. State governments, which can be approved to implement these rules for EPA, also encourage attainment of secondary standards (nuisance-related). Under the Act, EPA also establishes minimum standards for state programs to protect underground sources of drinking water from endangerment by underground injection of fluids."[151]

State

The Porter-Cologne Water Quality Control Act

"The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected,
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and

[151] U.S. Environmental Protection Agency. Summary of the Safe Drinking Water Act. Accessed July 2022 at: https://www.epa.gov/laws-regulations/summary-safe-drinking-water-act.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous NPS-related responsibilities, including monitoring and assessment, planning, financial assistance, and management."[152]

State Water Resources Control Board

The State Water Resources Control Board (SWRCB), located in Sacramento, CA, is the agency with jurisdiction over water quality issues in the State of California. The SWRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code) which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The Project site is located within the Central Valley Region.

Regional Water Quality Control Board

The Central Valley Regional Water Quality Control Board (RWQCB) administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The plan will include specifications for Best Management Practices (BMPs) that will be implemented during proposed Project construction to control degradation of surface water by preventing the potential erosion of sediments or discharge of pollutants from the construction area. The General Construction Permit program was established by the RWQCB for the specific purpose of reducing impacts to surface waters that may occur due to construction activities. BMPs have been established by the RWQCB in the California Storm Water Best Management Practice Handbook (2003), and are recognized as effectively reducing degradation of surface waters to an acceptable level. Additionally, the SWPPP will describe measures to prevent or control runoff degradation after construction is complete, and identify a plan to inspect and maintain these facilities or project elements.

SB 610 (Costa) & SB 221 (Kuehl) 2001

"Senate Bills 610 (Chapter 643, Statutes of 2001) and Senate Bill 221 (Chapter 642, Statutes of 2001) amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects.

Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to the California Environmental Quality Act. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply."[153]

counties in integrating water and land use planning. Page iii. Accessed July 2022 at: https://cawaterlibrary.net/wp-content/uploads/2017/06/guidebook.pdf

[152] Tulare County General Plan 2030 Update RDEIR. Page 3.6-13.

[152] Tulare County General Plan 2030 Update RDEIR. Page 3.6-13.

[153] California Department of Water Resources. Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001 to assist water suppliers, cities, and counties in integrating water and land use planning. Page iii. Accessed July 2022 at: https://cawaterlibrary.net/wp-content/uploads/2017/06/guidebook.pdf

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Local Policy and Regulations

Tulare County Environmental Health Services

"The County Health and Human Services Agency (HHSA), Environmental Health Division has been granted primacy by the DHS, is responsible for the administration and enforcement of the Safe Drinking Water Act involving those systems in Tulare County with less than 200 connections. County Environmental Health staff are also responsible for development review, approval and enforcement related to private wells and septic systems, for properties not served by water or wastewater districts or other public entities."[154]

Tulare County Land Development Regulations

The Tulare County Resource Management Agency (RMA) is responsible for review, approval, and enforcement of planning and land development throughout the unincorporated portions of Tulare County. County of Tulare regulations that direct planning and land development (and related water and wastewater utilities) include the Tulare County General Plan, Zoning Ordinance, Subdivision Ordinance, and CEQA procedures. These responsibilities are divided between Planning Branch, Public Works Branch, and other divisions or departments of RMA, and in coordination with the Environmental Health Division of the Tulare County Health and Human Services Agency, and the Tulare County Fire Department.

The County's flood damage prevention code is intended to promote public health, safety, and general welfare in addition to minimizing public and private losses due to flood conditions. The County code provisions to protect against flooding include requiring uses vulnerable to floods be protected against flood damage at the time of initial construction; controlling the alteration of natural flood plains; and preventing or regulating the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas. The County flood damage prevention code, most recently amended by Ord. No. 3212 and effective October 29, 1998, is modeled based upon FEMA guidance.

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update: (Chapter 10 – Health and Safety and Chapter 11 – Water Resources) contains the following goals and policies that relate to hydrology and water quality and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review: *HS-4.4 Contamination Prevention* wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination; ; *WR-2.1 Protect Water Quality* wherein 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. This policy requires the County to 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* wherein 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)* wherein 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* wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites *WR-2.5 Major Drainage Management* - wherein 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-3.3 Adequate Water Availability* - wherein 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* - wherein 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; and *WR-3.6 Water Use Efficiency* - wherein the County shall support educational programs targeted at reducing water consumption and enhancing groundwater recharge.

[154] Tulare County General Plan 2030 Update RDEIR. Page 3.6-13.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

a) Less Than Significant Impact: As previously noted, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

The proposed Project will utilize an on-site, new septic tank and leach field (aka, on-site wastewater treatment system, OWTS) which will be reviewed/approved by the Tulare County Health and Human Services Agency (HHSA), Environmental Health Services Division (EHS). Per a comment received during the Project Review Committee process, EHS wrote, "New septic system installations will require submission of a site evaluation report. The report shall be submitted to the Tulare County Environmental Health Services Division (TCEHSD) for review, before approval can be granted for any building permits. This evaluation must be done by a Qualified Professional. Qualified Professionals must possess the appropriate State licensure (PE, PG, CHG, REHS or CPSS)." (see Attachment "F"). As such, the applicant will be required to comply with all applicable EHS-related permits, rules, regulations, etc. Therefore, the Project would result in a less than significant impact to this resource. As such, the proposed Project will not result in a violation of any water quality standards or waste discharge requirements with the implementation of an EHS-approved OWTS. Therefore, the proposed Project will result in a less than significant impact.

b) Less Than Significant Impact: The proposed Project site is located in the Tulare Lake Basin, an area significantly affected by overdraft. The Department of Water Resources (DWR) has estimated the groundwater by hydrologic region and for the Tulare Lake Basin. DWR estimates a total overdraft of 820,000 acre-feet per year (which is the largest overdraft projected in the state, and approximately 56 percent of the statewide total overdraft). The Project site is located within the Tule Sub-basin portion of the regional area.

The Project site does not include impacts to any groundwater recharge areas. The Project would not substantially reduce surface runoff that results in groundwater recharge. Improvements associated with the proposed Project. The applicant will utilize the existing private water company (CalWater) for its permanent potable supply of water and would not utilize or develop an on-site surface or groundwater supply over the life of the Project. Given the nature of the project (i.e.; mini-/RV storage, business park, and change of zone), the Project would not require substantial increased use in water consumption. Rather, the proposed Project will substantially reduce water consumption from the existing ag-related use (walnut orchard) by approximately 47 million gallons of water per year. As such, the impact would be less than significant.

c) Less Than Significant Impact: Overall, the Project would not 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.

i) Erosion and Siltation; Less Than Significant Impact: The surface topography of the proposed Project site is relatively flat. The final grading of the site will not affect the drainage pattern of the site or area. The only surface water conveyance on site is the Uphill Ditch Company irrigation ditch that bisects the property from south to north. The ditch will remain in place and not be relocated. Grading for the site will include an engineered grading design approved and permitted by Tulare County. Drainage will remain on-site which will be controlled by grading and a stormwater retention basin. No site runoff will flow from the site into Uphill Ditch; therefore, no substantial erosion or siltation will occur.

ii) Runoff resulting in Flooding On- or Off-site; Less Than Significant Impact: The site will not result in waters capable of flooding either on- or off-site. The site lies within the Flood Zone X (0.2% annual chance flood hazard) per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM map).[155] The proposed Project will not generate substantial amounts of runoff that would result in on- or off-site flooding due to the scale of the improvements. As such, the Project would result in a less than significant impact to or from this resource Item.

[155] U.S. Department of Homeland Security. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06107C0945E June 16, 2009. Accessed July 2022 at: map https://msc.fema.gov/portal/search?AddressQuery=Tulare%20County%2C%20CA#searchresultsanchor

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

iii) Runoff affecting Drainage Systems and Polluted Runoff; Less Than Significant Impact See Items 10 c) i) and ii): Also, the Project will not require the connection to any existing or planned stormwater drainage system. Therefore, it will not provide any additional sources of polluted runoff. Although the Project involves the construction of a new paved surfaces, the improvements will not generate a substantial amount of runoff that will affect the on-site drainage system. The Project would not 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, and as such, would result in a less than significant impact.

iv) Impede or redirect flood flows; Less than Significant Impact: See items 10 c ii) and iii). In addition, no streams or water features (other than the Uphill Ditch Company ditch) are within the Project vicinity that would be altered by the improvements associated with the proposed Project. The proposed Project would not substantially alter the surface area of the site as it will be designed to avoid impeding or redirecting of flood flows, as such, the impact would be less than significant.

d) Less than Significant: As noted earlier, the Project is located within Flood Zone X with a 0.2% of annual flooding, as mapped by the Federal Emergency Management Agency FIRM map (Panel 06107C0945E). The Project is not anticipated to result in the additional exposure of persons or structures to risks associated with inundation. The Project is not located on or near any areas that would result in or be impact by a flood hazard, tsunami, or seiche zones, that would result in a risk release of pollutants due to project inundation. Moreover, the Project site is not exposed to or near any river, reservoirs, pond, or lake subject to seiches from earthquake activity; and it is approximately 100 miles east of the nearest coastline that would be subject to tsunami. Therefore, the impact from potential inundation by the flood hazard, tsunami, or seiches would be less than significant.

e) No Impact: As noted in Item 9 b.), above, the applicant will utilize the existing private water company (CalWater) for its permanent potable supply of water and would not utilize or develop an on-site surface or groundwater supply over the life of the Project. Given the nature of the project (i.e.; mini-/RV-storage, business park, and change of zone), the Project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Rather, the proposed Project will substantially reduce water consumption from the existing ag-related use (walnut orchard) by approximately 47 million gallons of water per year.

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, the requirements of Tulare County Environmental Health, Tulare County 2030 General Plan, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR. The proposed Project will be required to comply with all applicable rules/regulations (requirements) of the Central Valley Water Board and Tulare County Health Services Division (TCHSD) as a component of project design features. As noted previously, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. As such, the proposed Project will not contribute to any cumulative impacts related to this Checklist Item and would have a less than significant cumulative impact to this resource item.

11.	LAND USE AND PLANNING					
	Would the project:					
	a)	Physically divide an established community?	☐	☐	☐	☒
	b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Land Use/Planning Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

Existing land uses in Tulare County have been organized into generalized categories that are summarized on **Table 11-1**. These lands total 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 1,230 square miles, or approximately 25 percent of the County. Agricultural uses total over 2,150 square miles or about 44 percent of the entire county. Incorporated cities in Tulare County capture less than three percent of the entire County.

Table 11-1
County of Tulare Summary of Assessed Land by Generalized Use Categories[156]

Generalized Land Use Category	Square Miles[1]	Percentage[2]
Residential	110	2
Commercial	10	Less than 1%
Industrial	10	Less than 1%
Agriculture	2,150	44
Public (including airports, charitable organizations, churches, fraternal organizations, government owned land, hospitals and rest homes, institutional facilities, rehab facilities and schools)	420	9
Open Space (including national forests and parks, timber preserves)	1,230	25
Classified Subtotal	**3,930**	**81**
Unclassified (includes streets and highways, rivers, ditchs, etc.)	780	16
Unincorporated County Subtotal	**4,710**	**97**
Incorporated Cities	130	3
Total County	**4,840**	**100**

1 One square mile = 640 acres.
2 Percent reflect those estimated for the total land area of the County and may not equal 100 due to rounding.

Regulatory Setting

Federal

Federal regulations for land use are not relevant to the Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the project applicant is not requesting federal funding or a federal permit).

State

The Project is being evaluated pursuant to CEQA; however, there are no state regulations, plans, programs, or guidelines associated with land use and planning that are applicable to the proposed Project.

[156] Tulare County General Plan 2030 Update Background Report. Page 3-53.

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Local Policies and Regulations

Tulare County Association of Governments

"[The Tulare County Association of Governments] TCAG is committed to improving the quality of life for residents and visitors throughout Tulare County. We prove our commitment by addressing congestion using a preventative approach. 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."[157].

Tulare County General Plan 2030 Update

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 as follows.

ED-2.2 Land Requirements – wherein 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* – wherein 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* – wherein the County will encourage the development of mineral deposits in a manner compatible with surrounding land uses; *PF-1.1 Maintain Urban Edges* – wherein 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* – wherein 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 – wherein 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* – wherein 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-4.18 - ; PF-4.19 - ; PF-4.21 - ; *PF-2.7 Improvement Standards in Communities* – wherein 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; *LU-1.2 Innovative Development* – wherein 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-1.8 Encourage Infill Development* - wherein the County shall encourage and provide

[157] Tulare County Association of Governments. About Us. Accessed July 2022 at: https://tularecog.org/tcag/about-us/history-of-tcag/

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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* - wherein County shall require access to public roadways for all new development; *LU-4.6 Commercial Storage Facilities* – wherein the County shall require that commercial storage facilities, including "mini" storage, indoor and outdoor storage facilities, and contractor's materials storage be screened from view through landscape buffers or other natural landscapes; *LU-5.1 Industrial Developments* – wherein 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; and *LU-5.4 Compatibility with Surrounding Land Use* – wherein 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.

City of Visalia

The proposed Project is also consistent with City of Visalia General Plan Land Use Policy 26 - Continue to follow the referral agreement with Tulare County, and work with the County to strengthen the implementation of the Visalia General Plan within the Visalia Urban Area Boundary; and Land Use Policy 33 - Work with Tulare County to prevent urban development of agricultural land outside of the current Urban Development Boundary and to promote the use of agricultural preserves, where they will promote orderly development.

County of Tulare/City of Visalia Memorandum of Understanding

See previously noted Tulare County General Plan Policies *PF-4.19, PF-4.21, PF-4.14, PF-4.19,* and *PF-4.21*. In keeping with the County of Tulare – City of Visalia Memorandum of Understanding (MOU) (November 19, 2012), Tulare County will work cooperatively with the City of Visalia to make this project mutually beneficial and consistent with the public interest to provide economic opportunity.

Rural Valley Lands Plan (RVLP).

Any future development project is subject to the Rural Valley Lands Plan (RVLP). A RVLP analysis is being prepared; preliminary results indicate that the proposed Project meets the RVLP for non-agricultural uses).

a) and b) No Impact: As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-Storage (including RV storage) on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include recreation vehicle (RV) storage and resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site. There are no roads that cross the site and no roads are planned in any adopted planning documents; and currently there is no public access to the site. The site does not currently divide any established communities nor would the proposed Project.

The applicant is requesting to change the County's land use designation within the County Adopted Urban Area Boundary (CAUAB) of Visalia, from "Agriculture" to "Service Commercial" on 49.0 acres. Also as noted earlier, the Project is intended to accomplish a change of zone from R-O (Single Family Estate) to C-3-MU (Service Commercial with Mixed Use Overlay) and will retain that designation if the project is approved. The applicant proposes to submit a tentative parcel map to divide the property into nineteen (19) parcels: 60% for proposed Mini Storage and eighteen (18) commercial lots. The proposed use is not allowed in the R-O Zone; therefore, the Project will require a change of zone to the C-3-MU zone. There are no aspects of the site or the proposed project that would result in the division of an established community. Therefore, the Project would result in no impact to this resource.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The County's General Plan Amendment Policy provides that the Board shall give consideration as to the public need or necessity of the amendment and whether the proposed amendment would further the goals, objectives, and policies of the general plan and not obstruct their attainment (Policies and Procedures 391). As such, the General Plan Update and the Memorandum of Understanding (MOU) provide the land use mechanism for development projects within this area. As such, the project requires consistency with the GPU Policies in the Planning Framework Element and the MOU.

The following provides a summary analysis of consistency with the following General Plan Policies:

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 CAUDBs and is only advisory within CAUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the land use designation or zoning classification of any parcel within a CAUAB unless appropriate under the requirements of the 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 reclassification.

An RVLP Parcel Evaluation was performed for the project site. After all the factors were applied to the parcel, the project received a preliminary RVLP evaluation of 13 points. According to Policy RVLP-1.4 "Determination of Agriculture Land", if the number of points accumulated is between 12 to 16 points, then it 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. (See Attachment 2 - RVLP Checklist of the Board of Supervisors Agenda Item for GPI 21-003, which is included in Attachment "F" of this MND). The proposed GPA and project are consistent with the Tulare County General Plan; would further the goals, objectives, and policies of that Plan, and would not obstruct their attainment.

Requested Land Use Designation – Service Commercial with Mixed-Use Overlay

This designation establishes areas intended for wholesale establishment and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packing or processing of articles of merchandise for distribution and retail sales. Typical allowed uses include: Contractors' Storage yards, and Warehouses (except for the storage of fuel or flammable liquids and explosives). The Mixed-Use overlay would allow for the greatest flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential.

Tulare County Zoning Consistency

Applicants request that the zone district be changed concurrently with the General Plan Amendment. Currently, the parcel is zoned R-O (Single-Family Estate). The proposed zone is C-2-MU (Service Commercial with Mixed Use Overlay). The Service Commercial Zone allows for warehouses by right.

The Mixed-Use Overlay Combining Zone will allow all uses outlined in the C-3, C-2, C-1, R-1, R-2, R-3. 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, uses and activities determined to be compatible by the Planning Commission and Board of Supervisors with the above-mentioned zoning districts are also allowed.

At the time of initial the Consultation Notice the County conducted Project Review Committee No. PRC 21-050 as part of the preparatory process. As part of the PRC process a consultation notice was sent to the City of Visalia on July 12, 2021. This is part of a County-City cooperative process regarding the Memorandum of Understanding between the entities. The City of Visalia did not respond to the County's outreach at the time.

Based on the analysis above, and as noted earlier, the proposed Project is an appropriate use for the site and will be consistent with applicable objectives, goals and policies outlined in the Tulare County General Plan 2030 Update as well as the City of Visalia General Plan. Although the proposed Project is outside of the City of Visalia's Sphere of Influence, it is within its Planning Area. As such, the County of Tulare is committed to ensuring that the proposed Project is consistent with Visalia's

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

applicable policies, standards, etc. Therefore, the proposed Project would result in a less than significant Project-specific impact related to this Checklist Item will occur.

Cumulative Impact Analysis: Less Than Significant Cumulative Impacts - The geographic area of this cumulative analysis is Tulare County and the City of Visalia. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, the Tulare County General Plan 2030 Update EIR, and the Visalia General Plan. As noted previously, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. As such, a less than significant cumulative impact related to this Checklist Item will occur.

12.	**MINERAL RESOURCES**					
	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?	☐	☐	☐	☒
	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?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Mineral Resources, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

Per the Tulare County General Plan Background Report, 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 Tulare 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.

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.

Aggregate resources are the most valuable mineral resource in Tulare County because it is a major component of the Portland cement concrete (PCC) and asphaltic concrete (AC). PCC and AC are essential to constructing roads, buildings, and providing for other infrastructure needs. There are four streams that have provided the main source of high quality sand and gravel in Tulare County: Kaweah River, Lewis Creek, Deer Creek and the Tule River. The highest quality deposits are located at the Kaweah and Tule Rivers. Lewis Creek deposits are considerably inferior to those of the other two rivers.

Regulatory Setting

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Federal

There are no federal or local regulations pertaining to mineral resources relevant to the proposed project.

State

California Surface Mining and Reclamation Act of 1975

Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., insures a continuing supply of mineral resources for the State. The act also creates surface mining and reclamation policy to assure that:

- Production and conservation of minerals is encouraged;
- Environmental effects are prevented or minimized;
- Consideration is given to recreational activities, watersheds, wildlife, range and forage, and aesthetic enjoyment;
- Mined lands are reclaimed to a useable condition once mining is completed; and
- Hazards to public safety both now and in the future are eliminated.

Areas in the State (city or county) that do not have their own regulations for mining and reclamation activities rely on the Department of Conservation, Division of Mines and Geology, Office of Mine Reclamation to enforce this law. SMARA contains provisions for the inventory of mineral lands in the State of California. The State Geologist, in accordance with the State Board's Guidelines for Classification and Designation of Mineral Lands, must classify Mineral Resource Zones (MRZ) as designated below:

- MRZ-1. Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- MRZ-2. Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- MRZ-3. Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.
- MRZ-4. Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.

SMARA only covers mining activities that impact or disturb the surface of the land. Deep mining (tunnel) or petroleum and gas production is not covered by SMARA.

Local

<u>Tulare County General Plan 2030 Update</u>

The Tulare County General Plan 2030 Update: Chapter 8 – Environmental Resources Management contains the following goals and policies that relate to mineral resources and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review: *ERM-2.1 Conserve Mineral Deposits* wherein 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; and *ERM-4.6 Renewable Energy* wherein the County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind, solar, bio-fuels and co-generation.

a) **No Impact:** Mineral resources located within Tulare County are predominately sand and gravel resources primarily provided by four streams: Kaweah River, Lewis Creek, Deer Creek, and the Tule River. The Kaweah river is the nearest of these four streams to the proposed Project site and is located approximately 16 miles to the east. Due to the distance from these streams, the Project will not result in the loss of an available known mineral resource. The Tulare County General Plan Update (see Figure 8-2 Mineral Resource Zone in the General Plan) indicates the locations of State-designated Mineral Resource Zones. According to the map, the Project site is not located in or within 10 miles of a Mineral Resource Zone. The California

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Department of Conservation indicates that the nearest, active mining operation (Kaweah South, mining sand and gravel) is located approximately 15.5 miles east of the Project site.[158] As such, the Project would not 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.

b) No Impact: The proposed Project site is not delineated on a local land use plan as a locally important mineral resource recovery site. Therefore, the Project would not 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.

Cumulative Impact Analysis: Less Than Significant Cumulative Impacts - The geographic area of this cumulative analysis is Tulare County and the City of Visalia. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, the Tulare County General Plan 2030 Update EIR. As noted previously, and summarized here, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. As such, a less than significant cumulative impact related to this Checklist Item will occur.

13.	NOISE				
	Would the project result in:				
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?	☐	☐	☒	☐
b)	Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Noise Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

"Noise. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most

[158] State of California Department Of Conservation, Division of Mine Reclamation, Maps: Mines and Mineral Resources Accessed July 2022 at: https://maps.conservation.ca.gov/mol/index.html.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one-hour period.

Sound pressure is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while noise levels along arterial streets are generally in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.11 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. To evaluate community noise on a 24-hour basis, the day-night average sound level was developed (Ldn). Ldn is the time average of all A-weighted levels for a 24-hour period with a 10 dB upward adjustment added to those noise levels occurring between 10:00 PM and 7:00 AM to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is identical to the Ldn with one exception. The CNEL adds 5 dB to evening noise levels (7:00 PM to 10:00 PM). Thus, both the Ldn and CNEL noise measures represent a 24-hour average of A-weighted noise levels with Ldn providing a nighttime adjustment and CNEL providing both an evening and nighttime adjustment.

Vibration. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.

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

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63,

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

Regulatory Setting

Federal

Federal Vibration Policies

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA has identified the human annoyance response to vibration levels as 80 RMS (Root Mean Square = The square root of the arithmetic average of the squared amplitude of the signal).[159]

State

The California Noise Control Act was enacted in 1973 (Health and Safety Code § 46010 et seq.), and states that the Office of Noise Control (ONC) should provide assistance to local communities in developing local noise control programs. It also indicates that ONC staff will work with the OPR to provide guidance for the preparation of the required noise elements in city and county General Plans, pursuant to Government Code § 65302(f). California Government Code § 65302(f) requires city and county general plans to include a noise element. The purpose of a noise element is to guide future development to enhance future land use compatibility.

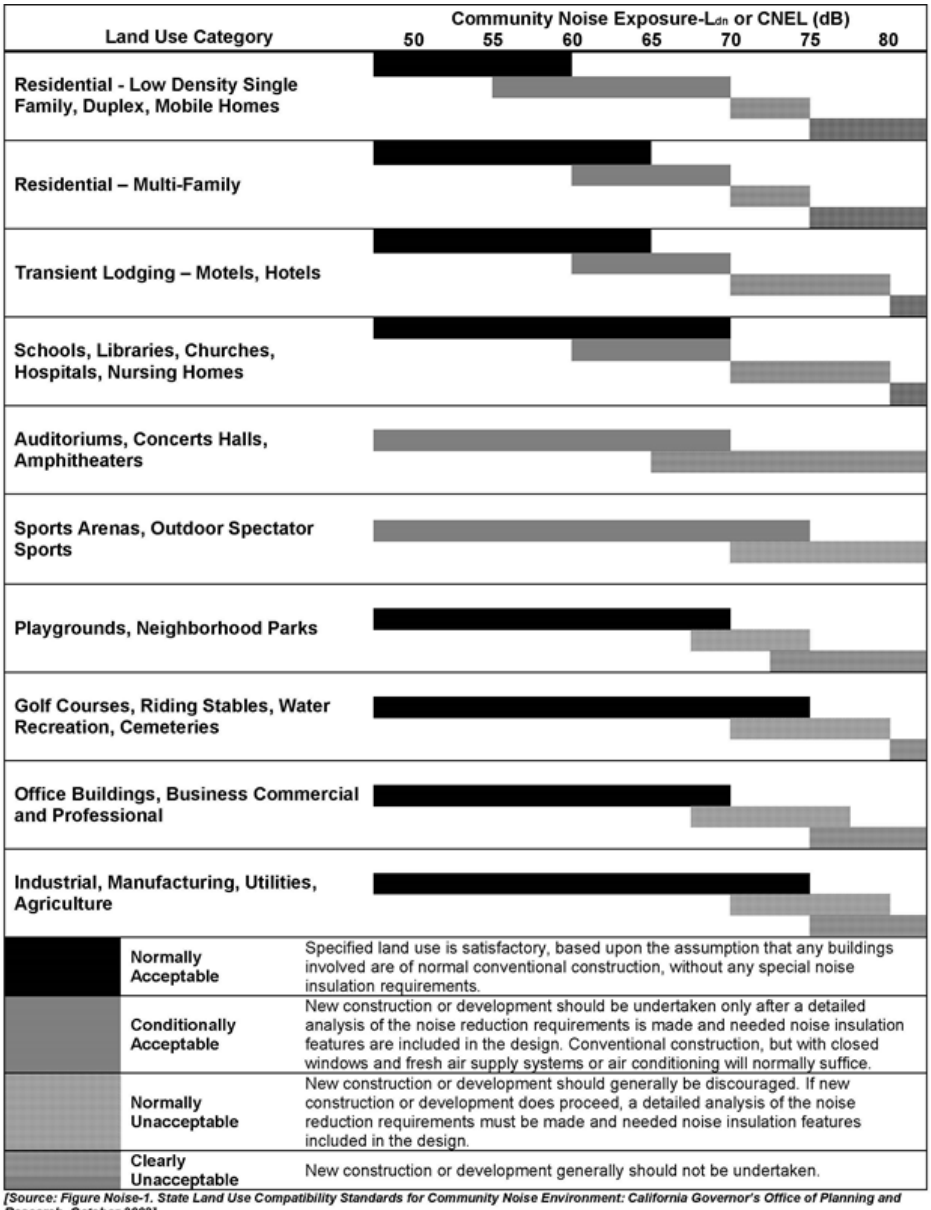
Local

Analytical noise modeling techniques, in conjunction with actual field noise level measurements, were used to develop generalized Ldn or Community Noise Equivalent Level (CNEL) contours for traffic noise sources within Tulare County for existing conditions. Traffic data representing annual average daily traffic volumes, truck mix, and the day/night distribution of traffic for existing conditions (1986) and future were obtained from the Tulare County Public Works Department and used in the Tulare County Noise Element. The Tulare County General Plan 2030 Update Health & Safety Element (2012) includes noise and land use compatibility standards for various land uses. These are shown in **Table 13-1** Land Use Compatibility for Community Noise Environments[160],:

[159] U.S. Department of Transportation, "The Noise and Vibration Impact Assessment Manual". September 2018. FTA Report No. 0123 Federal Transit Administration Page 113. Accessed July 2022 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.

[160] Tulare County General Plan 2030 Update. Goals and Policies Report. Page 10-25.

Table 13-1



[Source: Figure Noise-1. State Land Use Compatibility Standards for Community Noise Environment: California Governor's Office of Planning and Research, October 2003]

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update: Chapter 10 – Health and Safety contains the following goals and policies that relate to noise and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review: *HS-8.2 Noise Impacted Areas* – wherein the County shall designate areas as noise-impacted if exposed to existing or projected noise levels that exceed 60 dB Ldn (or Community Noise Equivalent Level (CNEL)) at the exterior of buildings; *HS-8.3 Noise Sensitive Land Uses* – wherein 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-8.6 Noise Level Criteria* wherein 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* wherein 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-8.11 Peak Noise Generators* wherein the County shall limit noise generating activities, such as construction, to

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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* – wherein 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-8.16 State Noise Insulation* – wherein 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* wherein the County shall seek to limit the potential noise impacts of construction activities by limiting construction activities 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; *HS-8.19 Construction Noise Control* wherein 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.

Table 13-2
Tulare County Maximum Acceptable Ambient Noise Exposure for Various Land Uses[161]

Land Use	Suggested Maximum Ldn
Residential – low density	60
Residential – high density	65
Transient lodging	65
Schools, libraries, churches, hospitals	65
Playgrounds, parks	65
Commercial	70
Industrial	75

a) **Less Than Significant Impact:** As mentioned earlier, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site. Project construction will include site preparation, grading, paving, and construction-related activities. Noise sensitive receptors include residential use north, south, and west of proposed Project site. By analogy, an environmental impact report prepared for a similar project, that is, business park without mini-/RV storage (Sequoia Drive-In Business Park, SCH No. 2017011027; adopted/certified by the Tulare County Board of Supervisors via Resolution No.2020-0933), is used for a comparative analysis of noise- and vibration-related impacts for this proposed Project.

"Construction Noise Impacts

[161] Tulare County 2030 General Plan Update Background Report. Page 8-50.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Proposed Project construction related activities will involve temporary noise sources and will be periodic in nature due to the phased buildout of the Project. Typical construction related equipment include compressors, nail guns, graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Activities involved in construction will generate maximum noise levels, as indicated in Table 3.12-2 [**Table 13-3** in this document], ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

Table 13-3
Typical Construction Noise Levels

Type of Equipment	dBA at 50 feet	
	Without Feasible Noise Control[1]	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban and semi-urban environments. Most residents of these areas recognize this reality and expect to hear construction activities on occasion."[162] The Mini-/RV Storage component will contribute to short-term, temporary, and intermittent construction-related noise. By their very nature, mini and RV storage operations are inherently very quiet during operation as only traffic-related noise will occur during the hours they are open for use. As such, all phases of Derrel's Mini-/RV Storage and business park will likely result in non-significant noise levels when operational.

Although impacts are considered less than significant, the Project will be required to adhere to the County's noise policies *HS-8.11, HS-8.18,* and *HS-8.19*, as noted earlier, to ensure that impacts remain less than significant.

Operational Noise Impacts

The site is located on the edge of the Visalia urban area approximately 0.58 miles north of the city. Existing development on the north, south and east are residential in nature; while an agricultural use is located east. Operational noise from the Project will be generated from typical customer usage of the min-/RV storage components; while business park uses would generate noise from sources such as customer/employee vehicles, delivery trucks, landscape maintenance equipment, air conditioners, and other similar noise sources). However, it is likely the primary source of noise will be from Project-related vehicular trips.

Potential sensitive noise receptors in the area include:

North: Residential, Avenue 324.
East: Agricultural use.
South: Residential.
West: SR 63/Dinuba Blvd., single-family residences.

[162] Tulare County. Sequoia Drive-In Business Park. Environmental Impact Report. Chapter 3.12. Noise. Page 3.12-6. December 2018. Available upon request at RMA Administrative Office.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

When evaluating whether or not a project will result in a potentially significant increase in noise, the County uses a threshold of an increase of 3 dBA if it affects sensitive receptors. Residential units are considered as sensitive receptors.

According to the Tulare County General Plan Background Report, "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."[163] **"Table 8-9** 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."[164] "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."[165]

Generally speaking, most of the parcels adjacent to SR 63 in the vicinity of the Project are included within a Noise Contour. As excerpted from Table 8-9, the segment of SR 63 between Houston Avenue and Avenue 328 noise levels are shown in Table 3.12-3 [**Table 13-4** in this document] (the Project is located immediately east of this segment).

Table 13-4
Noise Contours for SR 63 between Houston Avenue & Avenue 324 in the Project Vicinity

Contour Line	Distance in feet from SR 63 Centerline
70 Ldn (dBA)	51
65 Ldn (dBA)	109
60 Ldn (dBA)	236
55 Ldn (dBA)	507
Ldn (dBA)	
50 Ldn (dBA) @ 50 feet	70.1
100 Ldn (dBA) @ 100 feet	65.6

Note: Average Daily Traffic along this segment of SR 63 is approximately 14,700.

As shown in **Table 13-2**, the County's suggested maximum Ldn for rural residential is 60 Ldn (dBA). According to a Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (September 2013), "doubling the traffic on a highway would result in an increase of 3dB. The County's General Plan shows the average daily trips (ADT) of this segment of approximately 14,700. The Project could result in up to 10,221 ADT based on the TIS, not all of which would be dispersed on the highway, nor would be considered new trips solely attributable to the Project. Using a conservative estimate, even if all of the Project trips were considered new trips and were all routed on SR 63, it would not result in a doubling of traffic numbers and, therefore, would not result in an increase of 3dB. In addition, the noise receptors in the Project area are already included within a defined noise contour (therefore, the noise receptor's baseline noise contour currently exceeds above-normal noise levels). Therefore, the Project's traffic noise generation cannot be distinguished from existing noise conditions. As such, the Project would result in a less than significant impact.

As this project is similar to the Sequoia Drive-In Business Park project, the proposed Project will also generate non-traffic related noise from noises associated with commercial facilities (e.g., air conditioning units, landscape maintenance equipment, car doors shutting, voices, etc.). Nearby receptors will experience a small increase in ambient noise due to the Project, but the noise will be similar to existing conditions and will consist of noise that is typical of other commercial developments in the area. The noise generated from the proposed Project will be similar to and will not likely be distinguishable from existing noise sources.[166] As

[163] Tulare County General Plan Background Report. Page 8-53.
[164] Ibid.
[165] Op. Cit. 8-53 and 8-54.
[166] Tulare County. Sequoia Drive-In Business Park. Environmental Impact Report. Chapter 3.12. Noise. Pages 3.12-7 through 3.12-8. December 2018. Available upon request at RMA Administrative Office.

noted earlier, by their very nature, mini-/RV-storage operations are inherently very quiet during operation as only traffic-related noise will occur during the hours they are open for use. As such, all phases of Derrel's Mini-/RV Storage and Business Park will likely result in non-significant noise levels when operational. Therefore, operational noise impacts would be less than significant.

b) **Less Than Significant Impact:** Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. Increases in groundborne vibration levels attributable to the proposed Project would be primarily from construction-related activities (e.g., earthmoving operations such as grading, leveling, trenching, etc.). These activities would likely require the use of various off-road equipment, such as tractors, concrete mixers, graders, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be required for this Project. Construction-related vibration would be short-term, temporary, and intermittent. Once operational, the Project will not result in the on-going use of equipment that produces groundbourne vibration.

Groundborne vibration levels associated with representative off-road equipment are summarized in **Table 13-5**. Based on the vibration levels presented in **Table 13-5**, ground vibration generated by off-road equipment would not be anticipated to exceed approximately 0.08 inches per second ppv at 25 feet. Predicted vibration levels at the nearest structures would not exceed the minimum recommended criteria for structural damage or human annoyance (0.2 in/sec ppv). Similar to construction-related and operational noise, by their very nature, mini and RV storage operations are inherently very quiet during operation as only traffic-related vibration will occur during the hours they are open for use. As such, all phases of Derrel's Mini Storage and RV Storage will likely result in non-significant vibration levels when operational. Therefore, the Project would result in a less than significant impact and would not generate excessive groundbourne vibration or groundbourne noise.

Table 13-5
Vibration Levels for Varying Construction Equipment[167]

Type of Equipment	Peak Particle Velocity @ 25 Feet (inches/second)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
Jackhammer	0.035
Vibratory Hammer	0.070
Vibratory Compactor/roller	0.210

c) **No Impact:** The nearest airport (Sequoia Field Airport), is approximately 4.75 miles northwest of the proposed Project site. The proposed Project is located outside of the 55 dB CNEL noise contour and will not conflict with Tulare County Airport Land Use Plan policy. Therefore, there will be no impact.

Cumulative Analysis: **Less Than Significant Impact -** The geographic area of this cumulative analysis is the Tulare County. This cumulative analysis is based on information from the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR.

As there will be less than significant Project-related impacts, there will be less than significant cumulative impacts. The proposed Project will be required to comply with all applicable policies/standards as specified in the Tulare County General Plan 2030 Update as a component of project design features. As noted previously, and summarized here, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition

[167] Op Cit.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. As such, the proposed Project will not contribute to any cumulative impacts related to this Checklist Item and would have a less than significant cumulative impact to this resource item.

14.	**POPULATION AND HOUSING**					
	Would the project:					
	a)	Induce substantial unplanned 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)?	☐	☐	☒	☐
	b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Population/Housing Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

The California Department of Finance (DOF) provides population estimates for Tulare County. According to DOF population estimates, between 2010 and 2018, Tulare County grew from 442,179 to 481,733[168] persons; an increase of 39,554persons. Between 2010 and 2020, the County experienced an average yearly population growth of 0.82 percent, for a total (Year 2020) population of 481,733.

The annual growth rate for the entire County is anticipated to increase from 1.9 percent to 2.4 percent through 2030. While the percentage of the County's population living in incorporated cities is anticipated to increase by 2030, the percentage of persons living in unincorporated areas in the County will decrease by 2030. The Tulare County Association of Governments (TCAG) projects an additional 313,970 people to be living in Tulare County by 2030 for a total projected population of approximately 742,970.[169]

As noted previously, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site.

Regulatory Setting

[168] State of California. Department of Finance. E-4 Population Estimates for City, Counties, and the State,2011-2021, with 2010 Benchmark. Sacramento, California. May 2021. Accessed in July 2022 athttps://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdof.ca.gov%2Fwp-content%2Fuploads%2FForecasting%2FDemographics%2FDocuments%2FE-4_2010-2020-Internet-Version.xlsx&wdOrigin=BROWSELINK https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-4/2010-21/

[169] Tulare County General Plan 2030 Update. General Plan Background Report. Table 2-16. Page 2-31.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Federal

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."[170] However, as the Project does not propose any housing, HUD or other federal regulations do not apply to this Project.

State

California Department of Housing and Community Development (HCD)

HCD's mission is to "Promote safe, affordable homes and strong vibrant communities throughout California."[171] "In 1977, the State Department of Housing and Community Development (HCD) adopted regulations under the California Administrative Code, known as the Housing Element Guidelines, which are to be followed by local governments in the preparation of local housing elements. AB 2853, enacted in 1980, further codified housing element requirements. Since that time, new amendments to State Housing Law have been enacted. Each of these amendments has been considered during development of this Housing Element."[172]

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

Tulare County Regional Housing Needs Assessment Plan 2014-2023

The Tulare County Association of Governments (TCAG) was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in this Housing Element. Tulare County has no control over the countywide population and housing projections provided to TCAG when it prepared the Regional Housing Needs Assessment Plan.

Tulare County Regional Blueprint 2009

This Blueprint includes the following preferred growth scenario principals:[173]

- 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

[170] U.S. Department of Housing and Urban Development. Mission. Accessed July 2022 at: https://www.hud.gov/about/mission.

[171] California Department of Housing and Community Development. Mission. Accessed July 2022 at: http://www.hcd.ca.gov/about/mission.shtml.

[172] Tulare County Housing Element 2015 Update. Page 1-3. Accessed July 2022 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

[173] TCAG. Tulare County Regional Blueprint. May 2009. Page 18. Accessed at: https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/tulare-county-blue-print/

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

- Growth will be directed toward incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are or will be provided.

Tulare County Housing Authority

"The Housing Authority of the County of Tulare (HATC) has been officially designated as the local public housing agency for the County of Tulare by the Board of Supervisors and was created pursuant to federal and state laws. …HATC is a unique hybrid: a public sector agency with private sector business practices. Their major source of income is the rents from residents. The HATC mission is "to provide affordable, well-maintained rental housing to qualified low- and very low-income families. Priority shall be given to working families, seniors and the disabled. Tenant self sufficiency and responsibility shall be encouraged. Programs shall be self-supporting to the maximum extent feasible."

HATC provides rental assistance to very low and moderate-income families, seniors and the handicapped throughout the county. HATC offers many different programs, including the conventional public housing program, the housing choice voucher program (Section 8), the farm labor program for families with farm labor income, senior housing programs, and other programs. They also own or manage some individual subsidized rental complexes that do not fall under the previous categories, and can provide information about other affordable housing that is available in Tulare County. All programs are handicap accessible. Almost all of the complexes have 55-year recorded affordability covenants." [174]

A) – c) Less than Significant Impact: As noted earlier, and summarized here, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site. It is likely that temporary, local construction workers (and an unknown number of permanent employees when the Business Park component is realized) are anticipated to be utilized for the proposed Project which will not require additional permanent housing. The employees are anticipated to be part of the existing workforce in Tulare County. The proposed Project will include on-site housing for a resident manager(s) who will be the only employee(s) and likely will not result in additional construction-related workers. Thus, depending upon timing (i.e., the year the Phases will actually occur), construction-related workers would be on site during a later stage of overall project development. There will not be a demand for additional housing as a direct result of the proposed Project and it will not induce population growth in the area. There are no existing homes on the proposed Project site and no homes in the immediate vicinity would be displaced because of proposed Project implementation. Also, as there are no existing houses on the proposed Project site, no people will be displaced as a result of Project implementation. Therefore, the Project would result in a less than significant Project-specific Impact related to this Checklist Item.

Cumulative Impact Analysis: Less than Significant - The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR.

The proposed Project will not require additional permanent housing, it does not impact existing homes on the proposed Project site; and it will not displace any additional housing units will not result in the conversion of any inhabited housing on-site or off-site. Therefore, the proposed Project will not result in the conversion of any inhabited housing on-site or off-site. As such, No Project-specific or Cumulative Impact related to this Checklist Item will occur.

[174] Tulare County Housing Element 2015 Update. Page 5-12.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
15.	**PUBLIC SERVICES**					
	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:					
	a)	Fire protection?	☐	☐	☒	☐
	b)	Police protection?	☐	☐	☒	☐
	c)	Schools?	☐	☐	☐	☒
	d)	Parks?	☐	☐	☐	☒
	e)	Other public facilities?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Public Services Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County Tulare County General Plan Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

As noted earlier, and summarized here, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s).

"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."[175] As such, the County of Tulare's Sheriff's Office has the capability to provide police protection services to the proposed Project upon development.

Tulare County Fire Department has 28 stations that are situated throughout the County within its most densely populated areas. Tulare County Fire Station #8, located in the community of Ivanhoe, is the nearest County fire station to the proposed Project area (approximately 4.5 miles northeast of the Project site). In the event of the need for mutual response assistance, the City of Visalia's Station #54 is the nearest fire station to the Project site and is located approximately 1.8 miles southwest of the site (according to the City's website).[176]

The nearest elementary school (Elbow Creek Union Elementary School) is located approximately 1.25 miles east of the Project site, while Global Learning Charter School (1.50 miles southwest), Crowley Elementary School (1.75 miles south), and Four Creeks Elementary school (2.0 miles south) are the next nearest schools.

The nearest County owned and operated park is Cutler Park (approximately four miles southeast of the site), the nearest County public library is located in Visalia (Main Branch, approximately four miles south of the site) and the nearest operational landfill is Visalia Landfill which is located approximately five miles generally west of the proposed Project site.

Regulatory Setting

Federal

[175] Tulare County General Plan 2030 Update. Background Report. Pages 7-71 to 7-72.

[176] City of Visalia. Accessed August 2022 at: http://www.visalia.city/depts/fire/facilities/default.asp.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

None that are applicable to this Project.

State

California Fire Code and Building Code

The purpose of the California Fire Code (Title 24, Part 9 of the California Code of Regulations) is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations.[177]

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update, Chapter 14 – Public Facilities and Services, contains the following policies that relate to public services and may apply to this Project: *PFS-7.2 Fire Protection Standards* wherein 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* – wherein the County shall strive to ensure all roads are properly identified by name or number with clearly visible signs. The County shall strive to ensure all roads are properly identified by name or number with clearly visible signs; *PFS-7.5 Fire Staffing and Response Time Standards* wherein the County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards; *PFS-7.6 Provision of Station Facilities and Equipment* wherein 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* – wherein the County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas; and *PFS-7.9 Sheriff Response Time* wherein 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; and

PFS-7.12 Design Features for Crime Prevention and Reduction wherein the County shall promote the use of building and site design features as means for crime prevention and reduction

The proposed Project will not rely on the addition or alteration of any public services. The subject site is within the southwestern portion of Tulare County and will utilize existing services provided by Tulare County (an where necessary Mutual Aid from City governments near the proposed Project site. There will be a less than significant impact.

a) Fire Protection – Less Than Significant Impact: The County of Tulare will continue to provide fire protection services to the proposed Project site upon development. The nearest station, Tulare County Fire Station #8, located in the community of Ivanhoe, is located approximately 4.25 miles north of the Project site. The proposed Project is not increasing the service area for the Fire Station. The impact is less than significant.

b) Police Protection – Less Than Significant Impact: The County of Tulare will continue to provide police protection services to the Project site upon development. Emergency response is adequate to the proposed Project. No residential construction is proposed on the site. Based on the nature of the Project (i.e., Mini-/RV-Storage, and Business Park), there will be a less than significant impact.

c) Schools – No Impact: As noted earlier, the nearest elementary school (Elbow Creek Union Elementary School) is located approximately 1.25 miles east of the Project site, while Global Learning Charter School (1.50 miles southwest), Crowley

[177] 2016 California Fire Code (Title 24, Part 9 of the California Code of Regulations). 1.1.2 Purpose. Page 3. Accessed May 2020. https://www.citymb.info/Home/ShowDocument?id=28089

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Elementary School (1.75 miles south), and Four Creeks Elementary school (2.0 miles south) are the next nearest schools. However, the Project will not include construction of any residential structures which could result in an increase in new school students. There will be no impact.

d) **Parks – No Impact:** As noted earlier, the nearest County owned and operated park is Cutler Park (approximately four miles southeast of the site). As the proposed Project will not induce population growth, the Project will not create a need for additional park or recreational services. There will be no impact.

e) **Other public facilities – No Impact:** The proposed Project will install its own, new septic system(s); and water will be provided by Cal Water. Since no additional improvements to the site will be made, the Project will not impact service levels for other public facilities. Therefore, there is no impact.

Cumulative Impact Analysis: Less than Significant to 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 Background Report, and Tulare County General Plan 2030 Update EIR.

As noted earlier, and summarized here, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). Based on the nature of the project (that is, Mini-/RV-Storage, and Business Park), the proposed Project would result in a less than significant impact on fire and police services; it will have no impact on schools, libraries, parks, solid waste, or other public services.

16.	**RECREATION**					
	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?	☐	☐	☐	☒
	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?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Recreation Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

As noted earlier, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s).

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

"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."[178] Two new parks were completed and became operational in the unincorporated communities of Plainview (Plainview Community Park) in 2016 and Earlimart (Earlimart Community Park) in 2017. In addition to the 15 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. Cutler Park (an approximately 50-acre facility) is the nearest park to the Project site and located approximately four miles southeast of the proposed Project site. Lastly, each incorporated city in the County maintains and operates municipal park and recreation facilities which can also be accessed by the County's total population.

Federal

Lakes Kaweah and Success

"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.

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."[179]

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."[180]

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. "[181]

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

[178] Tulare County General Plan 2030 Update Background Report. February 2010. Page 4-1.
[179] Ibid. 4-7
[180] Op. Cit. 4-8.
[181] Op. Cit. 4-9.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

various recreational opportunities, including camping, picnicking, fishing, and whitewater rafting. According to the Giant Sequoia National Monument Management Plan EIS, the Monument includes a total of 21 family campgrounds with 502 campsites and seven group campgrounds. In addition, there are approximately 160 miles of system trails, including 12 miles of the Summit National Recreation Trail."[182]

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 1.5 million people visit the two parks on an annual basis."[183]

State

Colonel Allensworth State Park

"The only State Park in Tulare County is Colonel Allensworth State Historic Park discussed in Section 9.3 [of the General Plan Background Report]. 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."[184] Colonel Allensworth State Historic Park is located in the unincorporated community of Allensworth in southwestern Tulare County, approximately 36 miles southwest of the Project site.

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."[185]

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.[186]

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

[182] Op. Cit.
[183] Op. Cit.
[184] Op. Cit. 4-3.
[185] Op. Cit. 4-7.
[186] Tulare County General Plan 2030 Update Recirculated DEIR, February 2010. Page 3.9-32

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Trust.[187] Incorporated cities in the County also have a number of recreational facilities including neighborhood parks, play lots, pocket parks and other recreation facilities.[188]

Local

Parks

As mentioned earlier, the nearest County owned- and operated- park is Cutler Park located approximately four miles southeast of the proposed Project site.

Regulatory Setting

Federal

None that apply to this Project.

State

None that apply to this Project.

Local

None that apply to this Project.

a) No Impact: As discussed in Item 15 e), the Project will not increase the demand for recreational facilities, nor will it put a strain on the existing recreational facilities. The nearest park is Cutler Park (approximately four miles north). As such, the Project would not 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. Therefore, there will be no impact to this resource.

b) No Impact: The Project does not include recreational facilities. Since there is no population growth associated with the Project, there will be no need to construct or expand any recreational facilities as there would be no adverse physical effect on the environment; therefore, there would be 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 General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR.

As noted earlier, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s).

Based on the nature of the project (that is, Mini-/RV-Storage, and Business Park), the proposed Project would not 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. The proposed Project would not result in population growth associated with the Project, as such, there will be no need to construct or expand any recreational facilities as there would be no adverse physical effect on the environment. Therefore, there would be no impact to the Recreation resource.

[187] Ibid. 4-1.
[188] Op Cit. 3.9-29.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
17.	**TRANSPORTATION**					
	Would the project:					
	a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☐	☒
	b)	Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?	☐	☐	☐	☒
	c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	☐	☐	☐	☒
	d)	Result in inadequate emergency access?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Transportation Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

As noted earlier, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s).

"Tulare County has two major regional highways, State Highway [Route] 99 and 198. State Highway [Route] 99 connects Tulare County to Fresno and Sacramento to the north and Bakersfield to the south. State Highway 198 connects from U.S. Highway 101 on the west and continues eastward to Tulare County, passing through the City of Visalia and into Sequoia National Park. The highway system in the County also includes State highways, County-maintained roads, and local streets within each of the eight cities."[189]

"Tulare County's transportation system is composed of several State Routes, including three freeways, multiple highways, as well as numerous county and city routes. The county's public transit system also includes two common carriers (Greyhound and Orange Belt Stages), the AMTRAK Service Link, other local agency transit and Para transit services, general aviation, limited passenger air service and freight rail service

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 dominant mode of travel for residents in Tulare County."[190]

[189] Tulare County General Plan 2030 Update. Page 13-2. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/index.asp.

[190] Tulare County General Plan 2030 Update Background Report. Page 5-4.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

As noted earlier, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. The Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s).

Area Roadways

SR 63/Dinuba Blvd. directly abuts/adjacent to and east of the proposed Project site; SR 63/Dinuba Blvd. provides a connection to Visalia to the south, and for general north and south travel. The proposed Project will include access/egress via SR 63/Dinuba Blvd. from the proposed Project's westernmost extent.

Airport

There are seven public use airports in Tulare County. These include six publicly owned and operated facilities (Porterville Municipal, Sequoia Field, Tulare Municipal [Mefford Field], Visalia Municipal, Woodlake, Exeter Airport, and Eckert Field." [191] Sequoia Field Airport is the nearest public airport and is located approximately 4.75 miles north of the Project site.

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.

Alternative Transportation

"Transit planning in Tulare County is done at the county and local level. The Tulare County Association of Governments (TCAG) is the County's designated Metropolitan Planning Organization (MPO) and also serves as the Tulare County Council of Governments, Transportation Authority, and Regional Transportation Planning Agency. TCAG's nine member agencies include eight incorporated cities (Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake) and Tulare County."[192] Fixed routes transit services operating in Tulare County are provided by Dinuba Area Regional Transit (DART), Porterville Transit (COLT), Tulare Intermodal Express (TIME), Tulare County Area Transit (TcaT), Visalia Transit, and Visalia-Fresno intercity service (V-Line).[193]

Regulatory Setting

Federal

Several federal regulations govern transportation issues. They include: Title 49, CFR, Sections 171-177 (49 CFR 171-177) which governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles; 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations which address safety considerations for the transport of goods, materials, and substances over public highways; and 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, which directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.

[191] Tulare County Comprehensive Airport Land Use Plan. Pages 1-1 and 1-3 Accessed August 2022 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-comprehensive-airport-land-use-plan/

[192] Tulare County Association of Governments (TCAG). Tulare County Long Range Transit Plan. Page 2-2. Accessed August2022 at: https://tularecog.org/tcag/planning/transit-planning/transit-plans/transit-development-plans-short-and-long-range-transit-plans/tulare-county-regional-long-range-transit-plan/

[193] Ibid. 30-32.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

State

CEQA Guidelines Section 15064.3, Subdivision (b): Criteria for Analyzing Transportation Impacts

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. 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. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Caltrans: Transportation Concept Reports

Each District of the State of California Transportation Department (Caltrans) prepares a Transportation Concept Report (TCP) for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in Caltrans' long-range corridor planning process. The purpose of the TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period, otherwise known as the "route concept" or beyond 20 years, for what is known as the "ultimate concept".

Caltrans has prepared a number concept reports for State Routes, Interstate Routes, and U.S. Routes. Tulare County is located in Caltrans District 6. According to the Transportation Concept Report (June 2016) for State Route 198, there is one potential Concept Project in the proposed Project area as follows:

Segment 17 located 0.1 mile west of Packwood Creek to Road 164 (Farmersville Boulevard). The 20-25 Year System Operations and Management Concept for this segment is described as follows: "Construct shoulders and upgrade/install guard rails, pavement rehabilitation, repair bridge girders at Rd 164 OC, vehicle detection system."[194] These improvements will be located on and/or adjacent to SR 198 ROW and will not be impacted from the proposed Project (due to distance from SR 198 and the Project boundaries.

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" to provide a starting point and a consistent basis in which Caltrans evaluates traffic impacts to State highway facilities. The applicability of this guide for local streets and roads (non-State highways) is at the discretion of the effected jurisdiction. Caltrans Guide for the Preparation of Traffic Impact Studies establishes the following criterion as a starting point in determining when a TIS is needed:

[194] Caltrans Transportation Concept Report – SR 198 (June 2016). Page 6.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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 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.).[195]

Local Policy and Regulations

"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."[196]

Tulare County Association of Governments (TCAG)

"… [W]ith the passage of Assembly Bill (AB) 69 State law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision makers in shaping California's transportation infrastructure."[197] The Tulare County Association of Government has prepared the 2014 Regional Transportation Plan. Specific policies that apply to the Proposed Project are listed as follows:

System Performance - Objective: Develop an efficient regional road and circulation system that provides maximum achievable mobility and accessibility for vehicles, bicycles, pedestrians, and public transportation.

Policy 1 – Maintain a Level of Service C or better on rural roads and Level of Service D or better on urban roads.

Air Quality and Greenhouse Gases - Objective: Encourage coordinated development to achieve an improved jobs-housing balance in the region.

Policy 1 – Encourage mixed-use developments in urbanized areas and existing small communities, both incorporated and unincorporated.

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *LU-7.4 Streetscape Continuity* – wherein the County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community; *TC-1.13 Land Dedication for Roadways and Other Travel Modes* - As required by the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of

[195] Caltrans. Guide for the Preparation of Traffic Impact Studies. A. Trip Generation Thresholds. December 2002. Page 2. Accessed August 2022 at: https://www.contracosta.ca.gov/DocumentCenter/View/34121/Caltrans2002-TIS-Guidelines-PDF

[196] Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report. Page 3.2-2.

[197] TCAG Transportation Plan. Page 1-11.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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* wherein 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; and *HS-1.9 Emergency Access* wherein 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.

a) Less Than Significant Impact: The proposed Project site would be accessed/egress from Avenue 296/Noble Avenue and includes the development of up to 300,775 square feet of mini-storage structures. Vehicle trip generation for the RV storage component of the proposed Project is not quantifiable as RV access/egress to the site would be intermittent at best and is typically highest during weekends, holidays, and can be seasonal (summer time) in nature; as such, quantifying RV movements would be speculative. Also, the future business park does not include any projects, it is merely a division of land for future uses, therefore, quantifying vehicles would also be speculative and are not counted as part of this proposed Project.

Trip generation volumes for the proposed Project's mini-storage component were calculated using a methodology contained in a previously approved EIR (SCH No. 2104121067, approved by the Tulare County Board of Supervisors on June 16, 2015, via Resolution No. 2015-0419). The methodology was developed by qualified experts Peters Engineering Group as contained in the "Traffic Impact Study Proposed Mini Storage Facility Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment Tulare County, California" (included in Attachment "D" of this MND). The trip generation rates shown in **Table 17-1** were used to calculate anticipated traffic volumes for the proposed Project.

Table 17-1
Local Trip Generation Rates – Mini Storage Facilities

Independent Variable	A.M. Peak Hour of Adjacent Street	P.M. Peak Hour of Adjacent Street	Weekday
Net Rentable Area	0.12 trips per 1,000 square feet	0.14 trips per 1,000 square feet	1.43 trips per 1,000 square feet

Source: Peters Engineering Group. "Traffic Impact Study Proposed Mini Storage Facility Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment Tulare County, California" Page 4.

The results of the trip generation calculations show that the Project would generate approximately 430 daily trips, 36 during the AM peak hour and 42 trips during the PM peak hour of a typical weekday. Adding the 430 daily trips to the existing traffic volume on SR 63 would increase the average daily traffic volume by less than 1.0% which would not significantly affect traffic flow on the roadway.

Table 17-2
Weekday Project Trip Generation

Land Use	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini Storage	318,775 sq. ft	0.12 50/50	18	18	0.14 50/50	21	21	1.43	456

The proposed Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system nor would it conflict with an applicable congestion management program. The

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

development of the industrial park would not result in an increase in population and would generate minimal amounts of traffic; therefore, new or modified intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit would not be required. Therefore, the proposed Project would result in a less than significant impact to this Checklist Item.

b) Less Than Significant Impact: In 2020 the County of Tulare prepared the County of Tulare Draft SB 743 Guidelines for the implementation of Senate Bill 743 in the unincorporated area of Tulare County. SB 743 was passed by the legislature and signed into law in the fall of 2013. This legislation led to a change in the way that transportation impacts will be measured under the California Environmental Quality Act (CEQA). Starting on July 1, 2020, automobile delay and level of service (LOS) may no longer be used as the performance measure to determine the transportation impacts of land development projects under CEQA and the new performance measure will be vehicle miles traveled (VMT).

Trip Generation

Trip generation volumes were calculated using the methodology noted earlier. The ADT, AM, and PM Peak hour rates were used to estimate traffic volumes generated by the proposed Project. The results of the trip generation calculations show that the Project would generate approximately 430 daily trips, 42 during the PM peak hour and 36 trips during the AM peak hour of a typical weekday.

Vehicle Miles Traveled (VMT) Evaluation

Guidelines for assessing project VMT as part of a transportation impact analysis under CEQA are contained in the "County of Tulare SB 743 Guidelines," dated June 8, 2020. The advisory contains recommendations regarding VMT assessment, significance thresholds and mitigation measures. Under CEQA, lead agencies have the authority to establish their own VMT significance thresholds and analysis methodologies or rely on thresholds and methodologies recommended by other agencies, provided such guidelines are supported by substantial evidence.

The Tulare County advisory provides "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. One of the screening thresholds is described as "Small Projects." Small projects are presumed to have a less than significant transportation impact. The guidelines define a small project to be a project that generated less than 500 trips per day.

The proposed industrial building project would fall within the small project category since the project is anticipated to generate 430 daily trips, which is less than the 500-trip threshold (see **Table 17-2**). Therefore, the project would "screen out" and would result in a less than significant impact to this Checklist Item.

c) ***No Impact*:** The proposed Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, (e.g., farm equipment). The internal circulation pattern for the proposed Project is typical for a min-/RV-storage facility as it has slow speeds (10 mph or less), narrow aisles, and adequate turning geometrics to accommodate vehicles using the facility to import/export stored items and RVs. As noted earlier, the business park component is, at this juncture, merely a division of land. The tentative subdivision map (see Figure 7) shows shared access/egress with the mini-/RV-storage component and an internal roadway (rather than a public roadway) with two bulb outs and a cul-de-sac. As such, the overall proposed Project does not contain sharp curves or dangerous intersections.

Although there will be an increase in the volume of vehicles along SR63/Dinuba Blvd. to access/egress the site, the Project will not present a substantial increase in hazards. Therefore, a less than significant Project-specific impact related to this Checklist Item will occur.

d) ***No Impact*:** 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."

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The proposed Project does not involve a change to any emergency response plan. Emergency access to the site using the primary access/egress point from SR 63/Dinuba Blvd. would be sufficient. As such, the Project would not result in inadequate emergency access; therefore, there is no impact.

Cumulative Impact Analysis: ***Less Than Significant*** **-** The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, Tulare County General Plan 2030 General Plan EIR. As previously noted, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV-Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. The Project would also include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). As there will be less than significant Project-specific impacts, there will be less than significant cumulative impacts.

18.	TRIBAL CULTURAL RESOURCES					
	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)?	☐	☒	☐	☐
	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?	☐	☒	☐	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Tribal Consultation Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary, and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

"Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory."[198]

As noted previously, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction.

[198] Tulare County General Plan 2030 Update. August 2012. Page 8-5.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s).

Information provided by the Southern San Valley Historical Resources Information Center, at California State University, Bakersfield (Center) and the California Native American Heritage Commission Sacred Lands File search (included in Attachment "C" of this document) were used as the basis for determining that this Project would result in a less than significant impact with mitigation incorporated for the original project site.

Cultural Background

"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."[199]

"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."[200]

"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."[201]

Tulare County's Documented Cultural Resources

Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources. These resources are available to the general public. They have been summarized in the Tulare County General Plan Update 2030 Background Report (2010).[202]

The California Historical Resources Information Center (CHRIS), Southern San Joaquin Valley Historical Resources Information Center (SSJVIC) located at California State University, Bakersfield (Center) conducted a search for the proposed Project location as requested by Tulare County RMA. In summary, the Center's search response letter indicated that [one recorded resource (resource number, the Uphill Ditch)] is located within the Project site and [number] recorded resources are within the one-half mile radius, [including list of resources]. The Center also recommended that the NAHC be contacted regarding cultural resources that may not be included in the CHRIS inventory (see Report [report number] dated [month/day, 2022], in Attachment "C"). Tulare County RMA also requested a Sacred Lands File (SLF) search from the California Native American Heritage Commission (NAHC). The NAHC provided a letter dated [month/day], 2022, showing ["negative"] results which indicates there are [no] documented Sacred Lands within the

[199] Tulare County 2030 General Plan. Page 8-5.
[200] Ibid.
[201] Op. Cit. 8-6.
[202] Tulare County General Plan Background Report. Pages 9-57 to 9-59.

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Project area (see NAHC response letter dated [month/day], 2022; also in Attachment "C"). Prior to release of this MND, CHRIS, NAHC, and SLF searches for the proposed Project have not been received from the respective agencies whom generate the search results.

Regulatory Setting

Federal

The National Historic Preservation Act

With passage of the National Historic Preservation Act (NHPA) in 1966, Congress made the federal government a full partner and a leader in historic preservation. While Congress recognized that national goals for historic preservation could best be achieved by supporting the drive, enthusiasm, and wishes of local citizens and communities, it understood that the federal government must set an example through enlightened policies and practices.

In the words of the NHPA, the federal government's role is to "provide leadership" for preservation, "contribute to" and "give maximum encouragement" to preservation, and "foster conditions under which our modern society and our prehistoric and historic resources can exist in productive harmony." Indeed, an underlying motivation for passage of the NHPA was to transform the federal government from an agent of indifference, frequently responsible for needless loss of historic resources, to a facilitator, an agent of thoughtful change, and a responsible steward for future generations.

Section 106 of the NHPA requires that federal agencies take into account the effects of their actions on historic properties and give the ACHP an opportunity to comment on any effects. The ACHP has issued regulations that guide how agencies should fulfill this responsibility.[203]

State

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."[204]

"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."[205]

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.[206]

Native American Heritage Commission

[203] Advisory Council on Historic Preservation. Accessed July 2022 at: https://www.achp.gov/preservation-legislation.

[204] State of California. Office of Historic Preservation. Mission and Responsibilities. Accessed July 2022 at: http://ohp.parks.ca.gov/?page_id=1066

[205] Ibid.

[206] State of California. Office of Historic Preservation. California Register of Historic Places. Accessed July 2022 at: http://www.ohp.parks.ca.gov/?page_id=21238

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"The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands, and review current administrative and statutory protections related to these sacred sites."[207]

Tribal Consultation Requirements: AB 52 (Gatto, 2014)

"The Public Resources Code now states 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. Res. Code § 21084.2. To 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. Res. 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. Pub. Res. Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.".[208]

CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as follows:
c) "CEQA applies to archaeological sites.

(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."[209]

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:[210]

(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

[207] Native American Heritage Commission (NAHC). Welcome. Accessed July 2022 at: http://nahc.ca.gov/

[208] State of California. Office of Planning and Research. Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA (June 2017). Page 4. Accessed July 2022 at: https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf

[209] California Natural Resources Agency. 15064.5. Determining the Significance of Impacts to Archeological and Historical Resources, Section 15064.5(c). PDF Pages 185-186. Accessed July 2022 at: Statute and Guidelines - California Association of Environmental Professionals (califaep.org)

[210] NAHC. Accessed July 2022 at: https://nahc.ca.gov/codes/california-public-resources-code-5097-9/

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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

Tulare County General Plan 2030 Update

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:

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *ERM-6.1 Evaluation of Cultural and Archaeological Resources* wherein 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* wherein 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; *ERM-6.3 Alteration of Sites with Identified Cultural Resources* which states that 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* which states that 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-6.9 Confidentiality of Archaeological Sites* wherein the County

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

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; and *ERM-6.10 Grading Cultural Resources Sites* wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

As noted earlier, the Project consists involves improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stock piles.. The intensive use of the Project site have continually been disturbed to the point that there are no evident surface Tribal cultural resources. However, as discussed below, mitigation measures are included in the unlikely event that Tribal cultural resources are encountered.

a) and b) Less Than Significant Impact With Mitigation: Although no historical, cultural, or tribal cultural resources were identified by the CHRIS or Sacred Lands Files (SLF) searches for this Project and the original project, and all work will be limited to previously disturbed land, it is possible that subsurface discoveries could occur. Also, to date, no responses have been received from the tribes that were notified in compliance with 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 within the Project area. However, **Mitigation Measures 18-1** and **18-2** are included in the unlikely event that Native American remains or tribal cultural resources are unearthed during any ground disturbance activities. **Mitigation Measures 18-1** through **18-2** would be implemented to reduce the potential level of impact to this resource as less than significant for resources 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); or to a resource consider significant to a California Native American tribe. Therefore, the Project would result in a less than significant impact to this resource.

Cumulative Impact Analysis: Less Than Significant With Mitigation- The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR. The Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur. With implementation of Mitigation Measure 18-1 through 18-2, potential Project-specific impacts would be reduced to less than significant levels. Therefore, the Project's cumulative impacts would be less than significant with mitigation. Also see the Mitigation Monitoring and Reporting Program (MMRP) in Attachment "E".

Mitigation Measure(s): **Mitigation Measures 18-1** and **18-2**

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.

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.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
		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.				
19.	**UTILITIES AND SERVICE SYSTEMS**					
	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?	☐	☐	☐	☒
	b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
	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?	☐	☐	☐	☒
	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?	☐	☐	☐	☒
	e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Analysis:

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Utility/Service Systems Resources, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

"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.)."[211]

"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."[212]

As noted previously, the Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s).

Regulatory Setting

Federal

Resource Conservation and Recovery Act (RCRA)

"The Resource Conservation and Recovery Act (RCRA) is our nation's primary law governing the disposal of solid and hazardous waste. RCRA was signed into law on October 21, 1976 to address the increasing problems the nation faced from our growing volume of municipal and industrial waste. RCRA was an amendment to the Solid Waste Disposal Act of 1965, which was the first statute that specifically focused on improving solid waste disposal methods.

Since 1976, RCRA has been amended and strengthened by Congress including in November 1984 with the passage of the federal Hazardous and Solid Waste Amendments (HSWA). Among other mandates, these amendments to RCRA required phasing out land disposal of hazardous waste, corrective action for releases and waste minimization. Waste minimization refers to the use of source reduction and/or environmentally sound recycling methods prior to treating or disposing of hazardous wastes.

RCRA has been amended on two occasions since HSWA:

1. Federal Facility Compliance Act of 1992 – strengthened enforcement of RCRA at federal facilities.
2. Land Disposal Program Flexibility Act of 1996 – provided regulatory flexibility for land disposal of certain wastes."[213]

State

California Global Warming Solutions Act of 2006 (AB 32)

With the passage of AB 32, the State Board Air Resources Board was required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. To achieve this requirement, a scoping plan was adopted in 2008 that includes high recycling and zero waste as a way to reduce greenhouse gas emissions from landfills. "As virgin raw materials are replaced with recyclables, a large reduction in energy consumption should be realized. Implementing

[211] Tulare County General Plan Update 2030. Page 14-3.

[212] Ibid. 14-3.

[213] United States Environmental Protection Agency. History of the Resource Conservation and Recovery Act (RCRA). Accessed July 2022 at: https://www.epa.gov/rcra/history-resource-conservation-and-recovery-act-rcra

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

programs with a systems approach that focus on consumer demand, manufacturing, and movement of products will result in the reduction of greenhouse gas emissions and other co-benefits."[214]

State Water Resources Control Board Water Onsite Wastewater Treatment Systems Policy (OWTS)

"The purpose of this Policy is to allow the continued use of OWTS, while protecting water quality and public health. This Policy recognizes that responsible local agencies can provide the most effective means to manage OWTS on a routine basis. Therefore, as an important element, it is the intent of this policy to efficiently utilize and improve upon where necessary existing local programs through coordination between the State and local agencies. To accomplish this purpose, this Policy establishes a statewide, risk-based, tiered approach for the regulation and management of OWTS installations and replacements and sets the level of performance and protection expected from OWTS. In particular, the Policy requires actions for water bodies specifically identified as part this Policy where OWTS contribute to water quality degradation that adversely affect beneficial uses."[215]

Local

Tulare County General Plan 2030 Update

As the Project will not utilize any new or expanded water, wastewater treatment or storm water drainage, natural gas, or telecommunications facilities, the applicable Tulare County General Plan 2030 Update policies for this resource are limited to the following for this resource item: *PFS-2.3 Well Testing* wherein 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-3.2 Adequate Capacity* wherein 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-4.3 Development Requirements* wherein 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* wherein 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* wherein the County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible; *PFS-4.7 NPDES Enforcement* wherein the County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program; *PFS-5.3 Solid Waste Reduction* wherein 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* wherein the County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible*;* and *PFS-5.8 Hazardous Waste Disposal Capabilities* wherein the County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan*;*.

a), c – e) No Impact: As noted earlier, and summarized as follows, the 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-Storage (including RV storage) on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include recreation vehicle (RV) storage and resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). No additional improvements are proposed. The proposed Project will utilize an on-site septic system for wastewater disposal; on-site storm water retention/detention basin; would not 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; and it will comply with federal, state, and local management and reduction statutes and regulations related to solid waste as applicable. As such, there will be no impact to these resources.

[214] California Air Resources Board Climate Change Scoping Plan. December 2008. Page 62. Accessed July 2022 at: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf.

[215] California State Water Resources Control Board. OWTS Policy. Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems. June 19, 2012. Accessed July 2022 at: https://www.waterboards.ca.gov/water_issues/programs/owts/docs/owts_policy.pdf.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

b) Less Than Significant Impact: As noted earlier, and summarized as follows, the 49-acre site would accommodate a Derrel's Mini-/RV Storageon approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-/RV storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). As noted in Item 10 Hydrology & Water Quality, the applicant will utilize an existing private water company (CalWater) for its permanent potable supply of water and would not utilize or develop an on-site surface or groundwater supply over the life of the Project. Beneficially, the proposed Project will substantially reduce water consumption from the existing ag-related use (walnut orchard) by approximately 47 million gallons of water per year. As the proposed Project will utilize water service from an existing private water company (Cal Water); as such, the proposed Project will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

Cumulative Impact Analysis: Less than Significant - The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR. As previously noted, and as summarized, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). As water service will be provided by an existing private water company (Cal Water), the proposed Project will have sufficient water supplies available. Therefore, as there will be less than significant Project-specific impacts, there will be less than significant cumulative impacts.

20.	**WILDFIRES**					
	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?	☐	☐	☐	☒
	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?	☐	☐	☐	☒
	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?	☐	☐	☐	☒
	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?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Wildfire Resource, etc.; contained in the Tulare County General Plan 2030 Update, Tulare County General Plan, and Tulare County General Plan 2030 Update Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Analysis:

Environmental Setting

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

As noted earlier, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-Storage (including RV storage) on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). There are no forest or timber land present at the proposed Project site or in the proposed Project vicinity.

Regulatory Setting

Federal

None that apply to the Project.

State

None that apply to the Project.

Local

The Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: As such, no state responsibility areas or lands classified as high fire hazard severity zones policies contained in the Tulare County General Plan 2030 Update policies would apply to this Project.

a) – d) No Impact*:* According to the State Responsibility Area (SRA) Viewer, the proposed Project site is not located in the SRA[216]The Project does not impair the implementation of any adopted emergency response plan or evacuation plan. As noted earlier, and summarized as follows, the 49-acre site would accommodate a Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). The proposed Project will require a change from the R-O Zone to the C-3-MU Zone. As such, the proposed Project does not impair the implementation of any adopted emergency response plan or evacuation plan; it will not exacerbate wildfire risks or expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, due to slope, prevailing winds, and other factors; it does not 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, nor will it 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. Lastly, the Project will be required to comply with applicable Tulare County Fire Department requirements/standards (e.g., protect tanks from vehicle impact by barriers complying with 2010 E.D. California Fire Code Section 312 or as determined by Fire Inspector site visit). Therefore, 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 General Plan 2030 Update, Tulare County General Plan Background Report, and Tulare County General Plan 2030 Update EIR. As previously noted, and as summarized, the proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and on-site storm water retention basin(s). As there will be no to Project-related impacts, there will be no cumulative impacts.

[216] California Department of Forestry and Fire Protection (CalFire). Fire Prevention Fee. Accessed July 2022 at: https://www.cdtfa.ca.gov/taxes-and-fees/fire-prev-fee.htm.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
21.	**MANDATORY FINDINGS OF SIGNIFICANCE**					
	a)	Does the project have 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 a rare or endangered plant or animal species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
	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)?	☐	☐	☒	☐
	c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Analysis:

The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the Project will have a less than significant effect on the local environment. As noted earlier, the Project site is located on the San Joaquin Valley floor in an unincorporated area. The proposed Project's 49-acre site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The site is currently planted to walnuts and an Uphill Ditch Company ditch bisects it in a north-south direction. The proposed Project site is surrounded by single-family residences to the north, south, and west; agriculturally productive land is located to the east. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. In addition to mini-storage structures, the Project would include resident manager housing, a water feature fronting SR 63, access/egress from SR 63, and an on-site storm water retention basin. Surrounding agricultural lands consist of single-family residences to the north, west, and south; and a walnut orchard is directly east of the site. The proposed use (Mini–/RV storage and business park) will require a change of zoning from the R-O Zone to C-3-MU zone.

a) **Less Than Significant Impact With Mitigation:** The potential for impacts to cultural resources (including tribal cultural resources) from the construction-related activities will be less than significant with the incorporation of the Mitigation Measures **5-1** through **5**-3 as contained in Item 5 Cultural Resources and Mitigation Measures **18-1** and **18-2** as contained in Item 18 Tribal Cultural Resources. The analysis contained in Item 4 Biological Resources concludes that this resource has the potential to be impacted and has included Mitigation Measures **4-1** through **4-16**. Mitigation Measures **5-1** through **5-3** (as contained in Item 5 Cultural Resources), would also apply to Item 7 Geology and Soils, specifically; regarding paleontological resources. Accordingly, the proposed Project will involve no potential for significant impacts due to degradation of the quality of the environment, substantial reductions in the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reduction in the number or restriction of the range of a rare or endangered plant or animal or elimination of important examples of the major periods of California history or prehistory. As such, the impact will be less than significant with mitigation for biological resources and less than significant with mitigation for cultural, paleontological, and tribal cultural resources.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

b) Less Than Significant Impact: Projects considered in a cumulative analysis include those that would be constructed concurrently with the Project and those that would be in operation at the same time as the Project. Based on the analysis provided earlier for each resource Item, the proposed Project would result in less than significant environmental impacts. Construction-related impacts (for example, noise) would be temporary, short-term, and intermittent and will cease when construction-related activities a completed. There would be no other impacts related to construction or operation that would substantially to any other concurrent construction programs that may be occurring around the Project area.

The majority of the potential impacts resulting from the Project will be short term, temporary, and intermittent occurring during Project construction-related activities; and with negligible impacts resulting from Project operation as discussed in the earlier environmental analysis. Because construction-related impacts are of a short duration, temporary, intermittent, and localized, they would have to occur concurrently and in proximity of other projects in order to have a cumulative impact. Construction-related impacts (which are primarily associated with air quality, biological resources, noise, and traffic) are not likely to act cumulatively with any other projects in a manner that would result in significant impacts.

Tulare County staff have determined that there are no projects that could have the potential to contribute to cumulative impacts. The Project was determined to have no impacts to Aesthetics, Energy, Land Use and Planning, Mineral Resources, Population and Housing, Recreation and Wildfire. Therefore, the Project will not result in considerable impacts in combination with the other similar construction projects. The following environmental impacts were determined to be less than significant and did not require mitigation: Agricultural Resources, Air Quality, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, Transportation, and Utilities and Service Systems. As discussed earlier, the Project will result in less than significant impacts to Biological Resources, Cultural Resources (including Tribal Cultural Resources), and Paleontological resources with incorporation/implementation, as applicable, of mitigation measures identified earlier.

c) Less Than Significant Impact With Mitigation: The proposed Project will not result in substantial adverse effect on human beings, either directly or indirectly. Mitigation measures are provided to reduce the Project's potential effects on, Biological Resources, Cultural Resources, Paleontological, and Tribal Cultural Resources to less than significant (see, **4-1** through **4-16**, **5-1** through **5-3**, and **18-1** through **18-2**; respectively). No additional mitigation measures will be required. Therefore, implementation of the proposed Project would result in a less than significant impact.

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ATTACHMENT "A"

Air Quality and Greenhouse Gas Technical Memo

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TECHNICAL MEMORANDUM
AIR QUALITY AND GREENHOUSE GAS ASSESSMENT

DATE: August 9, 2022

TO: Hector Guerra, Chief Environmental Planner

FROM: Jessica Willis, Planner IV

SUBJECT: Air Quality and Greenhouse Gas Assessment for the Derrel's Mini-/RV-Storage and Business Park (GPA 22-004 & PZC 22-003)

PROJECT DESCRIPTION

The applicant is requesting to change the County's land use designation within the County Adopted Urban Area Boundary (CAUAB) of Visalia, from "Agriculture" to "Service Commercial" on 49.0 acres. The applicant also requests a change of zone from R-O (Single Family Estate) to C-3-MU (Service Commercial with Mixed Use Overlay) on the same 49.0-acre parcel. The applicant proposes to submit a tentative parcel map to divide the property into 19 parcels: approximately 29 acres (60% of the site) for the proposed Derrel's Mini Storage and approximately 20 acres (40% of the site) for 18 commercial lots. The proposed Project site is located approximately 0.58-mile north of the City of Visalia. In addition to mini-storage structures, the Project would include recreation vehicle (RV) storage and resident manager housing; and a future business park consisting of 18 parcels. The proposed use is not allowed in the R-O Zone; therefore, the Project will require a change of zone to the C-3-MU zone. The Project will include a water feature fronting SR 63, access from SR 63, and on-site storm water retention basin.

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 (GHG) components of the Mitigated Negative Declaration (MND) being prepared for the proposed Derrel's Mini-/RV-Storage and Business Park (GPA 22-004 & PZC 22-003). The assessment is intended to provide sufficient detail regarding potential impacts of Project implementation and to identify mitigation measures, if necessary, to reduce potentially significant impacts.

The air quality assessment provided in this document was prepared to evaluate whether the air pollutant emissions generated from implementation of the Project would cause significant impacts to air quality and health risks to nearby receptors. The GHG assessment was prepared to evaluate whether the estimated GHG emissions generated from the implementation of the Project would cause significant impacts on global climate change.

The assessments were conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology for the Air Quality and GHG assessments follows Air District recommendations for quantification of emissions and evaluation of potential impacts as provided in their guidance documents:

- *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI), adopted March 19, 2015.[1]
- *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA*, adopted December 17, 2009.[2]

The assessments are intended to provide the County of Tulare (County) with sufficient detail regarding potential impacts of Project implementation and to identify mitigation measures, if necessary, to reduce potentially significant impacts.

MODELING ASSUMPTIONS

Project design for the Derrel's Mini-/RV-Storage and Business Park has not been finalized, and with the exception of the mini storage facility, specific uses within the business park component are not known at this time. As such, assumptions for the buildout of the Project must be made to facilitate the emissions analysis. Project-related emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0.

CalEEMod does not have a land use specific to mini-/self-storage facilities. As such, the most closely related land use, Unrefrigerated Warehouse – No Rail, was used to evaluate the emissions for the Derrel's Mini Storage portion of the Project. The preferred buildout alternative for the mini storage facility was utilized in this analysis. The storage facility will be constructed in three phases, includes temporary RV parking area, and will be built out as market demands. To evaluate a worst-case emissions scenario, the analysis assumes maximum capacity buildout of the proposed storage facility (i.e., the entire facility developed with enclosed storage, with no open slabs or RV storage).

CalEEMod does not have a commercial land use specific to business park; rather, commercial is classified by specific commercial uses (e.g., bank, office building, medical office, office park, etc.). Specific uses within the business park are currently unknown; however, the Project proposes a zone change to allow C-3-MU (Service Commercial) uses on the entire site. The C-3-MU establishes areas intended for wholesale establishment and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packing or processing of articles of merchandise for distribution and retail sales. Typical uses in the C-3-MU zone include auto body and repair shops, warehouses, contractor storage yards, bakeries, cabinet shops, electrical repair shops, machinery repair shops, etc. The Institute of Transportation Engineers (ITE) describes industrial parks as "contain[ing] a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities – some with

[1] Air District. Guidance for Assessing and Mitigating Air Quality Impacts. March 19, 2015. https://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf. Accessed November 2020.
[2] Air District. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA. December 17, 2009. https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf. Accessed November 2020.

a large number of small businesses and others with one or two dominant industries."[3] As such, the Industrial Park land use was used to evaluate the emissions for the remaining, unknown portion of the Project. It is anticipated that construction of the remaining area of the business park will begin after completion of Phase 1 of the storage facility. As project design is not finalized and specific uses are unknown, it was assumed that these lots would be built with a Floor-to-Area Ratio of 0.25 (i.e., structures would cover 25% of the project area).

Table 1 lists the assumption utilized in the emissions modeling.

Table 1. Project Assumptions

	Land Use	Project Area (acres)	Building (acres)	Building (square feet)	Construction Start Year	First Year of Operation
Derrel's Mini Storage	Unrefrigerated Warehouse – No Rail	29.4	14.98	652,497*	2023	2024
Business Park	Industrial Park	19.6	4.9	213,444	2025	2026

* The Derrel's facility preferred buildout at maximum capacity includes and 649,975 sf of storage space.
Phase 1 = 300,775 sf storage, 2,552 sf for office/residence (6.90 acres)
Phase 2 = 81,550 sf storage slab (1.87 acres)
Phase 3 = 267,650 storage (6.14 acres)

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.[4] 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

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"."[5]

The Air District's significance thresholds are provided in **Table 2**.

[3] Institute of Transportation Engineers. Trip Generation, 8th Edition. Land Use: 130 Industrial Park.
[4] CEQA Guidelines Sections 15002(g) and 15382
[5] Air District, GAMAQI, Section 7.12, Page 65.

Table 2. 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 August 8, 2022.

"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]"[6].

"To streamline the process of assessing significance of criteria pollutant emissions from commonly encountered projects, the District has developed the screening tool, Small Project Analysis Level (SPAL). Using project type and size, the District has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants.

The District pre-calculated the emissions on a large number and types of projects to identify the level at which they have no possibility of exceeding the emissions thresholds. The information is provided in terms of vehicle trips required to exceed the SPAL threshold for five general land use categories. Sizes of various specific development types meeting SPAL are also provided. For a multi-use project, if its combined trip generation rate exceeds the lowest applicable trip threshold from, an air quality analysis should be prepared."[7]

[6] Air District, GAMAQI, Section 7.14, Pages 65-66

[7] Air District, GAMAQI, Section 8.3.4, Page 85

The Air District does not have a SPAL specifically for mini-storage or industrial park. The Air District's SPAL for the most closely related land uses are provided in **Table 3**.

Table 3. Air District Small Project Analysis Level

Land Use Type	Size	Unit		1-way ADT, except HHDT	1-way ADT, HHDT (50-mile trip length)
Office Park	190,000	sq. ft.	and less than	1,000	15
Research & Development	256,000	sq. ft.	and less than	1,600	25
General Light Industrial	280,000	sq. ft.	and less than	550	70
Industrial Park	295,000	sq. ft.	and less than	550	70
Unrefrigerated Warehouse – No Rail	190,000	sq. ft.	and less than	140	15
Unrefrigerated Warehouse – No Rail	190,000	sq. ft.	and less than	N/A	25

Source: Air District, https://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF , accessed August 8, 2022.

The only known development of the Project site is the 2,552 sf office/residence and 300,775 sf of storage space identified as Phase 1 of the Derrel's Mini-/RV- Storage facility. Development of Phase 1 would result in 430 weekday ADT. Maximum buildout with Phases 2 and 3, if realized, would include an additional 349,200 sf of storage space and 499 weekday ADT (for a total of 929 weekday ADT). Development of the remaining business park area, if realized, would consist of 213,444 square feet of building space and generate 719 weekday ADT.

As previously noted, the Air District requires an air quality analysis for any multi-use project in which the combined trip generation rate exceeds the lowest applicable trip threshold. As previously noted, the two most closely related land uses are Unrefrigerated Warehouse – No Rail and Industrial Park. The only known development at this time is Phase 1 of the Derrel's Mini-/RV- Storage facility. Development of Phase 1 does not exceed the ADT limits for Industrial Park; however, it does exceed the ADT limits for Unrefrigerated Warehouse – No Rail, which is the lower of the trip thresholds. As such, an air quality analysis is required.

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.[8]

The San Joaquin Valley Air Pollution Control 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 4**.

[8] Air District, GAMAQI, Section 6.5, Page 44

Table 4. 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 August 8, 2022.	

"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 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."[9]

Nuisance Odor Screening Thresholds

"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 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 5** 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."[10]

Table 5 presents the Air District's screening levels for potential nuisance odor sources.

Table 5. 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

[9] Air District, GAMAQI, Section 7.15, Page 66
[10] Air District, GAMAQI, Section 8.6, Pages 102-103

Table 5. Air District Screening Levels for Potential Odor Sources	
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

"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." [11]

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)."[12]

PROJECT RELATED EMISSIONS

Total buildout of the Project, if realized, would exceed the land use and vehicle trip limits identified in the Air District's SPAL. As such, Project-related emissions were quantified using CalEEMod (see Attachment 1). With the exception of the assumptions provided in **Table 1** and the weekday trip rates provided by Derrel's Mini Storage for their Caldwell facility, default values were used throughout the model.

As project design has not been finalized and future use of the business park component is unknown at this time, CalEEMod default construction schedules were utilized to calculate Project construction-related emissions. CalEEMod provided a 28-month construction period for the development of the 652,497 sf mini storage component and an 18-month construction period for the development of the 213,444 sf business park component of the Project. As operations of each component could potentially occur before full buildout of the component in completed, operational emissions were assumed to occur the year following the start of construction. It was assumed that construction of Phase 1 of the mini

[11] Air District, GAMAQI, Section 8.9.1, Pages 111
[12] Air District, GAMAQI, Section 8.9.1, Page 112

storage component would commence in 2023 and construction of the business park component would commence upon completion of Phase 1 construction in 2025.

As the Project will be developed as the market demands and the significance of impacts from project emission are based on annual thresholds, the worst-case emissions scenario would be full buildout of each component within a one-year timeframe from the start of construction. Because CalEEMod assumes a construction timeline greater than one year and the default construction fleet does not adjust with changes to the default construction timeline, the construction emissions from each year are summed for each component to provide the worst-case construction scenario. **Table 6** provides a summary of the estimated criteria pollutant and GHG emissions from the Project assuming full buildout of the preferred alternative.

Table 6. Project Criteria Pollutant and Greenhouse Gas Emissions

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total	CO2e
CONSTRUCTION							
Derrel's Mini Storage	5.2241	4.3853	6.5964	0.0171	0.5502	0.4518	1,580
Business Park (2025-2026)	1.8026	2.2195	3.4521	0.0074	0.3139	0.1888	661
OPERATIONS							
Derrel's Mini Storage (2024)	3.5210	0.6042	4.8438	0.0112	1.0867	0.3017	2,134
Business Park (2026)	1.2806	0.4107	2.6797	6.91e-3	0.6247	0.1829	1,353
Total Project (2026)	**4.8016**	**1.0148**	**7.5235**	**0.0181**	**1.7114**	**0.4846**	**3,487**
Source: CalEEMod (See Attachment A)							

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 below SPAL (see **Table 3**) and projects with emissions below the Air District's thresholds of significance for criteria pollutants (see **Table 1**) would not conflict or obstruct implementation of the Air District's air quality plans. The Project, if fully realized would exceed the applicable SPAL. The only known development at this time is Phase 1 of the storage facility, which consists of the 2,552 sf office/residence and 300,775 sf of storage space. To evaluate a worst-case development scenario, the construction emissions for the 29.4-acre storage facility (649, 975 sf storage space) were summed to demonstrate what construction emissions would be if the entire 29.4-acre facility were developed in one phase over a 28-month period beginning in 2023. Likewise, the construction emissions for the remaining 19.6-acre business park were summed to demonstrate what construction emissions would be if it were developed in one phase over an 18-month period beginning in 2025). Operational emissions for the entire 40-acre Project site are summed to demonstrate what the operational emissions would be if the Project were fully realized in 2026. As demonstrated in **Table 6,** the estimated construction- and operations-related emissions will not exceed the Air District's CEQA significance thresholds for any criteria pollutant. Furthermore, future development within the proposed Project site will be required to comply with all applicable federal, state, and Air District rules and regulations. Therefore, the Project 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 Valley Air Basin. The Project would be considered to have a significant cumulative impact on air quality if Project-specific impacts are determined to be significant. As presented in **Table 6**, the long-term operational-related emissions at full buildout, if realized, would result in 4.80 tons per year (tpy) ROG, 1.01 tpy NOx, 7.52 tpy CO, 0.02 tpy SOx, 1.71 tpy PM_{10}, and 0.48 tpy $PM_{2.5}$. The emissions analysis demonstrates the Project will not exceed the Air District's thresholds of significance. As such, the Project will not conflict with or obstruct implementation of the applicable air quality plans. Furthermore, future development within the proposed Project site will be required to implement all applicable General Plan policies and to comply with all applicable federal, state, and 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, the Project will not exceed the Air District's thresholds of significance and therefore, will not conflict with or obstruct implementation of the applicable air quality plans. ***Less Than Significant Project-specific and Cumulative 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***

The San Joaquin Valley Air Basin is designated as non-attainment of Federal or State ambient air quality standards. for the 1-hour state ozone standard as well as for the federal and state 8-hour standards. Additionally, the Air Basin is designated as non-attainment for the state 24-hour and annual arithmetic mean PM10 standards, as well as the state annual arithmetic mean and the national 24-hour PM2.5 standards.

The contribution of a project's individual air emissions to regional air quality impacts is, by its nature, a cumulative effect. Emissions from past, present, and future projects in the region also have or will contribute to adverse regional air quality impacts on a cumulative basis. No single project by itself would be sufficient in size to result in non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality conditions. The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

As previously noted, the Air District's guidance states that if project specific criteria pollutant emissions exceed the thresholds of significance the project would be expected to result in a cumulatively considerable net increase of those emissions. As presented in **Table 6**, proposed Project construction- and operational-related activities emissions would not exceed the annual SJVAPCD thresholds of

significance for ROG, NOx, SO2, CO, PM10, and PM2.5. Therefore, this Project would result in a less than significant impact.

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

The geographic area of this cumulative analysis is the San Joaquin Air Basin. The Project would be considered to have a significant cumulative impact on air quality if Project-specific impacts are determined to be significant. As Project-specific impacts are less than significant, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment. Therefore, ***Less Than Significant Cumulative Impacts*** related to this Checklist Item will occur.

Mitigation Measures: ***None Required***

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

Less Than Significant Project-specific and Cumulative Impacts related to this Checklist Item will occur.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

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

Criteria Pollutants

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for each criteria pollutant to protect the public health and welfare. The federal and state standards were developed independently with differing purposes and methods, although both processes are intended to avoid health-related effects. As such, it is reasonable to assume that if a project's emissions exceed the applicable air quality standard, which was established to protect human health, then the project could pose a health risk to nearby receptors. The Air District has established a 100-pound-per-day (lb/day) screening threshold for each of the criteria pollutants. Based on the emissions presented in Table 6, operational emissions from the Project would not exceed the 100 lb/day threshold and therefore, would not exceed any of the health-based air quality standards. Furthermore, future developments would be evaluated on a project-by-project to evaluate the potential for health risks.

Toxic Air Contaminants

Diesel particulate matter (DPM) represents the primary toxic air contaminates (TAC) of concern associated with the proposed Project. DPM emissions are primarily the result of the operation of internal combustion engines in equipment (e.g., loaders, backhoes, and cranes, as well as haul trucks) commonly associated with construction-related activities. Future construction activities will be short-term and intermittent and occur as market demands. Activities associated with the operation-related activities of future buildout of the proposed Project could result in short-term, temporary, and intermittent use of mobile or stationary sources of DPM (e.g., maintenance workers driving to and from the Project site, and the occupational use of off-road equipment to move equipment). Stationary source emissions (such as automobile repair/paint shops) that could be proposed in the future would be subject to Air District permitting requirements. Furthermore, future developments within the Project site would be reviewed

on a project-by-project basis to evaluate the potential for health risks. As such, operation-related activities of the proposed Project would not expose nearby sensitive receptors to DPM emissions that would result in a health risk.

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

Mitigation Measures: ***None Required***

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

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***

Construction-related activities would include fuels and other odor sources (such as diesel-fueled equipment and architectural coatings) that could result in the creation of objectionable odors. Since construction-related activities would be short-term, temporary, and spatially dispersed (i.e., intermittent), and will occur in a predominantly rural area, these activities would not affect a substantial number of people. Therefore, odors from Project construction activities would result in a ***Less Than Significant Impact*** related to this Checklist Item.

The land uses proposed by the Project are not generators of substantial odors. Odors from development projects within the San Joaquin Valley Air Basin are subject to the Air District's Nuisance Rule. Additionally, future developments within the business park that could result in the creation of objectionable odors during their normal operations, such as automotive repair shop, automotive body/paint shops, bakeries, and cabinet shops, would be subject to the Air District's New Source Review permitting. Therefore, odors from Project operational activities would not affect a substantial number of people and the Project would result in a ***Less Than Significant Impact*** related to this Checklist Item.

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

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. The Project would be considered to have a significant cumulative impact on air quality if Project-specific impacts are determined to be significant. As Project-specific impacts will be less than significant, there will be ***Less Than Significant Cumulative Impacts*** related to this Checklist Item

Mitigation Measures: ***None Required***

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

The Project is not a source of nuisance odors. 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***

The Air District's "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA" states that projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions would be determined to have a less than significant individual and cumulative impact for GHG emissions and would not require quantification unless an Environmental Impact Report is being prepared. The County has an adopted Climate Action Plan (CAP), which is discussed further in item b). The proposed Project is consistent with the Tulare County General Plan and as discussed below, the proposed Project is consistent with Tulare County CAP.

The Tulare County CAP does not require quantification of emissions for projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses. The proposed Project at full buildout would include 652,497 sf of storage space and 213,444 sf of business park, generating approximately 1,650 ADT. As such, the proposed Project is less intense than the threshold requiring GHG emissions quantification. As such, GHG emissions resulting from the proposed Project have been quantified for disclosure purposes.

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). **Table 7** presents the specific construction generated GHG emissions that would result from construction of the Project.

Table 7. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Mini Storage – Year 2023	774
Mini Storage – Year 2024	777
Mini Storage – Year 2025	29
Business Park – Year 2025	496
Business Park – Year 2026	165
Total Emissions	**2,241**

Source: CalEEMod (See Attachment A)

As shown in **Table 7**, Project construction would result in the generation of approximately 2,241 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. The amortized construction emissions are added to the annual average operational emissions.

Operations

Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use and building operations such and heating and cooling, lighting, utilities, cleaning supplies, landscaping activities, etc. Long-term operational GHG emissions attributable to the Project are identified in **Table 8**.

Table 8. Operational-Related GHG Emissions	
Emissions Source	**CO_2e (Metric Tons/Year)**
Mini Storage	
Area Source Emissions	0
Energy Source Emissions	428
Mobile Source Emissions	1046
Solid Waste Emissions	308
Water Emissions	281
Mini Storage	
Area Source Emissions	0
Energy Source Emissions	563
Mobile Source Emissions	566
Solid Waste Emissions	133
Water Emissions	92
Construction Emissions (amortized over the 30-year life of the Project)	75
Total Emissions	**3,492**
Source: CalEEMod (See Attachment A)	

As shown in **Table 8**, Project operations would result in the generation of approximately 3,492 metric tons of CO_2e annually.

The proposed Project is consistent with the Tulare County General Plan and the Tulare County CAP. Therefore, the proposed Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed Project would result in a less than significant impact to this resource.

Therefore, the proposed Project would result in 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 Valley Air Basin. Project-related GHG emissions would be considered to have a significant cumulative impact if project-specific impacts are determined to be significant. As previously noted, the proposed Project is required to comply with the Tulare County General Plan and Tulare County CAP and is therefore, consistent with the reduction targets for years 2020 and 2030. Furthermore, the Project will be developed as market demands and the population in the City of Visalia and Tulare County grows. The proposed Project will accommodate future growth and will provide local services to residents as the city expands. As such, upon completion/operation of the proposed Project, cumulative GHG emissions would be reduced as VMT is reduced, thereby resulting in a GHG emissions reduction benefit. There are no other mini storage facilities, business parks, or other development proposals within the Project vicinity. As such, the proposed Project will not significantly contribute to a cumulative impact and ***Less Than Significant Cumulative Impacts*** related to this Checklist Item would occur.

Mitigation Measures: ***None Required***

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

The proposed Project is consistent with the Tulare County General Plan and the Tulare County CAP. The Project will be developed as market demands and will accommodate future growth within the City of Visalia and surrounding unincorporated Tulare County. Upon completion/operation of the proposed Project, cumulative GHG emissions would be reduced as VMT would be reduced. As such, the Project would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. Therefore, ***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: ***Less Than Significant Impact***

As the Project is located within unincorporated Tulare County, the most applicable GHG plan is the Tulare County CAP. The CAP is a strategic planning document that identifies sources of GHG emissions within the County, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic policies and actions to reduce emissions from the development project subject to CEQA. The GHG-reduction strategies in the Plan build key opportunities prioritized by County staff and members of the public.

The Tulare County CAP does not require quantification of emissions for projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses. As previously noted in Checklist Item a, the proposed Project at full buildout would include 652,497 sf of storage space and 213,444 sf of business park, generating approximately 1,650 ADT, which is less intense than the threshold requiring GHG emissions quantification. However, for disclosure purposes, Project construction- and operation-related GHG emissions are provided in **Table 7** and **Table 8**, respectively.

For development projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity, the CAP consistency checklist is used to determine the project's consistency with the CAP. The checklist contains design features and measures that are used to determine consistency. The overarching CAP consistency requirements for all projects are outlined in **Table 9**.

Table 9. CEQA Project Requirements for Consistency with CAP

Item	Project Compliance?
Project helps to meet the density goals from the Tulare Blueprint	Yes
Consistency with General Plan policies	Yes
Consistency with Rural Valley Land Plans 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

Source: Tulare County CAP, Appendix C. Accessed August 2022. http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/220Climate%20Action%20Plan/CLIMATE%20ACTION%20PLAN%202018%20UPDATE.pdf.

The Project would comply with all applicable General Plan policies intended to reduce GHG emissions.

The Project would not conflict with the applicable policies of the Rural Valley Lands Plan. Furthermore, the Project would comply with the Land Use and Urban Policies of the 2030 General Plan. In addition, the Project is consistent with the 2009 Tulare County Regional Blueprint goals and objectives. As such, the Project will not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation Measures: ***None Required***

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

The geographic area of this cumulative analysis is Tulare County and the San Joaquin Valley Air Basin. The Project site is approximately 0.58-mile north of the City of Visalia, east of and adjacent to State Route 63. The proposed 49-acre site would accommodate Derrel's Mini-/RV Storage on approximately 29.4 acres and a business park on approximately 19.6 acres. The Project will be developed as market demands and will accommodate future growth. Upon buildout the Project would reduce VMT as it would provide local services to residents as the city expands. The Project will comply with all applicable General Plan policies to reduce GHG emissions. The Project is consistent with the Tulare County CAP and with the goals and policies in the Tulare County Regional Blueprint. With less than significant Project-specific impacts, a ***Less Than Significant Impact*** will also occur.

Conclusion:

As the Project does not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, ***Less Than Significant Project-specific and Cumulative Impacts*** related to this Checklist Item will occur.

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ATTACHMENT A

Emissions Summary and CalEEMod Report

Derrel's Mini-/RV-Storage and Business Park Vehicle Trips

Project design not finalized. The only known development is Phase 1 (300,775 sf) of storage (enclosed).

	Size	Unit	Trip Rate/ 1000 sf	ADT
Derrel's Phase 1	300,775	sf	1.43	430
Derrel's Phase 2	81,550	sf	1.43	117
Derrel's Phase 3	267,650	sf	1.43	383
Business Park	213,444	sf	3.37	719

Derrel's Mini Storage - Emissions (mitigated)

Project design not finalized. The only known development is Phase 1 (300,775 sf) of storage.

	tons per year										metric tons per year
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	Total PM10	Fugitive PM2.5	Exhaust PM2.5	Total PM2.5	CO2e
CONSTRUCTION											
2023	0.3620	2.9914	3.2848	8.4100E-03	0.4684	0.1171	0.5855	0.1603	0.1092	0.2695	773.6508
2024	0.3111	2.3908	3.1234	8.3600E-03	0.3550	0.0842	0.0439	0.0964	0.0792	0.1756	777.1241
2025	4.5510	0.0994	0.1882	3.3000E-04	0.0087	4.7100E-03	0.0135	2.3200E-03	4.4000E-04	6.7300E-03	29.3763
Construction Total	***5.2241***	***5.4816***	***6.5964***	***0.0171***	***0.8321***	***0.2060***	***0.6429***	***0.2590***	***0.1888***	***0.4518***	***1,580.1512***
ISR Reductions		1.0963				0.0927	0.0927				
Construction Total After ISR	**5.2241**	**4.3853**	**6.5964**	**0.0171**	**0.8321**	**0.1133**	**0.5502**	**0.2590**	**0.1888**	**0.4518**	**1,580**
OPERATIONS											
2024	3.5210	0.9058	4.8438	0.0112	1.0801	0.0132	1.0933	0.2891	0.0126	0.3017	2,133.7161
ISR Reductions		0.3016				0.0066	0.0066				
Operations Total After ISR	**3.5210**	**0.6042**	**4.8438**	**0.0112**	**1.0801**	**0.0066**	**1.0867**	**0.2891**	**0.0126**	**0.3017**	**2,133.7161**

Business Park - Emissions (mitigated)

Project design not finalized and no uses proposed at this time.

	tons per year										metric tons per year
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	Total PM10	Fugitive PM2.5	Exhaust PM2.5	Total PM2.5	CO2e
CONSTRUCTION											
2025	0.2417	2.1164	2.5513	5.5200E-03	0.0214	0.0822	0.2964	0.0767	0.0769	0.1535	496.4985
2026	1.5609	0.6580	0.9008	1.8300E-03	0.0401	0.0261	0.0662	0.0109	0.0245	0.0353	164.7773
Construction Total	***1.8026***	***2.7744***	***3.4521***	***7.3500E-03***	***0.0615***	***0.1083***	***0.3626***	***0.0876***	***0.1014***	***0.1888***	***661.2758***
ISR Reductions		0.5549				0.0487	0.0487				
Construction Total After ISR	**1.8026**	**2.2195**	**3.4521**	**7.3500E-03**	**0.0615**	**0.0596**	**0.3139**	**0.0876**	**0.1014**	**0.1888**	**661.2758**
OPERATIONS											
2026	1.2806	0.6157	2.6797	6.9100E-03	0.6155	0.0186	0.6340	0.1647	0.0183	0.1829	1,353.3786
ISR Reductions		0.2050				0.0093	0.0093				
Operational Total After ISR	**1.2806**	**0.4107**	**2.6797**	**6.9100E-03**	**0.6155**	**0.0093**	**0.6247**	**0.1647**	**0.0183**	**0.1829**	**1,353.3786**

Total Project - Construction Emissions (mitigated)

At full buildout if all phases and site development are realized.

	tons per year										metric tons per year
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	Total PM10	Fugitive PM2.5	Exhaust PM2.5	Total PM2.5	CO2e
Derrel's Mini Storage (2024)	5.2241	4.3853	6.5964	0.0171	0.8321	0.1133	0.5502	0.2590	0.1888	0.4518	2,133.7161
Business Park (2026)	1.8026	2.2195	3.4521	0.0074	0.0615	0.0596	0.3139	0.0876	0.1014	0.1888	1,353.3786
Total Construction	**7.0267**	**6.6048**	**10.0485**	**0.0245**	**0.8937**	**0.1729**	**0.8641**	**0.3466**	**0.2902**	**0.6406**	**3,487.0947**
Daily Construction (lb/day)	38.50	36.19	55.06	0.13	4.90	0.95	4.73	1.90	1.59	3.51	

* For worst-case scenario the daily construction emissions assumes a total of 260 construction days (all construction completed in 12-month period)

Total Project - Operational Emissions (mitigated)

At full buildout if all phases and site development are realized.

	tons per year										metric tons per year
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	Total PM10	Fugitive PM2.5	Exhaust PM2.5	Total PM2.5	CO2e
Derrel's Mini Storage (2024)	3.5210	0.6042	4.8438	0.0112	1.0801	0.0066	1.0867	0.2891	0.0126	0.3017	164.7773
Business Park (2026)	1.2806	0.4107	2.6797	0.0069	0.6155	0.0093	0.6247	0.1647	0.0183	0.1829	3,487.0947
Total Operations	**4.8016**	**1.0148**	**7.5235**	**0.0181**	**1.6956**	**0.0159**	**1.7114**	**0.4538**	**0.0309**	**0.4846**	**3,651.8720**
Daily Operation (lb/day)	29.41	6.52	47.52	0.12	10.74	0.11	10.84	2.87	0.21	3.08	

* Daily operation emissisions assumes 360 working days per year for the storage facility and 260 work days for the business park.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Derrel's Mini Storage

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	652.50	1000sqft	29.40	652,497.00	2

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project size is 49 acres - 60% Mini storage=29.4 acres / 652,497 sf and onsite managers; 40% commercia l=19.6 acres at FAR 25% / 213,444sf

Construction Phase - Construction timeline updated to remove demolition as none will occur.

Architectural Coating - Commercial development

Vehicle Trips - Weekday trip rate per the 2015 TIS prepared for the Derrel's Caldwell Poject

Construction Off-road Equipment Mitigation - compliance with Reg VIII

Area Mitigation - Air District defaults for electrical equipment

Water Mitigation - Green building code; County MWELO

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24E	0.80	0.80
tblEnergyUse	T24NG	1.35	1.35
tblLandUse	LotAcreage	14.98	29.40
tblLandUse	Population	0.00	2.00
tblVehicleTrips	WD_TR	1.74	1.43

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.3620	2.9914	3.2848	8.4100e-003	0.6904	0.1171	0.8075	0.2611	0.1092	0.3703	0.0000	760.1148	760.1148	0.1112	0.0361	773.6512
2024	0.3111	2.3908	3.1234	8.3600e-003	0.3550	0.0842	0.4393	0.0964	0.0792	0.1756	0.0000	761.9964	761.9964	0.0804	0.0440	777.1245
2025	4.5510	0.0994	0.1882	3.3000e-004	8.7400e-003	4.7100e-003	0.0135	2.3200e-003	4.4000e-003	6.7300e-003	0.0000	29.1629	29.1629	6.2600e-003	1.9000e-004	29.3764
Maximum	**4.5510**	**2.9914**	**3.2848**	**8.4100e-003**	**0.6904**	**0.1171**	**0.8075**	**0.2611**	**0.1092**	**0.3703**	**0.0000**	**761.9964**	**761.9964**	**0.1112**	**0.0440**	**777.1245**

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	0.3620	2.9914	3.2848	8.4100e-003	0.4684	0.1171	0.5855	0.1603	0.1092	0.2695	0.0000	760.1144	760.1144	0.1112	0.0361	773.6508
2024	0.3111	2.3908	3.1234	8.3600e-003	0.3550	0.0842	0.4393	0.0964	0.0792	0.1756	0.0000	761.9960	761.9960	0.0804	0.0440	777.1241
2025	4.5510	0.0994	0.1882	3.3000e-004	8.7400e-003	4.7100e-003	0.0135	2.3200e-003	4.4000e-003	6.7300e-003	0.0000	29.1629	29.1629	6.2600e-003	1.9000e-004	29.3763
Maximum	**4.5510**	**2.9914**	**3.2848**	**8.4100e-003**	**0.4684**	**0.1171**	**0.5855**	**0.1603**	**0.1092**	**0.2695**	**0.0000**	**761.9960**	**761.9960**	**0.1112**	**0.0440**	**777.1241**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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**	**21.06**	**0.00**	**17.62**	**28.01**	**0.00**	**18.24**	**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	**1-2-2023**	**4-1-2023**	1.1435	1.1435
2	**4-2-2023**	**7-1-2023**	0.7291	0.7291
3	**7-2-2023**	**10-1-2023**	0.7372	0.7372
4	**10-2-2023**	**1-1-2024**	0.7463	0.7463
5	**1-2-2024**	**4-1-2024**	0.6990	0.6990
6	**4-2-2024**	**7-1-2024**	0.6896	0.6896
7	**7-2-2024**	**10-1-2024**	0.6973	0.6973
8	**10-2-2024**	**1-1-2025**	0.6051	0.6051
9	**1-2-2025**	**4-1-2025**	4.6431	4.6431
		Highest	4.6431	4.6431

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	3.0025	5.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0117	0.0117	3.0000e-005	0.0000	0.0124
Energy	5.2300e-003	0.0475	0.0399	2.9000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	425.9507	425.9507	0.0326	4.7800e-003	428.1886
Mobile	0.5132	0.8582	4.8279	0.0110	1.0801	9.5500e-003	1.0896	0.2891	8.9700e-003	0.2980	0.0000	1,028.4941	1,028.4941	0.0551	0.0546	1,046.1298
Waste						0.0000	0.0000		0.0000	0.0000	124.5045	0.0000	124.5045	7.3580	0.0000	308.4547
Water						0.0000	0.0000		0.0000	0.0000	47.8706	144.7972	192.6678	4.9290	0.1176	350.9306
Total	**3.5210**	**0.9058**	**4.8738**	**0.0112**	**1.0801**	**0.0132**	**1.0933**	**0.2891**	**0.0126**	**0.3017**	**172.3751**	**1,599.2537**	**1,771.6288**	**12.3747**	**0.1769**	**2,133.7161**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.0025	5.0000e-005	5.9100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123
Energy	5.2300e-003	0.0475	0.0399	2.9000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	425.9507	425.9507	0.0326	4.7800e-003	428.1886
Mobile	0.5132	0.8582	4.8279	0.0110	1.0801	9.5500e-003	1.0896	0.2891	8.9700e-003	0.2980	0.0000	1,028.4941	1,028.4941	0.0551	0.0546	1,046.1298
Waste						0.0000	0.0000		0.0000	0.0000	124.5045	0.0000	124.5045	7.3580	0.0000	308.4547
Water						0.0000	0.0000		0.0000	0.0000	38.2965	115.8377	154.1342	3.9432	0.0941	280.7445
Total	**3.5210**	**0.9058**	**4.8737**	**0.0112**	**1.0801**	**0.0132**	**1.0933**	**0.2891**	**0.0126**	**0.3017**	**162.8010**	**1,570.2941**	**1,733.0951**	**11.3889**	**0.1534**	**2,063.5298**

	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**	**5.55**	**1.81**	**2.18**	**7.97**	**13.29**	**3.29**

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	1/2/2023	1/27/2023	5	20	
2	Grading	Grading	1/28/2023	3/31/2023	5	45	
3	Building Construction	Building Construction	4/1/2023	12/6/2024	5	440	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	12/7/2024	1/24/2025	5	35	
5	Architectural Coating	Architectural Coating	1/25/2025	3/14/2025	5	35	

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 978,746; Non-Residential Outdoor: 326,249; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	274.00	107.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	55.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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					0.1966	0.0000	0.1966	0.1010	0.0000	0.1010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.2752	0.1824	3.8000e-004		0.0127	0.0127		0.0117	0.0117	0.0000	33.4507	33.4507	0.0108	0.0000	33.7212
Total	**0.0266**	**0.2752**	**0.1824**	**3.8000e-004**	**0.1966**	**0.0127**	**0.2092**	**0.1010**	**0.0117**	**0.1127**	**0.0000**	**33.4507**	**33.4507**	**0.0108**	**0.0000**	**33.7212**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 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	6.3000e-004	4.4000e-004	4.9100e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1530	1.1530	4.0000e-005	4.0000e-005	1.1650
Total	**6.3000e-004**	**4.4000e-004**	**4.9100e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1530**	**1.1530**	**4.0000e-005**	**4.0000e-005**	**1.1650**

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					0.0885	0.0000	0.0885	0.0455	0.0000	0.0455	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.2752	0.1824	3.8000e-004		0.0127	0.0127		0.0117	0.0117	0.0000	33.4507	33.4507	0.0108	0.0000	33.7211
Total	**0.0266**	**0.2752**	**0.1824**	**3.8000e-004**	**0.0885**	**0.0127**	**0.1011**	**0.0455**	**0.0117**	**0.0571**	**0.0000**	**33.4507**	**33.4507**	**0.0108**	**0.0000**	**33.7211**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 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	6.3000e-004	4.4000e-004	4.9100e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1530	1.1530	4.0000e-005	4.0000e-005	1.1650
Total	**6.3000e-004**	**4.4000e-004**	**4.9100e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1530**	**1.1530**	**4.0000e-005**	**4.0000e-005**	**1.1650**

3.3 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					0.2071	0.0000	0.2071	0.0822	0.0000	0.0822	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0747	0.7766	0.6312	1.4000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	122.7042	122.7042	0.0397	0.0000	123.6964
Total	**0.0747**	**0.7766**	**0.6312**	**1.4000e-003**	**0.2071**	**0.0321**	**0.2391**	**0.0822**	**0.0295**	**0.1117**	**0.0000**	**122.7042**	**122.7042**	**0.0397**	**0.0000**	**123.6964**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	1.5700e-003	1.1000e-003	0.0123	3.0000e-005	3.5800e-003	2.0000e-005	3.6000e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.8825	2.8825	1.0000e-004	9.0000e-005	2.9124
Total	**1.5700e-003**	**1.1000e-003**	**0.0123**	**3.0000e-005**	**3.5800e-003**	**2.0000e-005**	**3.6000e-003**	**9.5000e-004**	**2.0000e-005**	**9.7000e-004**	**0.0000**	**2.8825**	**2.8825**	**1.0000e-004**	**9.0000e-005**	**2.9124**

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					0.0932	0.0000	0.0932	0.0370	0.0000	0.0370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0747	0.7766	0.6312	1.4000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	122.7041	122.7041	0.0397	0.0000	123.6962
Total	**0.0747**	**0.7766**	**0.6312**	**1.4000e-003**	**0.0932**	**0.0321**	**0.1252**	**0.0370**	**0.0295**	**0.0665**	**0.0000**	**122.7041**	**122.7041**	**0.0397**	**0.0000**	**123.6962**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	1.5700e-003	1.1000e-003	0.0123	3.0000e-005	3.5800e-003	2.0000e-005	3.6000e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.8825	2.8825	1.0000e-004	9.0000e-005	2.9124
Total	**1.5700e-003**	**1.1000e-003**	**0.0123**	**3.0000e-005**	**3.5800e-003**	**2.0000e-005**	**3.6000e-003**	**9.5000e-004**	**2.0000e-005**	**9.7000e-004**	**0.0000**	**2.8825**	**2.8825**	**1.0000e-004**	**9.0000e-005**	**2.9124**

3.4 Building Construction - 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					
Off-Road	0.1533	1.4025	1.5838	2.6300e-003		0.0682	0.0682		0.0642	0.0642	0.0000	226.0096	226.0096	0.0538	0.0000	227.3537
Total	**0.1533**	**1.4025**	**1.5838**	**2.6300e-003**		**0.0682**	**0.0682**		**0.0642**	**0.0642**	**0.0000**	**226.0096**	**226.0096**	**0.0538**	**0.0000**	**227.3537**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 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	0.0118	0.4699	0.1418	2.1100e-003	0.0690	3.0000e-003	0.0720	0.0199	2.8700e-003	0.0228	0.0000	202.7898	202.7898	9.4000e-004	0.0305	211.9021
Worker	0.0934	0.0656	0.7284	1.8400e-003	0.2128	1.1100e-003	0.2139	0.0566	1.0200e-003	0.0576	0.0000	171.1249	171.1249	5.8100e-003	5.4700e-003	172.9005
Total	**0.1051**	**0.5355**	**0.8702**	**3.9500e-003**	**0.2818**	**4.1100e-003**	**0.2859**	**0.0765**	**3.8900e-003**	**0.0804**	**0.0000**	**373.9148**	**373.9148**	**6.7500e-003**	**0.0360**	**384.8026**

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	0.1533	1.4025	1.5838	2.6300e-003		0.0682	0.0682		0.0642	0.0642	0.0000	226.0094	226.0094	0.0538	0.0000	227.3535
Total	**0.1533**	**1.4025**	**1.5838**	**2.6300e-003**		**0.0682**	**0.0682**		**0.0642**	**0.0642**	**0.0000**	**226.0094**	**226.0094**	**0.0538**	**0.0000**	**227.3535**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 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	0.0118	0.4699	0.1418	2.1100e-003	0.0690	3.0000e-003	0.0720	0.0199	2.8700e-003	0.0228	0.0000	202.7898	202.7898	9.4000e-004	0.0305	211.9021
Worker	0.0934	0.0656	0.7284	1.8400e-003	0.2128	1.1100e-003	0.2139	0.0566	1.0200e-003	0.0576	0.0000	171.1249	171.1249	5.8100e-003	5.4700e-003	172.9005
Total	**0.1051**	**0.5355**	**0.8702**	**3.9500e-003**	**0.2818**	**4.1100e-003**	**0.2859**	**0.0765**	**3.8900e-003**	**0.0804**	**0.0000**	**373.9148**	**373.9148**	**6.7500e-003**	**0.0360**	**384.8026**

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	0.1803	1.6469	1.9804	3.3000e-003		0.0751	0.0751		0.0707	0.0707	0.0000	284.0152	284.0152	0.0672	0.0000	285.6942
Total	**0.1803**	**1.6469**	**1.9804**	**3.3000e-003**		**0.0751**	**0.0751**		**0.0707**	**0.0707**	**0.0000**	**284.0152**	**284.0152**	**0.0672**	**0.0000**	**285.6942**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0144	0.5904	0.1739	2.6200e-003	0.0867	3.8000e-003	0.0905	0.0251	3.6300e-003	0.0287	0.0000	250.8578	250.8578	1.1300e-003	0.0377	262.1166
Worker	0.1077	0.0723	0.8415	2.2400e-003	0.2674	1.3100e-003	0.2687	0.0711	1.2100e-003	0.0723	0.0000	209.3058	209.3058	6.5300e-003	6.3100e-003	211.3506
Total	**0.1220**	**0.6627**	**1.0154**	**4.8600e-003**	**0.3540**	**5.1100e-003**	**0.3591**	**0.0961**	**4.8400e-003**	**0.1010**	**0.0000**	**460.1636**	**460.1636**	**7.6600e-003**	**0.0440**	**473.4672**

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	0.1803	1.6469	1.9804	3.3000e-003		0.0751	0.0751		0.0707	0.0707	0.0000	284.0148	284.0148	0.0672	0.0000	285.6939
Total	**0.1803**	**1.6469**	**1.9804**	**3.3000e-003**		**0.0751**	**0.0751**		**0.0707**	**0.0707**	**0.0000**	**284.0148**	**284.0148**	**0.0672**	**0.0000**	**285.6939**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0144	0.5904	0.1739	2.6200e-003	0.0867	3.8000e-003	0.0905	0.0251	3.6300e-003	0.0287	0.0000	250.8578	250.8578	1.1300e-003	0.0377	262.1166
Worker	0.1077	0.0723	0.8415	2.2400e-003	0.2674	1.3100e-003	0.2687	0.0711	1.2100e-003	0.0723	0.0000	209.3058	209.3058	6.5300e-003	6.3100e-003	211.3506
Total	**0.1220**	**0.6627**	**1.0154**	**4.8600e-003**	**0.3540**	**5.1100e-003**	**0.3591**	**0.0961**	**4.8400e-003**	**0.1010**	**0.0000**	**460.1636**	**460.1636**	**7.6600e-003**	**0.0440**	**473.4672**

3.5 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	8.4000e-003	0.0810	0.1243	1.9000e-004		3.9800e-003	3.9800e-003		3.6600e-003	3.6600e-003	0.0000	17.0226	17.0226	5.5100e-003	0.0000	17.1602
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.4000e-003**	**0.0810**	**0.1243**	**1.9000e-004**		**3.9800e-003**	**3.9800e-003**		**3.6600e-003**	**3.6600e-003**	**0.0000**	**17.0226**	**17.0226**	**5.5100e-003**	**0.0000**	**17.1602**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	4.1000e-004	2.7000e-004	3.2000e-003	1.0000e-005	1.0200e-003	0.0000	1.0200e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.7951	0.7951	2.0000e-005	2.0000e-005	0.8028
Total	**4.1000e-004**	**2.7000e-004**	**3.2000e-003**	**1.0000e-005**	**1.0200e-003**	**0.0000**	**1.0200e-003**	**2.7000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**0.7951**	**0.7951**	**2.0000e-005**	**2.0000e-005**	**0.8028**

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	8.4000e-003	0.0810	0.1243	1.9000e-004		3.9800e-003	3.9800e-003		3.6600e-003	3.6600e-003	0.0000	17.0225	17.0225	5.5100e-003	0.0000	17.1602
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.4000e-003**	**0.0810**	**0.1243**	**1.9000e-004**		**3.9800e-003**	**3.9800e-003**		**3.6600e-003**	**3.6600e-003**	**0.0000**	**17.0225**	**17.0225**	**5.5100e-003**	**0.0000**	**17.1602**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	4.1000e-004	2.7000e-004	3.2000e-003	1.0000e-005	1.0200e-003	0.0000	1.0200e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.7951	0.7951	2.0000e-005	2.0000e-005	0.8028
Total	**4.1000e-004**	**2.7000e-004**	**3.2000e-003**	**1.0000e-005**	**1.0200e-003**	**0.0000**	**1.0200e-003**	**2.7000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**0.7951**	**0.7951**	**2.0000e-005**	**2.0000e-005**	**0.8028**

3.5 Paving - 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	8.2400e-003	0.0772	0.1312	2.1000e-004		3.7700e-003	3.7700e-003		3.4700e-003	3.4700e-003	0.0000	18.0173	18.0173	5.8300e-003	0.0000	18.1630
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.2400e-003**	**0.0772**	**0.1312**	**2.1000e-004**		**3.7700e-003**	**3.7700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**18.0173**	**18.0173**	**5.8300e-003**	**0.0000**	**18.1630**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.6000e-004	3.1200e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.8214	0.8214	2.0000e-005	2.0000e-005	0.8290
Total	**4.0000e-004**	**2.6000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0800e-003**	**1.0000e-005**	**1.0800e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**0.8214**	**0.8214**	**2.0000e-005**	**2.0000e-005**	**0.8290**

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	8.2400e-003	0.0772	0.1312	2.1000e-004		3.7700e-003	3.7700e-003		3.4700e-003	3.4700e-003	0.0000	18.0173	18.0173	5.8300e-003	0.0000	18.1630
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.2400e-003**	**0.0772**	**0.1312**	**2.1000e-004**		**3.7700e-003**	**3.7700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**18.0173**	**18.0173**	**5.8300e-003**	**0.0000**	**18.1630**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.6000e-004	3.1200e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0800e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.8214	0.8214	2.0000e-005	2.0000e-005	0.8290
Total	**4.0000e-004**	**2.6000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0800e-003**	**1.0000e-005**	**1.0800e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**0.8214**	**0.8214**	**2.0000e-005**	**2.0000e-005**	**0.8290**

3.6 Architectural Coating - 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					
Archit. Coating	4.5365					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	**4.5395**	**0.0201**	**0.0317**	**5.0000e-005**		**9.0000e-004**	**9.0000e-004**		**9.0000e-004**	**9.0000e-004**	**0.0000**	**4.4682**	**4.4682**	**2.4000e-004**	**0.0000**	**4.4743**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	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	2.8500e-003	1.8400e-003	0.0223	6.0000e-005	7.6700e-003	4.0000e-005	7.7000e-003	2.0400e-003	3.0000e-005	2.0700e-003	0.0000	5.8560	5.8560	1.7000e-004	1.7000e-004	5.9101
Total	**2.8500e-003**	**1.8400e-003**	**0.0223**	**6.0000e-005**	**7.6700e-003**	**4.0000e-005**	**7.7000e-003**	**2.0400e-003**	**3.0000e-005**	**2.0700e-003**	**0.0000**	**5.8560**	**5.8560**	**1.7000e-004**	**1.7000e-004**	**5.9101**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.5365					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	**4.5395**	**0.0201**	**0.0317**	**5.0000e-005**		**9.0000e-004**	**9.0000e-004**		**9.0000e-004**	**9.0000e-004**	**0.0000**	**4.4682**	**4.4682**	**2.4000e-004**	**0.0000**	**4.4743**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	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	2.8500e-003	1.8400e-003	0.0223	6.0000e-005	7.6700e-003	4.0000e-005	7.7000e-003	2.0400e-003	3.0000e-005	2.0700e-003	0.0000	5.8560	5.8560	1.7000e-004	1.7000e-004	5.9101
Total	**2.8500e-003**	**1.8400e-003**	**0.0223**	**6.0000e-005**	**7.6700e-003**	**4.0000e-005**	**7.7000e-003**	**2.0400e-003**	**3.0000e-005**	**2.0700e-003**	**0.0000**	**5.8560**	**5.8560**	**1.7000e-004**	**1.7000e-004**	**5.9101**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.5132	0.8582	4.8279	0.0110	1.0801	9.5500e-003	1.0896	0.2891	8.9700e-003	0.2980	0.0000	1,028.4941	1,028.4941	0.0551	0.0546	1,046.1298
Unmitigated	0.5132	0.8582	4.8279	0.0110	1.0801	9.5500e-003	1.0896	0.2891	8.9700e-003	0.2980	0.0000	1,028.4941	1,028.4941	0.0551	0.0546	1,046.1298

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	933.07	1,135.34	1135.34	2,892,836	2,892,836
Total	933.07	1,135.34	1,135.34	2,892,836	2,892,836

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
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	374.2353	374.2353	0.0316	3.8300e-003	376.1659
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	374.2353	374.2353	0.0316	3.8300e-003	376.1659
NaturalGas Mitigated	5.2300e-003	0.0475	0.0399	2.9000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	51.7154	51.7154	9.9000e-004	9.5000e-004	52.0227
NaturalGas Unmitigated	5.2300e-003	0.0475	0.0399	2.9000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	51.7154	51.7154	9.9000e-004	9.5000e-004	52.0227

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
Unrefrigerated Warehouse-No Rail	969110	5.2300e-003	0.0475	0.0399	2.9000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	51.7154	51.7154	9.9000e-004	9.5000e-004	52.0227
Total		**5.2300e-003**	**0.0475**	**0.0399**	**2.9000e-004**		**3.6100e-003**	**3.6100e-003**		**3.6100e-003**	**3.6100e-003**	**0.0000**	**51.7154**	**51.7154**	**9.9000e-004**	**9.5000e-004**	**52.0227**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	969110	5.2300e-003	0.0475	0.0399	2.9000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	51.7154	51.7154	9.9000e-004	9.5000e-004	52.0227
Total		**5.2300e-003**	**0.0475**	**0.0399**	**2.9000e-004**		**3.6100e-003**	**3.6100e-003**		**3.6100e-003**	**3.6100e-003**	**0.0000**	**51.7154**	**51.7154**	**9.9000e-004**	**9.5000e-004**	**52.0227**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	2.1102e+006	374.2353	0.0316	3.8300e-003	376.1659
Total		**374.2353**	**0.0316**	**3.8300e-003**	**376.1659**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	2.1102e+006	374.2353	0.0316	3.8300e-003	376.1659
Total		**374.2353**	**0.0316**	**3.8300e-003**	**376.1659**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Electric Leafblower

Use Electric Chainsaw

	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	3.0025	5.0000e-005	5.9100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123
Unmitigated	3.0025	5.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0117	0.0117	3.0000e-005	0.0000	0.0124

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	0.4537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5483					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.5000e-004	5.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0117	0.0117	3.0000e-005	0.0000	0.0124
Total	**3.0025**	**5.0000e-005**	**5.9900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0117**	**0.0117**	**3.0000e-005**	**0.0000**	**0.0124**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.4537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5483					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.4000e-004	5.0000e-005	5.9100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123
Total	**3.0025**	**5.0000e-005**	**5.9100e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0115**	**0.0115**	**3.0000e-005**	**0.0000**	**0.0123**

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

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	154.1342	3.9432	0.0941	280.7445
Unmitigated	192.6678	4.9290	0.1176	350.9306

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	150.891 / 0	192.6678	4.9290	0.1176	350.9306
Total		**192.6678**	**4.9290**	**0.1176**	**350.9306**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	120.713 / 0	154.1342	3.9432	0.0941	280.7445
Total		**154.1342**	**3.9432**	**0.0941**	**280.7445**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	124.5045	7.3580	0.0000	308.4547
Unmitigated	124.5045	7.3580	0.0000	308.4547

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	613.35	124.5045	7.3580	0.0000	308.4547
Total		**124.5045**	**7.3580**	**0.0000**	**308.4547**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	613.35	124.5045	7.3580	0.0000	308.4547
Total		**124.5045**	**7.3580**	**0.0000**	**308.4547**

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 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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Derrel's-Atkins

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	213.44	1000sqft	19.60	213,444.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project size is 49 acres - 60% Mini storage=29.4 acres / 652,497 sf and 40% commercial=19.6 acres at FAR 25% / 213,444sf

Construction Phase - Construction timeline updated to remove demolition as none will occur.

Architectural Coating - Commercial development

Vehicle Trips - Weekday trip rate per the 2015 TIS prepared for the Derrel's Caldwell Poject

Construction Off-road Equipment Mitigation - compliance with Reg VIII

Area Mitigation - Air District default for equipment

Water Mitigation - Green Building Code; County MWELO

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblLandUse	LandUseSquareFeet	213,440.00	213,444.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	4.90	19.60

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
2025	0.2417	2.1164	2.5513	5.5200e-003	0.3442	0.0822	0.4264	0.1346	0.0769	0.2115	0.0000	490.3539	490.3539	0.0942	0.0127	496.4957
2026	1.5609	0.6580	0.9008	1.8300e-003	0.0401	0.0261	0.0662	0.0109	0.0245	0.0353	0.0000	162.7295	162.7295	0.0289	4.4500e-003	164.7775
Maximum	**1.5609**	**2.1164**	**2.5513**	**5.5200e-003**	**0.3442**	**0.0822**	**0.4264**	**0.1346**	**0.0769**	**0.2115**	**0.0000**	**490.3539**	**490.3539**	**0.0942**	**0.0127**	**496.4957**

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	0.2417	2.1164	2.5513	5.5200e-003	0.2142	0.0822	0.2964	0.0767	0.0769	0.1535	0.0000	490.3535	490.3535	0.0942	0.0127	496.4952
2026	1.5609	0.6580	0.9008	1.8300e-003	0.0401	0.0261	0.0662	0.0109	0.0245	0.0353	0.0000	162.7293	162.7293	0.0289	4.4500e-003	164.7773
Maximum	**1.5609**	**2.1164**	**2.5513**	**5.5200e-003**	**0.2142**	**0.0822**	**0.2964**	**0.0767**	**0.0769**	**0.1535**	**0.0000**	**490.3535**	**490.3535**	**0.0942**	**0.0127**	**496.4952**

Derrel's-Atkins - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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**	**33.82**	**0.00**	**26.39**	**39.82**	**0.00**	**23.47**	**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	**1-1-2025**	**3-31-2025**	0.7968	0.7968
2	**4-1-2025**	**6-30-2025**	0.5150	0.5150
3	**7-1-2025**	**9-30-2025**	0.5207	0.5207
4	**10-1-2025**	**12-31-2025**	0.5238	0.5238
5	**1-1-2026**	**3-31-2026**	0.5108	0.5108
6	**4-1-2026**	**6-30-2026**	1.7121	1.7121
		Highest	1.7121	1.7121

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.9822	2.0000e-005	1.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8100e-003	3.8100e-003	1.0000e-005	0.0000	4.0600e-003
Energy	0.0196	0.1782	0.1497	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	559.6381	559.6381	0.0346	7.3000e-003	562.6772
Mobile	0.2788	0.4375	2.5281	5.8400e-003	0.6155	5.0000e-003	0.6205	0.1647	4.7000e-003	0.1694	0.0000	556.3713	556.3713	0.0292	0.0291	565.7598
Waste						0.0000	0.0000		0.0000	0.0000	53.7256	0.0000	53.7256	3.1751	0.0000	133.1029
Water						0.0000	0.0000		0.0000	0.0000	15.6590	47.3648	63.0238	1.6123	0.0385	114.7933
Total	**1.2806**	**0.6157**	**2.6798**	**6.9100e-003**	**0.6155**	**0.0186**	**0.6340**	**0.1647**	**0.0183**	**0.1829**	**69.3846**	**1,163.3780**	**1,232.7626**	**4.8512**	**0.0748**	**1,376.3373**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.9822	2.0000e-005	1.9300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7600e-003	3.7600e-003	1.0000e-005	0.0000	4.0000e-003
Energy	0.0196	0.1782	0.1497	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	559.6381	559.6381	0.0346	7.3000e-003	562.6772
Mobile	0.2788	0.4375	2.5281	5.8400e-003	0.6155	5.0000e-003	0.6205	0.1647	4.7000e-003	0.1694	0.0000	556.3713	556.3713	0.0292	0.0291	565.7598
Waste						0.0000	0.0000		0.0000	0.0000	53.7256	0.0000	53.7256	3.1751	0.0000	133.1029
Water						0.0000	0.0000		0.0000	0.0000	12.5272	37.8918	50.4190	1.2899	0.0308	91.8347
Total	**1.2806**	**0.6157**	**2.6797**	**6.9100e-003**	**0.6155**	**0.0186**	**0.6340**	**0.1647**	**0.0183**	**0.1829**	**66.2528**	**1,153.9050**	**1,220.1578**	**4.5287**	**0.0671**	**1,353.3786**

	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**	**4.51**	**0.81**	**1.02**	**6.65**	**10.28**	**1.67**

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	1/1/2025	1/14/2025	5	10	
2	Grading	Grading	1/15/2025	2/25/2025	5	30	
3	Building Construction	Building Construction	2/26/2025	4/21/2026	5	300	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	4/22/2026	5/19/2026	5	20	
5	Architectural Coating	Architectural Coating	5/20/2026	6/16/2026	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 320,166; Non-Residential Outdoor: 106,722; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	90.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 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					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.1262	0.0896	1.9000e-004		5.4300e-003	5.4300e-003		5.0000e-003	5.0000e-003	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	**0.0124**	**0.1262**	**0.0896**	**1.9000e-004**	**0.0983**	**5.4300e-003**	**0.1037**	**0.0505**	**5.0000e-003**	**0.0555**	**0.0000**	**16.7335**	**16.7335**	**5.4100e-003**	**0.0000**	**16.8688**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	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	2.7000e-004	1.7000e-004	2.0800e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5476	0.5476	2.0000e-005	2.0000e-005	0.5526
Total	**2.7000e-004**	**1.7000e-004**	**2.0800e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5476**	**0.5476**	**2.0000e-005**	**2.0000e-005**	**0.5526**

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					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.1262	0.0896	1.9000e-004		5.4300e-003	5.4300e-003		5.0000e-003	5.0000e-003	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	**0.0124**	**0.1262**	**0.0896**	**1.9000e-004**	**0.0442**	**5.4300e-003**	**0.0497**	**0.0227**	**5.0000e-003**	**0.0277**	**0.0000**	**16.7335**	**16.7335**	**5.4100e-003**	**0.0000**	**16.8688**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	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	2.7000e-004	1.7000e-004	2.0800e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5476	0.5476	2.0000e-005	2.0000e-005	0.5526
Total	**2.7000e-004**	**1.7000e-004**	**2.0800e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5476**	**0.5476**	**2.0000e-005**	**2.0000e-005**	**0.5526**

3.3 Grading - 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					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0435	0.4191	0.3950	9.3000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	81.7593	81.7593	0.0264	0.0000	82.4204
Total	**0.0435**	**0.4191**	**0.3950**	**9.3000e-004**	**0.1381**	**0.0170**	**0.1550**	**0.0548**	**0.0156**	**0.0704**	**0.0000**	**81.7593**	**81.7593**	**0.0264**	**0.0000**	**82.4204**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 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	0.0000	0.0000	0.0000	0.0000	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	8.9000e-004	5.7000e-004	6.9400e-003	2.0000e-005	2.3900e-003	1.0000e-005	2.4000e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8253	1.8253	5.0000e-005	5.0000e-005	1.8421
Total	**8.9000e-004**	**5.7000e-004**	**6.9400e-003**	**2.0000e-005**	**2.3900e-003**	**1.0000e-005**	**2.4000e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8253**	**1.8253**	**5.0000e-005**	**5.0000e-005**	**1.8421**

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					0.0621	0.0000	0.0621	0.0247	0.0000	0.0247	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0435	0.4191	0.3950	9.3000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	81.7592	81.7592	0.0264	0.0000	82.4203
Total	**0.0435**	**0.4191**	**0.3950**	**9.3000e-004**	**0.0621**	**0.0170**	**0.0791**	**0.0247**	**0.0156**	**0.0403**	**0.0000**	**81.7592**	**81.7592**	**0.0264**	**0.0000**	**82.4203**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 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	0.0000	0.0000	0.0000	0.0000	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	8.9000e-004	5.7000e-004	6.9400e-003	2.0000e-005	2.3900e-003	1.0000e-005	2.4000e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8253	1.8253	5.0000e-005	5.0000e-005	1.8421
Total	**8.9000e-004**	**5.7000e-004**	**6.9400e-003**	**2.0000e-005**	**2.3900e-003**	**1.0000e-005**	**2.4000e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8253**	**1.8253**	**5.0000e-005**	**5.0000e-005**	**1.8421**

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	0.1511	1.3779	1.7774	2.9800e-003		0.0583	0.0583		0.0548	0.0548	0.0000	256.2710	256.2710	0.0602	0.0000	257.7770
Total	**0.1511**	**1.3779**	**1.7774**	**2.9800e-003**		**0.0583**	**0.0583**		**0.0548**	**0.0548**	**0.0000**	**256.2710**	**256.2710**	**0.0602**	**0.0000**	**257.7770**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	4.1400e-003	0.1735	0.0504	7.6000e-004	0.0256	1.1200e-003	0.0267	7.3900e-003	1.0700e-003	8.4600e-003	0.0000	72.7103	72.7103	3.2000e-004	0.0109	75.9687
Worker	0.0294	0.0190	0.2300	6.4000e-004	0.0792	3.7000e-004	0.0796	0.0211	3.4000e-004	0.0214	0.0000	60.5070	60.5070	1.7400e-003	1.7300e-003	61.0660
Total	**0.0336**	**0.1924**	**0.2804**	**1.4000e-003**	**0.1048**	**1.4900e-003**	**0.1063**	**0.0285**	**1.4100e-003**	**0.0299**	**0.0000**	**133.2173**	**133.2173**	**2.0600e-003**	**0.0126**	**137.0347**

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	0.1511	1.3779	1.7774	2.9800e-003		0.0583	0.0583		0.0548	0.0548	0.0000	256.2707	256.2707	0.0602	0.0000	257.7767
Total	**0.1511**	**1.3779**	**1.7774**	**2.9800e-003**		**0.0583**	**0.0583**		**0.0548**	**0.0548**	**0.0000**	**256.2707**	**256.2707**	**0.0602**	**0.0000**	**257.7767**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	4.1400e-003	0.1735	0.0504	7.6000e-004	0.0256	1.1200e-003	0.0267	7.3900e-003	1.0700e-003	8.4600e-003	0.0000	72.7103	72.7103	3.2000e-004	0.0109	75.9687
Worker	0.0294	0.0190	0.2300	6.4000e-004	0.0792	3.7000e-004	0.0796	0.0211	3.4000e-004	0.0214	0.0000	60.5070	60.5070	1.7400e-003	1.7300e-003	61.0660
Total	**0.0336**	**0.1924**	**0.2804**	**1.4000e-003**	**0.1048**	**1.4900e-003**	**0.1063**	**0.0285**	**1.4100e-003**	**0.0299**	**0.0000**	**133.2173**	**133.2173**	**2.0600e-003**	**0.0126**	**137.0347**

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	0.0540	0.4926	0.6353	1.0600e-003		0.0208	0.0208		0.0196	0.0196	0.0000	91.6082	91.6082	0.0215	0.0000	92.1465
Total	**0.0540**	**0.4926**	**0.6353**	**1.0600e-003**		**0.0208**	**0.0208**		**0.0196**	**0.0196**	**0.0000**	**91.6082**	**91.6082**	**0.0215**	**0.0000**	**92.1465**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.4500e-003	0.0616	0.0177	2.7000e-004	9.1400e-003	4.0000e-004	9.5400e-003	2.6400e-003	3.8000e-004	3.0200e-003	0.0000	25.5123	25.5123	1.1000e-004	3.8200e-003	26.6538
Worker	9.7500e-003	6.0400e-003	0.0767	2.2000e-004	0.0283	1.2000e-004	0.0284	7.5300e-003	1.1000e-004	7.6400e-003	0.0000	21.0797	21.0797	5.6000e-004	5.8000e-004	21.2652
Total	**0.0112**	**0.0676**	**0.0945**	**4.9000e-004**	**0.0375**	**5.2000e-004**	**0.0380**	**0.0102**	**4.9000e-004**	**0.0107**	**0.0000**	**46.5920**	**46.5920**	**6.7000e-004**	**4.4000e-003**	**47.9191**

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	0.0540	0.4926	0.6353	1.0600e-003		0.0208	0.0208		0.0196	0.0196	0.0000	91.6081	91.6081	0.0215	0.0000	92.1464
Total	**0.0540**	**0.4926**	**0.6353**	**1.0600e-003**		**0.0208**	**0.0208**		**0.0196**	**0.0196**	**0.0000**	**91.6081**	**91.6081**	**0.0215**	**0.0000**	**92.1464**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.4500e-003	0.0616	0.0177	2.7000e-004	9.1400e-003	4.0000e-004	9.5400e-003	2.6400e-003	3.8000e-004	3.0200e-003	0.0000	25.5123	25.5123	1.1000e-004	3.8200e-003	26.6538
Worker	9.7500e-003	6.0400e-003	0.0767	2.2000e-004	0.0283	1.2000e-004	0.0284	7.5300e-003	1.1000e-004	7.6400e-003	0.0000	21.0797	21.0797	5.6000e-004	5.8000e-004	21.2652
Total	**0.0112**	**0.0676**	**0.0945**	**4.9000e-004**	**0.0375**	**5.2000e-004**	**0.0380**	**0.0102**	**4.9000e-004**	**0.0107**	**0.0000**	**46.5920**	**46.5920**	**6.7000e-004**	**4.4000e-003**	**47.9191**

3.5 Paving - 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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.1500e-003**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0193**	**20.0193**	**6.4700e-003**	**0.0000**	**20.1811**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.5000e-004	3.2400e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	0.0000	3.2000e-004	0.0000	0.8894	0.8894	2.0000e-005	2.0000e-005	0.8973
Total	**4.1000e-004**	**2.5000e-004**	**3.2400e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**0.8894**	**0.8894**	**2.0000e-005**	**2.0000e-005**	**0.8973**

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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.1500e-003**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0192**	**20.0192**	**6.4700e-003**	**0.0000**	**20.1811**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.5000e-004	3.2400e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	0.0000	3.2000e-004	0.0000	0.8894	0.8894	2.0000e-005	2.0000e-005	0.8973
Total	**4.1000e-004**	**2.5000e-004**	**3.2400e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**0.8894**	**0.8894**	**2.0000e-005**	**2.0000e-005**	**0.8973**

3.6 Architectural Coating - 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					
Archit. Coating	1.4840					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**1.4857**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	3.1000e-004	3.8900e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0673	1.0673	3.0000e-005	3.0000e-005	1.0767
Total	**4.9000e-004**	**3.1000e-004**	**3.8900e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0673**	**1.0673**	**3.0000e-005**	**3.0000e-005**	**1.0767**

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	1.4840					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**1.4857**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	3.1000e-004	3.8900e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0673	1.0673	3.0000e-005	3.0000e-005	1.0767
Total	**4.9000e-004**	**3.1000e-004**	**3.8900e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0673**	**1.0673**	**3.0000e-005**	**3.0000e-005**	**1.0767**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.2788	0.4375	2.5281	5.8400e-003	0.6155	5.0000e-003	0.6205	0.1647	4.7000e-003	0.1694	0.0000	556.3713	556.3713	0.0292	0.0291	565.7598
Unmitigated	0.2788	0.4375	2.5281	5.8400e-003	0.6155	5.0000e-003	0.6205	0.1647	4.7000e-003	0.1694	0.0000	556.3713	556.3713	0.0292	0.0291	565.7598

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	719.29	542.14	264.67	1,649,230	1,649,230
Total	719.29	542.14	264.67	1,649,230	1,649,230

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
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.525357	0.051382	0.167800	0.162287	0.028850	0.007480	0.012195	0.015949	0.000630	0.000469	0.022910	0.001396	0.003296

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	365.6633	365.6633	0.0309	3.7400e-003	367.5497
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	365.6633	365.6633	0.0309	3.7400e-003	367.5497
NaturalGas Mitigated	0.0196	0.1782	0.1497	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.9749	193.9749	3.7200e-003	3.5600e-003	195.1275
NaturalGas Unmitigated	0.0196	0.1782	0.1497	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.9749	193.9749	3.7200e-003	3.5600e-003	195.1275

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
Industrial Park	3.63495e+006	0.0196	0.1782	0.1497	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.9749	193.9749	3.7200e-003	3.5600e-003	195.1275
Total		**0.0196**	**0.1782**	**0.1497**	**1.0700e-003**		**0.0135**	**0.0135**		**0.0135**	**0.0135**	**0.0000**	**193.9749**	**193.9749**	**3.7200e-003**	**3.5600e-003**	**195.1275**

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					
Industrial Park	3.63495e+006	0.0196	0.1782	0.1497	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.9749	193.9749	3.7200e-003	3.5600e-003	195.1275
Total		**0.0196**	**0.1782**	**0.1497**	**1.0700e-003**		**0.0135**	**0.0135**		**0.0135**	**0.0135**	**0.0000**	**193.9749**	**193.9749**	**3.7200e-003**	**3.5600e-003**	**195.1275**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	2.06187e+006	365.6633	0.0309	3.7400e-003	367.5497
Total		**365.6633**	**0.0309**	**3.7400e-003**	**367.5497**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	2.06187e+006	365.6633	0.0309	3.7400e-003	367.5497
Total		**365.6633**	**0.0309**	**3.7400e-003**	**367.5497**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Electric Leafblower

Use Electric Chainsaw

	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	0.9822	2.0000e-005	1.9300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7600e-003	3.7600e-003	1.0000e-005	0.0000	4.0000e-003
Unmitigated	0.9822	2.0000e-005	1.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8100e-003	3.8100e-003	1.0000e-005	0.0000	4.0600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1484					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8336					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8100e-003	3.8100e-003	1.0000e-005	0.0000	4.0600e-003
Total	**0.9822**	**2.0000e-005**	**1.9600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.8100e-003**	**3.8100e-003**	**1.0000e-005**	**0.0000**	**4.0600e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.1484					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8336					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7600e-003	3.7600e-003	1.0000e-005	0.0000	4.0000e-003
Total	**0.9822**	**2.0000e-005**	**1.9300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.7600e-003**	**3.7600e-003**	**1.0000e-005**	**0.0000**	**4.0000e-003**

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

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	50.4190	1.2899	0.0308	91.8347
Unmitigated	63.0238	1.6123	0.0385	114.7933

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	49.358 / 0	63.0238	1.6123	0.0385	114.7933
Total		**63.0238**	**1.6123**	**0.0385**	**114.7933**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	39.4864 / 0	50.4190	1.2899	0.0308	91.8347
Total		**50.4190**	**1.2899**	**0.0308**	**91.8347**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	53.7256	3.1751	0.0000	133.1029
Unmitigated	53.7256	3.1751	0.0000	133.1029

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	264.67	53.7256	3.1751	0.0000	133.1029
Total		**53.7256**	**3.1751**	**0.0000**	**133.1029**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	264.67	53.7256	3.1751	0.0000	133.1029
Total		**53.7256**	**3.1751**	**0.0000**	**133.1029**

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 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 "B"

Biological Resources Evaluation Technical Memo

RESOURCE MANAGEMENT AGENCY

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Aaron R. Bock — Economic Development and Planning
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Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

TECHNICAL MEMORANDUM
BIOLOGICAL SPECIES EVALUATION

DATE: August 5, 2022

TO: Hector Guerra, Chief Environmental Planner

FROM: Jessica Willis, Planner IV

SUBJECT: Biological Resources Evaluation for Derrel's Mini-/RV- Storage and Business Park (GPA 22-004, PZC 22-003) Project

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PROJECT DESCRIPTION

The applicant is requesting to change the County's land use designation within the County Adopted Urban Area Boundary (CAUAB) of Visalia, from "Agriculture" to "Service Commercial" on 49.0 acres. The applicant also requests a change of zone from R-O (Single Family Estate) to C-3-MU (Service Commercial with Mixed Use Overlay) on the same 49.0-acre parcel. The applicant proposes to submit a tentative parcel map to divide the property into 19 parcels: approximately 29 acres (60% of the site) for the proposed Derrel's Mini Storage and approximately 20 acres (40% of the site) for 18 commercial lots. The proposed Project site is located approximately 0.58-mile north of the City of Visalia. In addition to mini-storage structures, the Project would include recreation vehicle (RV) storage and resident manager housing; and a future business park consisting of 18 parcels. The proposed use is not allowed in the R-O Zone; therefore, the Project will require a change of zone to the C-3-MU zone. The Project will include a water feature fronting SR 63, access from SR 63, and on-site storm water retention basin.

PROJECT LOCATION

Project site is located on the southeast corner of Avenue 324 and State Route 63, approximately 0.58 mile north of Visalia city limits. The parcel is also within the Urban Area Boundary of the City of Visalia, and Urban Development Boundary of Patterson Tract. (See Attachment A)

Assessor Parcel Number:	079-100-023 (See Attachment B)
USGS 7.5-minute Quadrangle:	Monson
Surrounding Quadrangles:	Reedley, Orange Cove South, Stokes Mountain, Ivanhoe, Exeter, Visalia, Goshen, and Traver (see Attachment C)
Public Land Survey System:	Section 8, Township 18 South, Range 25 East, MDBM
Latitude/Longitude:	36° 22' 41.53" N / 119° 17' 48.49" W (at the intersection of Avenue 324 and State Route 63 (Dinuba Blvd.))

BIOLOGICAL RESOURCES DATABASE SEARCH

The 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 August 2-3, 2022.[1,2]

The RareFind 5 reporting and BIOS mapping systems indicate that there are 42 special status species and 4 natural communities (recorded and unconfirmed) within the 9-quadrangle Project area (see Attachment E). These species include: 17 plant species; 4 amphibian species; 1 arachnid species; 5 bird species; 3 crustacean species; 5 insect species; 5 mammal species; and 2 reptile species.

The RareFind 5 reporting and BIOS mapping systems indicate that there are 16 special status species and 1 natural community (recorded and unconfirmed) within the Monson quadrangle (see Attachment E). These species include: 9 plant species; 3 amphibian species; 1 bird species; 2 crustacean species; and 1 mammal species. The natural community is classified as Northern Hardpan Vernal Pool.

The RareFind 5 reporting and BIOS mapping system also indicates that there are no special status species or natural communities located within the Project site, and that the nearest recorded special status species are located approximately 2 miles south of the Project site within the Visalia quadrangle (see Attachment D). These species include: 2 plant species; 1 bird species; 2 insect species; and 2 reptile species. **Table 1** provides a list of the special status species (recorded and unconfirmed) nearest to the Project site.

Table 1. Special Status Species Recorded in Monson Quadrangle

Scientific Name	Common Name	Presence	Federal Status	State Status	Rare Plant / CDFW Status
Plant Species					
Atriplex depressa	brittlescale	Presumed Extant	None	None	1B.2
Imperata brevifolia	California satintail	Presumed Extant	None	None	2B.1
Animal Species –Bird Species					
Coccyzus americanus occidentalis	western yellow-billed cuckoo	Extirpated	Threatened	Endangered	
Animal Species – Insect Species					
Lytta hoppingi	Hopping's blister beetle	Presumed Extant	None	None	
Bombus crotchii	Crotch bumble bee	Presumed Extant	None	None	
Animal Species –Reptile Species					
Emys marmorata	western pond turtle	Presumed Extant	None	None	SSC
Anniella pulchra	Northern California legless lizard	Presumed Extant	None	None	SSC

1B.2 Rare or Endangered — Plants rare, threatened, or endangered in California and elsewhere.
Moderately threatened in California — 20-80% of occurrences threatened / moderate degree and immediacy of threat.
2B.1 Rare or Endangered in California — Plants rare, threatened, or endangered in California but common elsewhere.
Seriously threatened in California — Over 80% of occurrences threatened / high degree and immediacy of threat.
SSC Species of Special Concern

Sources:
California Department of Fish and Wildlife, RareFind 5 reporting and BIOS 6 mapping tools (see Attachment D); and
California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB) Management Framework, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=181808&inline.

[1] California Department of Fish and Wildlife. RareFind 5. https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed August 3, 2022. https://wildlife.ca.gov/Data/BIOS

[2] California Department of Fish and Wildlife. Biogeographic Information and Observation System (BIOS). https://apps.wildlife.ca.gov/bios6/?al=ds45. Accessed August 2-3, 2022.

Although special status species have not been recorded on the Project site or in the immediate vicinity (that is, within 2 miles of the site), because special status species have been recorded in the surrounding 9-quadrangle area, the following mitigations measures, which require preparation of pre-construction surveys, will be implemented.

Pre-construction Surveys

BIO-1: ***(Pre-construction Survey – Plant Species)*** A qualified biologist/botanist shall conduct pre-construction surveys for special status plant species in accordance with the California Department of Fish and Wildlife (CDFW) *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). This protocol includes identification of reference populations to facilitate the likelihood of field investigation occurring during the appropriate floristic period. Surveys should be timed to coincide with flowering periods for species that could occur (March-May). In the absence of protocol-level surveys being performed, additional surveys may be necessary.

- If special status plant species are not identified during pre-construction surveys, no further action is required.
- If special status plant species are detected during pre-construction surveys, the biologist/botanist will supervise establishment of a minimum 50-foot no disturbance buffer from the outer edge of the plant population. If buffers cannot be maintained, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to identify the appropriate minimization actions to be taken as appropriate for the species identified and to determine incidental take permitting needs.

BIO-2: ***(Pre-construction Survey – Animal Species)*** A qualified biologist will conduct pre-construction surveys during the appropriate periods for special status animal species in accordance with the CDFW guidance and recommendations identified below. In the absence of protocol-level surveys being performed, additional surveys may be necessary. If special status animal species are not identified during pre-construction surveys, no further action is required. If special status animal species are detected during pre-construction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to identify the appropriate avoidance and minimization actions to be taken as applicable for the species identified and to determine incidental take permitting needs.

- ***(San Joaquin kit fox)*** 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). The survey will include the project site and where accessible, a minimum of a 200-foot area outside of 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 fox through the use of remote monitoring techniques such as

motion-triggered cameras and tracking medium. If potential dens are not identified, no further action is required.

- ***(Nesting Raptors and Migratory Birds, including loggerhead shrike and tricolor blackbird)*** 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. A qualified biologist shall conduct pre-construction surveys for active bird nests within 10 days of the onset of these activities. Nest surveys will include all accessible areas on the project site and within 250 feet of the site for tricolored blackbird, loggerhead shrike and other migratory birds, and within 500 feet for all nesting raptors and migratory birds; with the exception of Swainson's hawk. The Swainson's hawk survey will utilize the Swainson's Hawk Technical Advisory Committee *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (2000) methodology and will extend to ½-mile outside of work area boundaries. Inaccessible areas will be scanned with binoculars or spotting scope, as appropriate. If no nesting pairs are found within the survey area, no further mitigation is required.
- ***(Burrowing Owl)*** A qualified biologist shall conduct pre-construction surveys for burrowing owl burrows within 10 days of the onset of project-related construction activities. The survey will utilize the California Burrowing Owl Consortium's *Burrowing Owl Survey Protocol and Mitigation Guidelines* (1993) methodology. The survey will include all accessible areas of suitable habitat within the proposed project site and within 500 feet of project impact areas. If no burrowing owls are identified within the survey area, no further mitigation is required.

Measures to be Implemented if Special Status Species are Identified During Surveys

To ensure the Project will have a less than significant impact on special status species within the Project area, the following mitigations measures will be implemented if special status species are identified during pre-construction surveys.

All Identified Special Status Species

BIO-3: ***(Employee Education Program)*** Prior to the start of construction or decommissioning, the applicant shall retain a qualified biologist/botanist to conduct a tailgate meeting to train all construction staff that will be involved with the project on the special status species that occur, or may occur, on the project site. This training will include a description of the species and its habitat needs; a report of the occurrence of the species 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.

San Joaquin Kit Fox

BIO-4: ***(Avoidance)*** Should an active or potential kit fox den be detected within or immediately adjacent to the area of work during pre-construction surveys, the den shall not be disturbed or destroyed. 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 man-made (atypical) 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 Fresno Field Office of the CDFW shall be contacted immediately by phone and in writing to determine the best course of action and if required, to initiate the take authorization/permit process.

BIO-5: ***(Minimization)*** Construction activities shall be carried out in a manner that minimizes disturbance to kit fox. 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.

BIO-6: ***(Mortality Reporting)*** The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be contacted immediately by phone and in writing within three days in the event of accidental death or injury of a San Joaquin kit fox during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.

Nesting Raptors and Migratory Birds, including loggerhead shrike and tricolor blackbird

BIO-7: ***(Avoidance)*** In order to avoid impacts to nesting birds, construction will occur, where possible, outside the nesting season (between September 1st and January 31st).

BIO-8: ***(Buffers)*** If active nests are found within the survey areas a qualified biologist will establish appropriate no-disturbance buffers based on species tolerance of human disturbance (for example, for tricolored blackbird, no less than 60 feet), baseline levels of disturbance, and barriers that may separate the nest from construction disturbance. These buffers will remain in place until the breeding season has ended or until the qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

BIO 9: ***(Compensatory Mitigation)*** If Swainson's hawks are determined to be nesting within ½ mile of alfalfa fields, wheat fields, or other high-quality foraging habitat on an individual project site, as determined by nesting surveys conducted during the nesting season immediately prior to the start of construction (Mitigation Measure 3.3.1a), loss of foraging habitat will be compensated through the purchase of credits from an approved mitigation bank, the preservation of on-site

habitats, or the acquisition and preservation of off-site habitats. Habitat suitable for the Swainson's hawk will be preserved at a ratio of one acre of habitat preserved for each acre of habitat permanently disturbed by project construction within ½ mile of the nest. The preservation lands will be protected in perpetuity by conservation easement.

BIO-10: ***(Mortality Reporting)*** The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be contacted immediately by phone and in writing within three days in the event of accidental death or injury of a special status bird species during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.

Burrowing Owl

BIO-11: ***(Avoidance)*** In order to avoid impacts to occupied burrows, individual areas within the Project site will be constructed, where possible, outside the nesting season (between September 1st and January 31st).

BIO-12: ***(Buffers)*** 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 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:

Location	Time of Year	Level of Disturbance		
		Low	Medium	High
Nesting sites	Apr 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

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.

BIO-13: ***(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 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.

BIO-14: ***(Mortality Reporting)*** The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be contacted immediately by phone and in writing within three days in the event of accidental death or injury of a burrowing owl during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.

JURISDICTIONAL WATERS

An Uphill Ditch Company ditch bisects the Project site in a north-south direction (see Attachments B). Based on the BIOS map, this ditch is a jurisdictional water of the State (see Attachment C).

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 August 5, 2022.[3, 4] Based on the information provided by the NWIS and NWI, the Uphill Ditch, which is classified as Riverine by the USFWS, may be considered a jurisdictional water of the United States.

The Project will be required to comply with all applicable rules and regulations of the Regional Water Quality Control Board (RWQCB), including the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity – Water Quality Order 99-08 DWQ. The General Construction Storm Water Permit is required for construction activities that disturb one or more acres and requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which specifies practices that include prevention of all construction pollutants from contacting stormwater with the intent of keeping all products of erosion form moving off site into receiving waters. Therefore, the following mitigations measure, which require compliance with State and Federal regulations, will be implemented to reduce potential impacts on biological species and riparian habitats to less than significant.

BIO-15: ***(Avoidance)*** The Project will be designed to avoid and/or minimize impacts to Uphill Ditch to the maximum extent practicable while still achieving its goal of expanding the planning area.

BIO-16: ***(Minimization)*** If Uphill Ditch is determined to be a water of the U.S. by the U.S. Army Corps of Engineers, then the applicant will be required to follow the permit requirements which may include an employee education program, implementation of Best Management Practices, placement of protective fencing between nearby unaffected waters and construction areas during construction, removal of temporary fills, and restoring temporarily disturbed areas to pre-project conditions, among others.

[3] United States Geological Survey.National Water Information System: Mapper https://maps.waterdata.usgs.gov/mapper/index.html

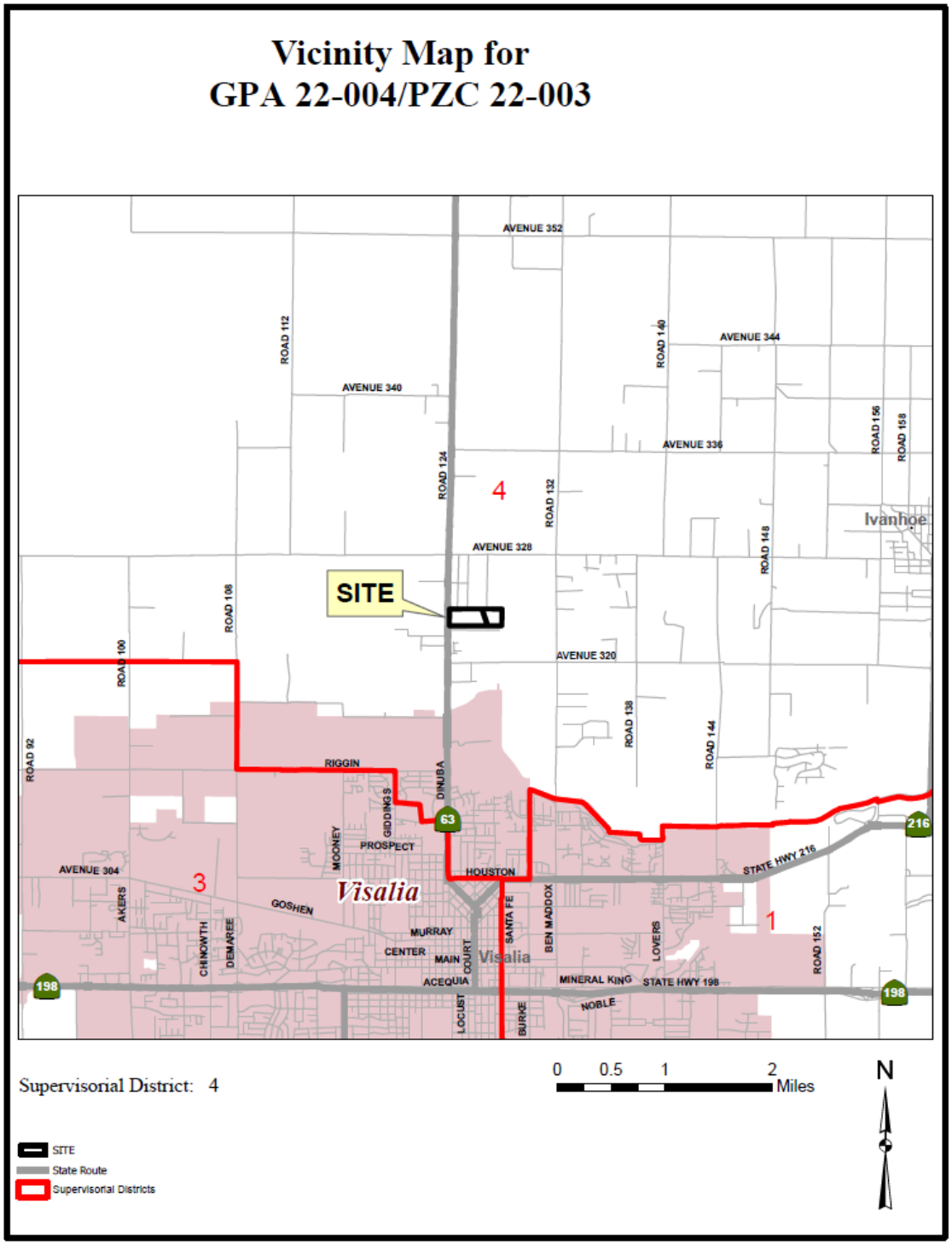
[4] United States Fish and Wildlife Service. Wetlands Mapper. https://www.fws.gov/wetlands/data/mapper.HTML

SUMMARY AND CONCLUSION

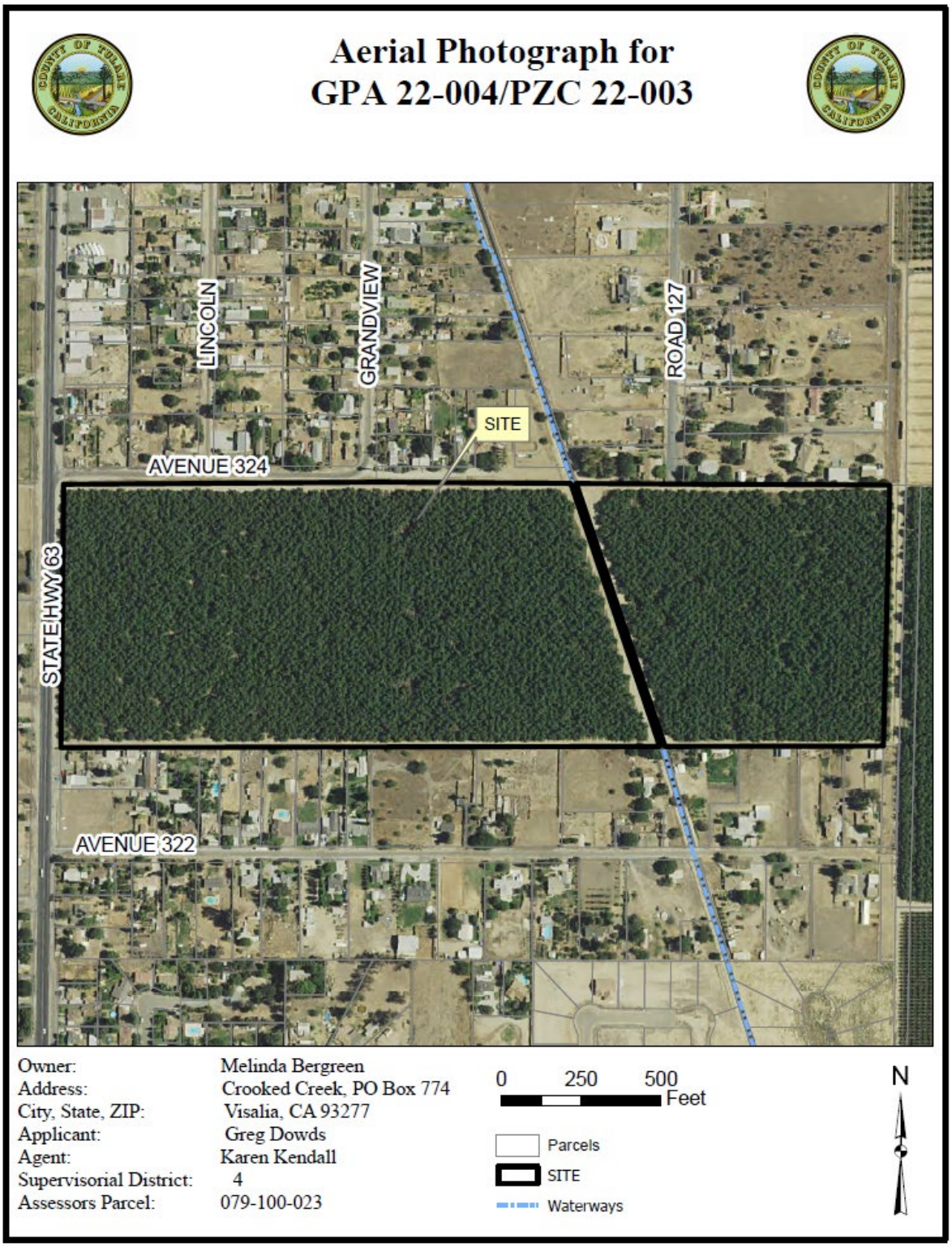
No special status species or natural communities have been recorded within the Project site and the vicinity; however, 7 special status species have been recorded within 2 miles of the Project site. As such, Mitigation Measures BIO-1 and BIO-2, which require pre-construction surveys for special status plant and animal species, respectively, 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-3 through BIO-16 would be implemented as appropriate and in consultation with the CDFW and/or USFWS. Specifically, Mitigation Measure BIO-3 would apply to all identified special status species; Mitigation Measures BIO-4 through BIO-6 would apply to San Joaquin kit fox; Mitigation Measures BIO-7 through BIO-10 would apply to nesting raptors and migratory birds, including loggerhead shrike and tricolored blackbird; and Mitigation Measures BIO-11 through BIO-14 would apply to burrowing owl. With implementation of Mitigation Measures BIO-1 through BIO-14, impacts to special status plant and animal species will be Less Than Significant with Mitigation.

Uphill Ditch bisects the project site. With implementation of a Mitigation Measures BOI 15 and BIO-16, which require compliance with applicable RWQCB requirements, impacts to riparian habitats and other wetlands will be Less Than Significant with Mitigation.

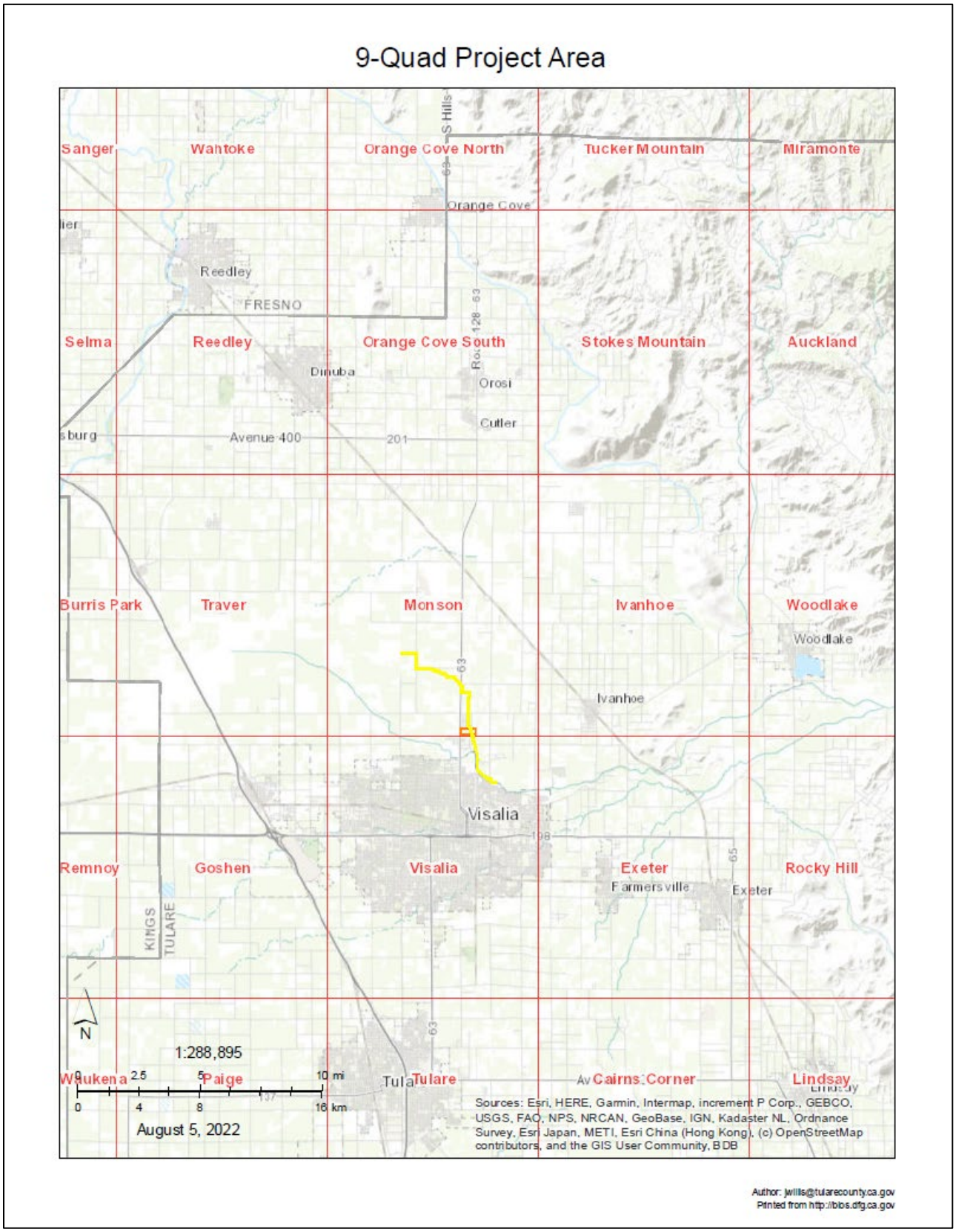
Attachment A. Project Vicinity



Attachment B. Project Location

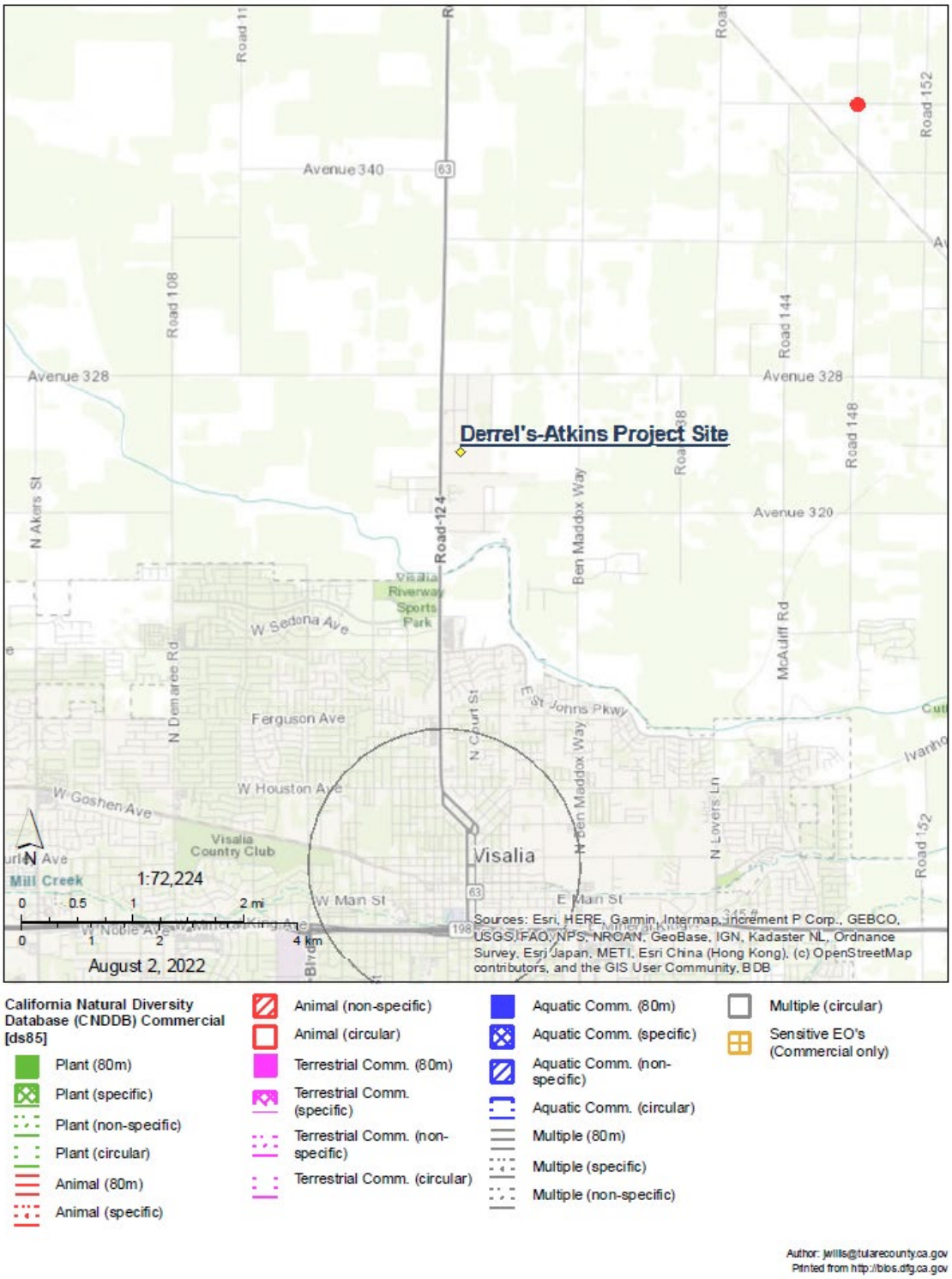


Attachment C. 9-Quad Project Area

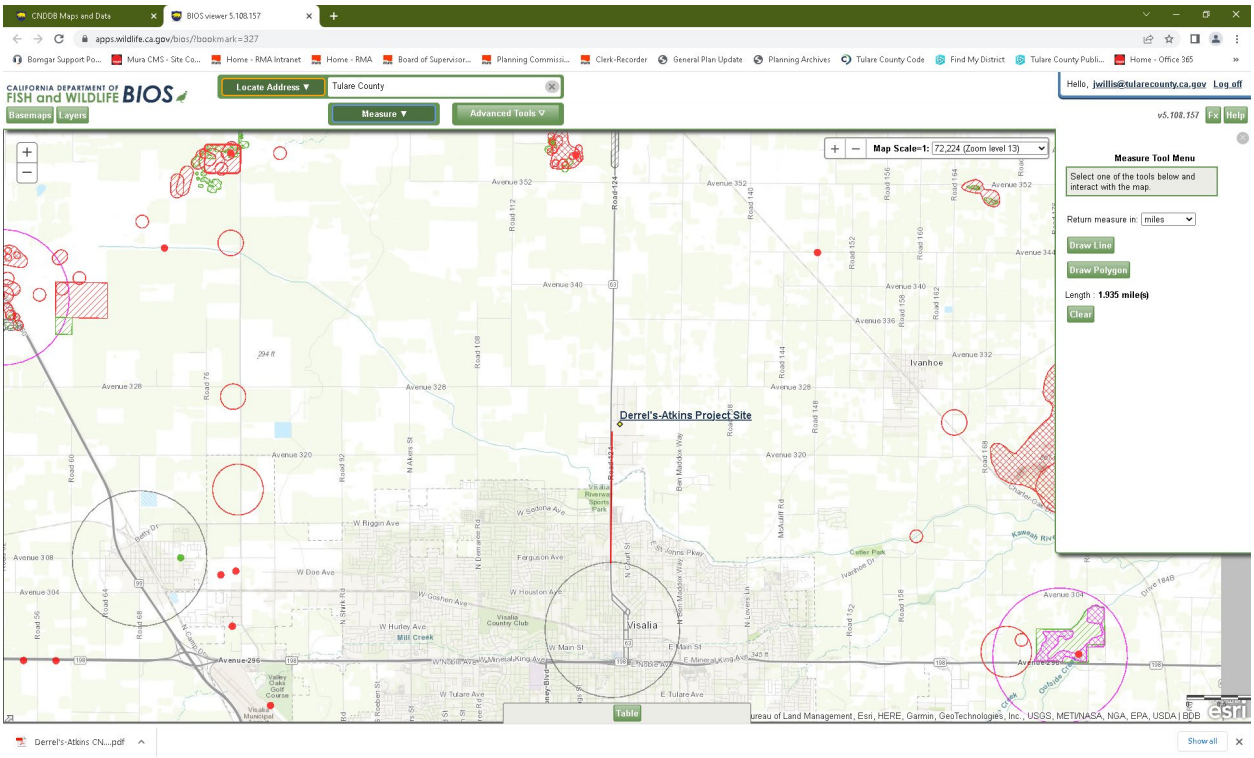


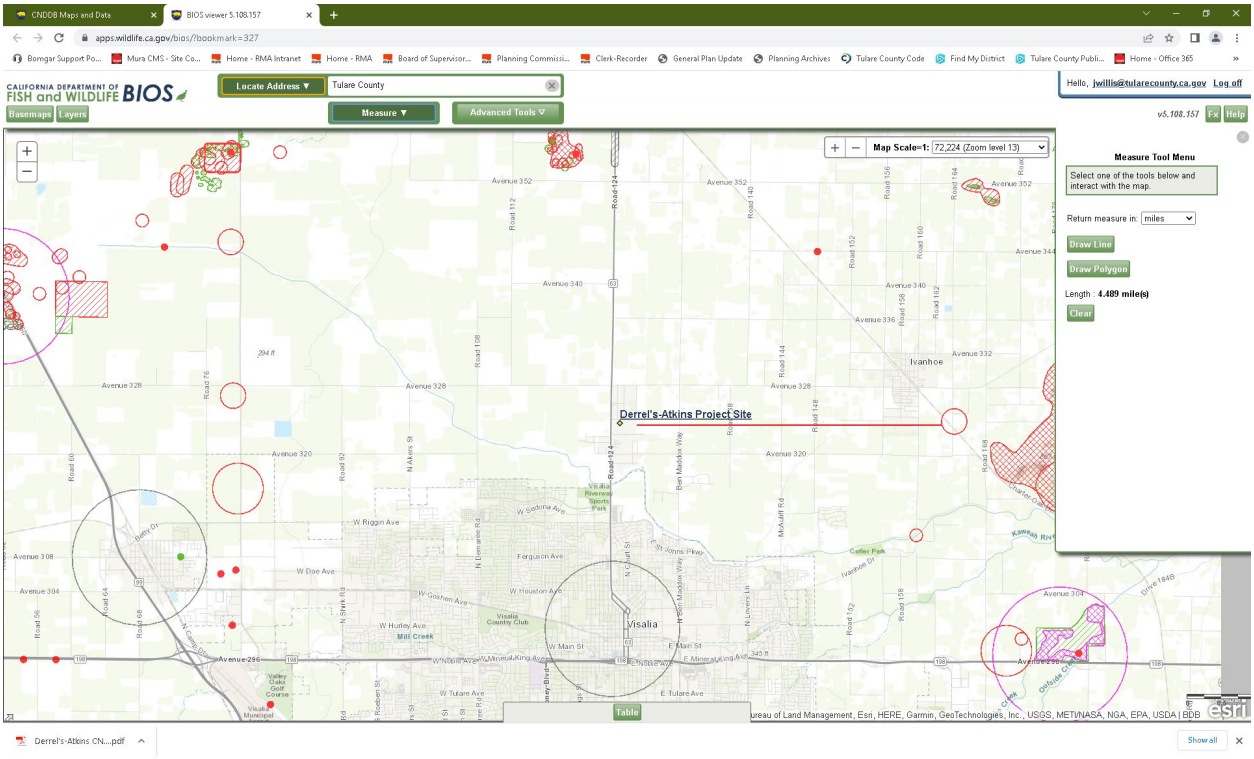
Attachment D1. Project Area Species Maps

Map of Project Area



Attachment D2. Project Area Species Maps (with Distances)


CNDDB Maps and Data
BIOS viewer 5.108.157
apps.wildlife.ca.gov/bios/?bookmark=327
CALIFORNIA DEPARTMENT OF FISH and WILDLIFE BIOS
Locate Address
Tulare County
Measure
Advanced Tools
Hello, jwillis@tularecounty.ca.gov Log off
Basemaps
Layers
v5.108.157
Fx
Help
Map Scale=1: 72,224 (Zoom level 13)
Measure Tool Menu
Select one of the tools below and interact with the map.
Return measure in: miles
Draw Line
Draw Polygon
Length : 1.935 mile(s)
Clear
Derrel's-Atkins Project Site
Visalia
Ivanhoe
Table
Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA, NGA, EPA, USDA | BDB
Derrel's-Atkins CN....pdf
Show all


CNDDB Maps and Data
BIOS viewer 5.108.157
apps.wildlife.ca.gov/bios/?bookmark=327
CALIFORNIA DEPARTMENT OF FISH and WILDLIFE BIOS
Locate Address
Tulare County
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Hello, jwillis@tularecounty.ca.gov Log off
Basemaps
Layers
v5.108.157
Fx
Help
Map Scale=1: 72,224 (Zoom level 13)
Measure Tool Menu
Select one of the tools below and interact with the map.
Return measure in: miles
Draw Line
Draw Polygon
Length : 4.489 mile(s)
Clear
Derrel's-Atkins Project Site
Visalia
Ivanhoe
Table
Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA, NGA, EPA, USDA | BDB
Derrel's-Atkins CN....pdf
Show all

Attachment E1. 9-Quad Species List

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Monson (3611943) OR Reedley (3611954) OR Orange Cove South (3611953) OR Stokes Mtn. (3611952) OR Ivanhoe (3611942) OR Exeter (3611932) OR Visalia (3611933) OR Goshen (3611934) OR Traver (3611944))
 AND County IS (Tulare)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Ambystoma californiense pop. 1	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
California tiger salamander - central California DPS						
Anniella pulchra	ARACC01020	None	None	G3	S3	SSC
Northern California legless lizard						
Antrozous pallidus	AMACC10010	None	None	G4	S3	SSC
pallid bat						
Athene cunicularia	ABNSB10010	None	None	G4	S3	SSC
burrowing owl						
Atriplex cordulata var. cordulata	PDCHE040B0	None	None	G3T2	S2	1B.2
heartscale						
Atriplex cordulata var. erecticaulis	PDCHE042V0	None	None	G3T1	S1	1B.2
Earlimart orache						
Atriplex depressa	PDCHE042L0	None	None	G2	S2	1B.2
brittlescale						
Atriplex minuscula	PDCHE042M0	None	None	G2	S2	1B.1
lesser saltscale						
Atriplex persistens	PDCHE042P0	None	None	G2	S2	1B.2
vernal pool smallscale						
Atriplex subtilis	PDCHE042T0	None	None	G1	S1	1B.2
subtle orache						
Bombus crotchii	IIHYM24480	None	None	G2	S1S2	
Crotch bumble bee						
Bombus morrisoni	IIHYM24460	None	None	G3	S1S2	
Morrison bumble bee						
Branchinecta lynchi	ICBRA03030	Threatened	None	G3	S3	
vernal pool fairy shrimp						
Buteo swainsoni	ABNKC19070	None	Threatened	G5	S3	
Swainson's hawk						
Coccyzus americanus occidentalis	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
western yellow-billed cuckoo						
Delphinium recurvatum	PDRAN0B1J0	None	None	G2?	S2?	1B.2
recurved larkspur						
Desmocerus californicus dimorphus	IICOL48011	Threatened	None	G3T2T3	S3	
valley elderberry longhorn beetle						
Empidonax traillii	ABPAE33040	None	Endangered	G5	S1S2	
willow flycatcher						

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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
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eryngium spinosepalum spiny-sepaled button-celery	PDAPI0Z0Y0	None	None	G2	S2	1B.2
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Euphorbia hooveri Hoover's spurge	PDEUP0D150	Threatened	None	G1	S1	1B.2
Great Valley Valley Oak Riparian Forest Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	G1	S1.1	
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	AMACC05030	None	None	G3G4	S4	
Lasthenia chrysantha alkali-sink goldfields	PDAST5L030	None	None	G2	S2	1B.1
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Lithobates pipiens northern leopard frog	AAABH01170	None	None	G5	S2	SSC
Lytta hoppingi Hopping's blister beetle	IICOL4C010	None	None	G1G2	S1S2	
Lytta molesta molestan blister beetle	IICOL4C030	None	None	G2	S2	
Northern Claypan Vernal Pool Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Orcuttia inaequalis San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
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

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Report Printed on Wednesday, August 03, 2022

Information Expires 1/31/2023

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
Rana boylii foothill yellow-legged frog	AAABH01050	None	Endangered	G3	S3	SSC
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
Talanites moodyae Moody's gnaphosid spider	ILARA98020	None	None	G1G2	S1S2	
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Valley Sacaton Grassland Valley Sacaton Grassland	CTT42120CA	None	None	G1	S1.1	
Vulpes macrotis mutica San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	

Record Count: 46

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Information Expires 1/31/2023

Attachment E2. Monson Quad Species List

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Monson (3611943))
 AND County IS (Tulare)

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
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex depressa brittlescale	PDCHE042L0	None	None	G2	S2	1B.2
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Delphinium recurvatum recurved larkspur	PDRAN0B1J0	None	None	G2?	S2?	1B.2
Eryngium spinosepalum spiny-sepaled button-celery	PDAPI0Z0Y0	None	None	G2	S2	1B.2
Euphorbia hooveri Hoover's spurge	PDEUP0D150	Threatened	None	G1	S1	1B.2
Lasthenia chrysantha alkali-sink goldfields	PDAST5L030	None	None	G2	S2	1B.1
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
Lithobates pipiens northern leopard frog	AAABH01170	None	None	G5	S2	SSC
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Orcuttia inaequalis San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
Puccinellia simplex California alkali grass	PMPOA53110	None	None	G2	S2	1B.2
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
Vulpes macrotis mutica San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	

Record Count: 17

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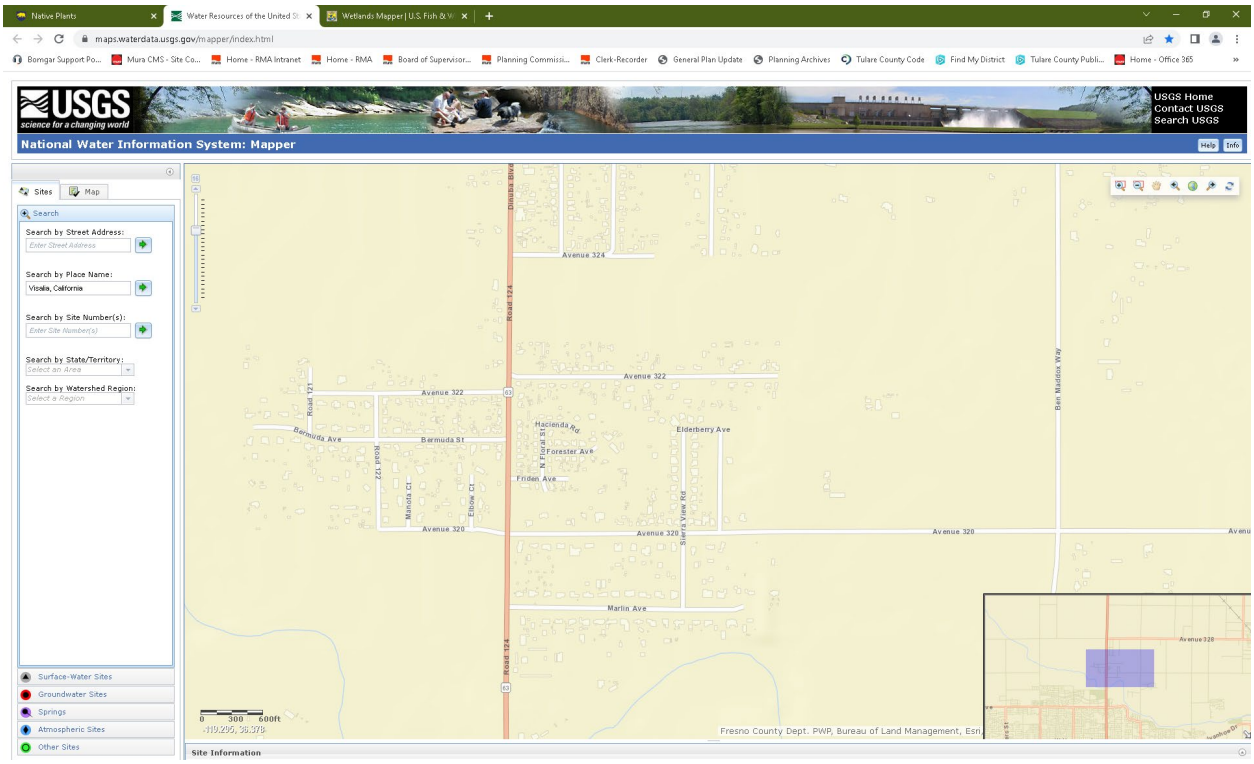
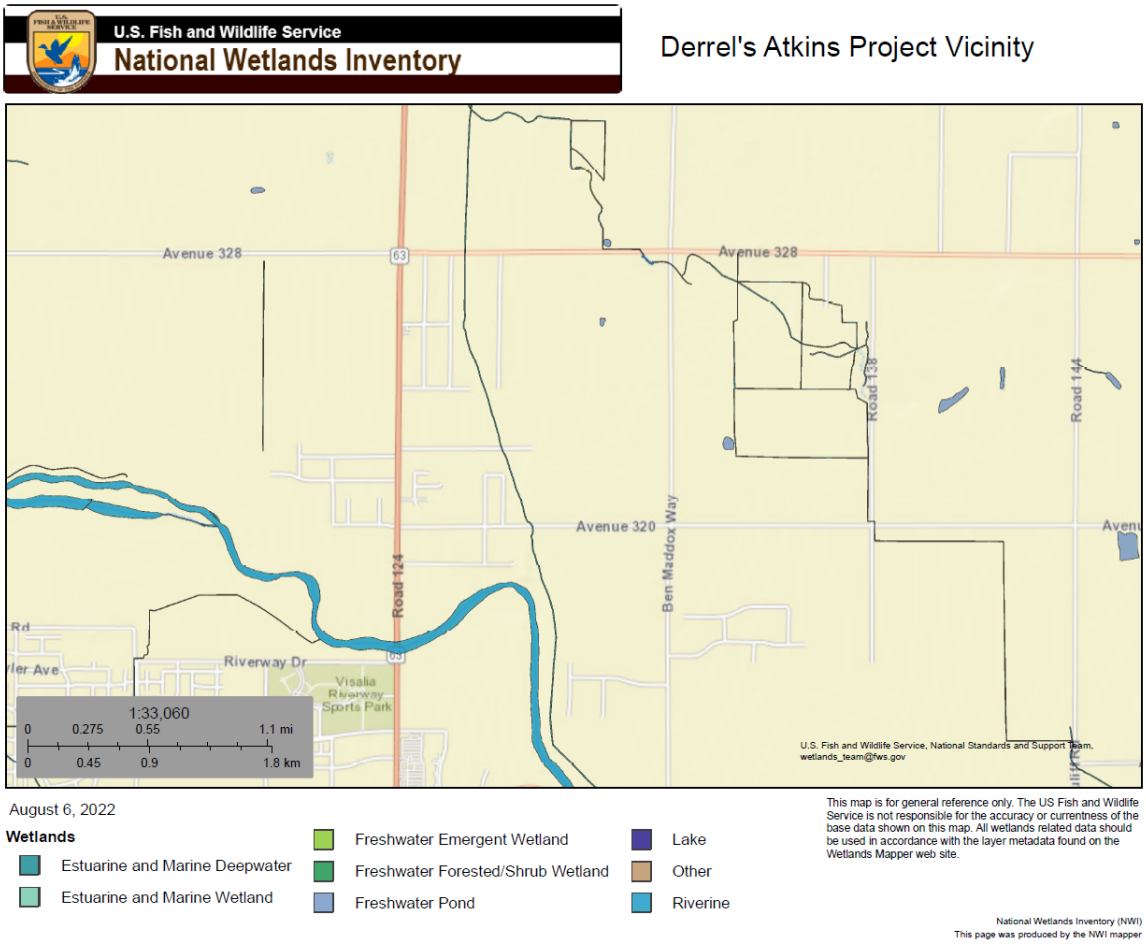
Report Printed on Wednesday, August 03, 2022

Information Expires 1/31/2023

Attachment F. USGS National Water Information System Map



Attachment G. USFW National Wetland Inventory Map



ATTACHMENT "C"

Cultural and Tribal Cultural Resources

From:	NAHC@NAHC
To:	Danielle Folk
Cc:	Vela, Cameron@NAHC
Subject:	RE: SLF Search for Derrel"s Mini-/RV- Storage and Business Park (GPA 22-004 & PZC 22-003)
Date:	Tuesday, July 26, 2022 10:09:59 AM
Attachments:	Local-Government-Tribal-Consultation-List-Request-Form_Derrels Atkins.pdf Project Notification and Consult Request_AB52-Sec106.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf Monson Topo_Derrels Atkins_scanned0001.pdf

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Hello,

Thank you for your message. We're in receipt of your request. We have recently hired new staff, and this change in our office is creating some delays. We estimate a turn-around time of 6-8 weeks and don't anticipate responding sooner than the end of that time frame. Please let us know if you have any questions.

Kind regards,

Native American Heritage Commission
1550 Harbor Blvd. Suite 100
West Sacramento, CA 95691
(916) 373-3710

From: Danielle Folk <DFolk@tularecounty.ca.gov>
Sent: Thursday, July 21, 2022 3:55 PM
To: NAHC@NAHC <NAHC@nahc.ca.gov>
Subject: SLF Search for Derrel's Mini-/RV- Storage and Business Park (GPA 22-004 & PZC 22-003)

Good afternoon.

Tulare County is preparing a Mitigated Negative Declaration for the Derrel's Mini-/RV- Storage and Business Park (GPA 22-004 & PZC 22-003) and is requesting a search of the NAHC's Sacred Lands File. Please find attached the following documents: Local Government Tribal Consultation List Request, Project Notification and Consultation Request Form, Project site and vicinity maps, and the Monson Quad Topographical Map. We look forward to receiving your response.

Best Regards,

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029

Dfolk@tularecounty.ca.gov

Local Government Tribal Consultation List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

☑ **CEQA Tribal Consultation List (AB 52)** – ***Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

☑ **General Plan (SB 18)** - ***Per Government Code § 65352.3.***

Local Action Type:

☐ **General Plan** ☐ **General Plan Element** ☑ **General Plan Amendment**

☐ **Specific Plan** ☐ **Specific Plan Amendment** ☐ **Pre-planning Outreach Activity**

Required Information

Project Title: Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003)

Local Government/Lead Agency: Tulare County Resource Management Agency

Contact Person: Jessica Willis / Hector Guerra

Street Address: 5961 South Mooney Blvd.

City: Visalia **Zip:** 93277-9394

Phone: 559.624.7122 / 559.624.7121 **Fax:** (559) 615-3002

Email: jwillis@tularecounty.ca.gov / hguerra@tularecounty.ca.gov

Specific Area Subject to Proposed Action

County: Tulare **City/Community:** Visalia

Project Description:

The proposed project site is located within the Visalia County Adopted Urban Area Boundary (CAUAB) and the Patterson Tract Urban Development Boundary (UDB). The applicant is requesting to change the County's existing land use designation within the Visalia CAUAB from "Agriculture" to "Service Commercial" on 49.0 acres. The applicant also requests a change of zone from R-O (Single Family Estate) to C-3-MU (Service Commercial with Mixed Use Overlay) on the same 49.0-acre parcel. The applicant proposes to submit a tentative parcel map to divide the property into nineteen (19) parcels for development of a proposed

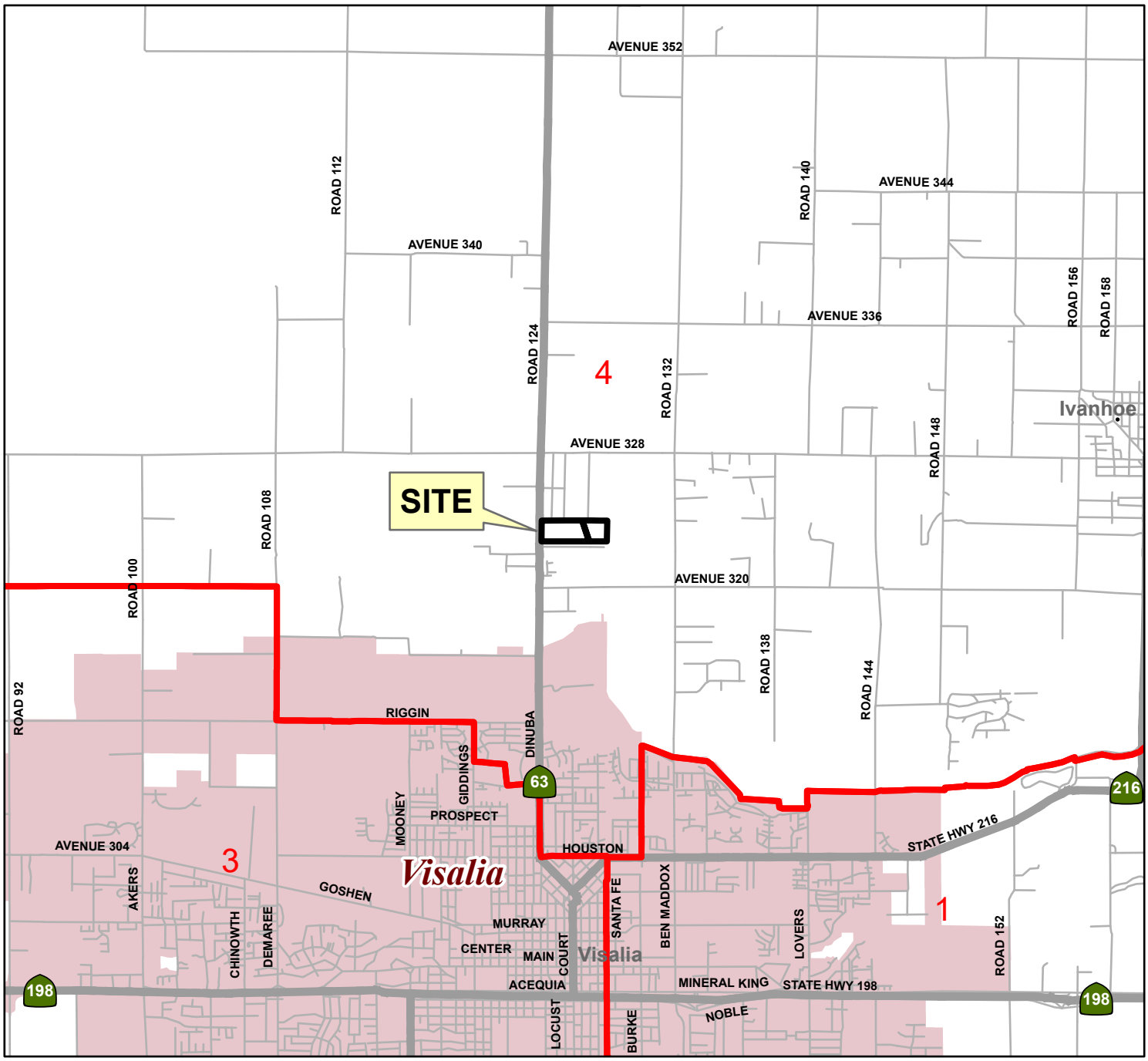
Additional Request

☑ **Sacred Lands File Search** - ***Required Information:***

USGS Quadrangle Name(s): Monson

Township: 8 **Range:** 18S **Section(s):** 25E

Vicinity Map
for
GPI 21-003



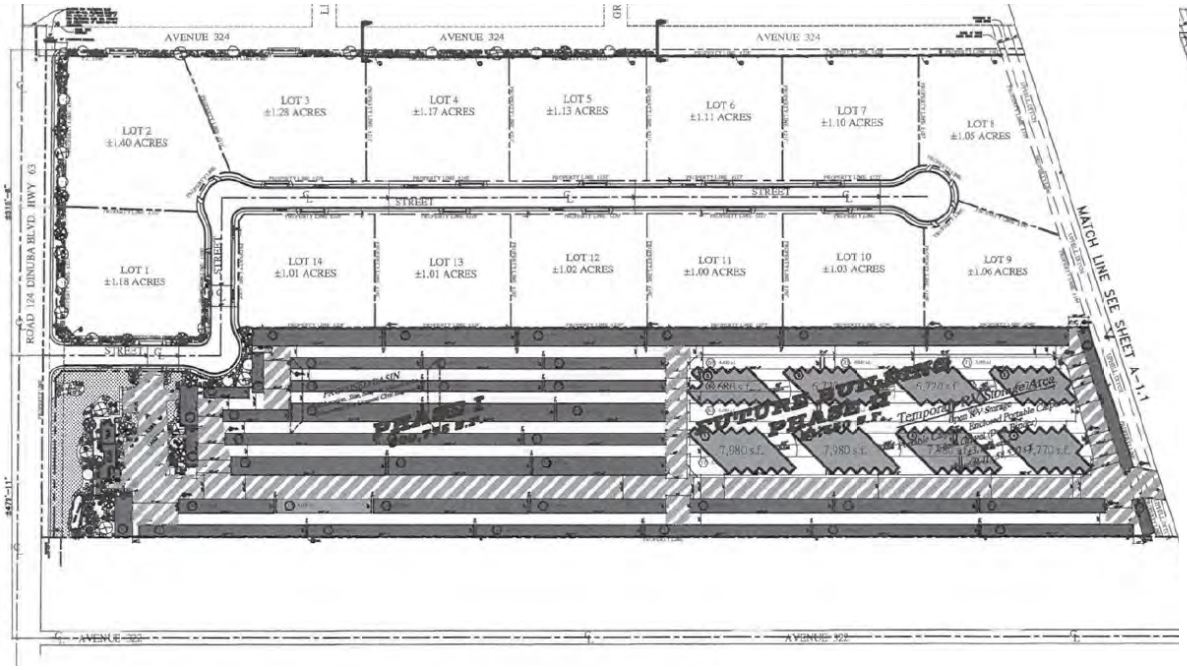
Supervisorial District: 4

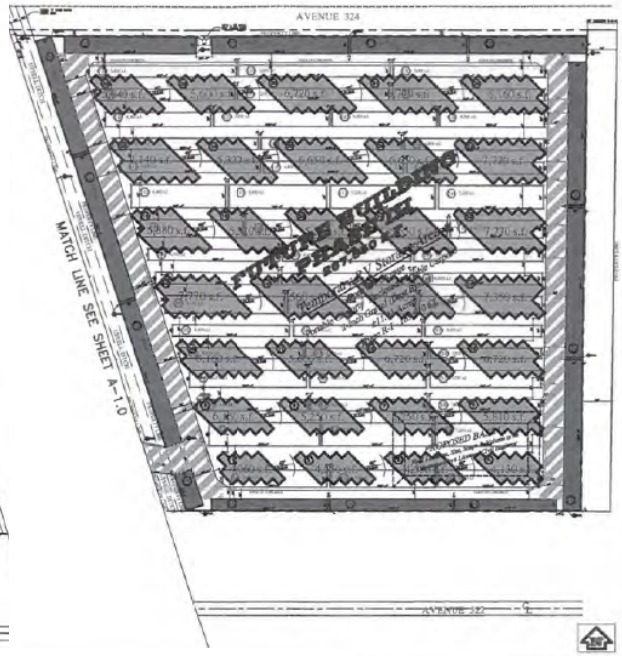
0 0.5 1 2 Miles

N

SITE
State Route
Supervisorial Districts

Exhibit " A"





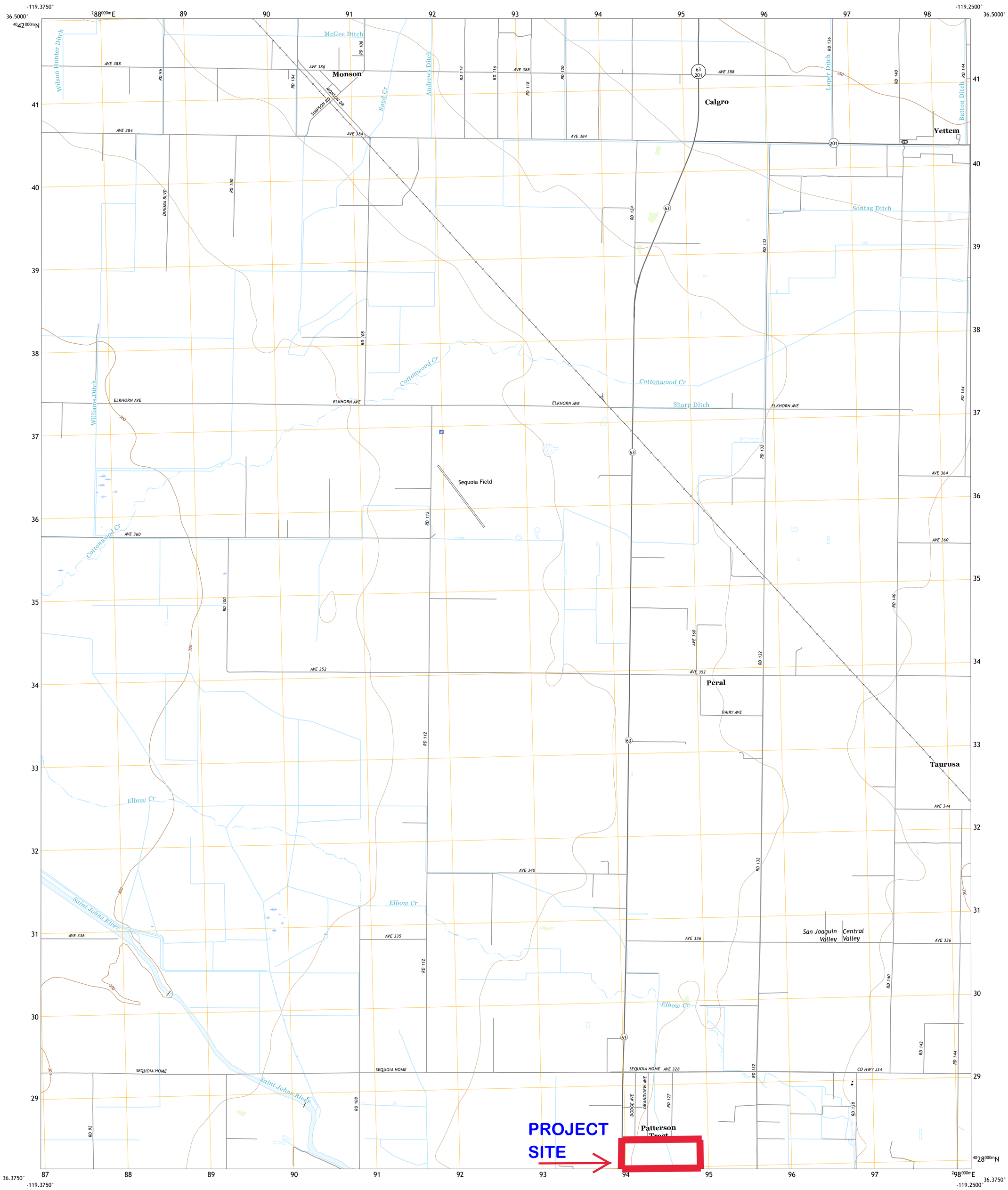
No Scale

Site Plan Illustration
GPI 21-003

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

MONSON QUADRANGLE
CALIFORNIA - TULARE COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and 1 000-meter grid:Universal Transverse Mercator, Zone 11S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery....NAIP, June 2016 - October 2016
Roads.... U.S. Census Bureau, 2016
Names....GNIS, 1981 - 2018
Hydrography....National Hydrography Dataset, 2006 - 2018
Contours....National Elevation Dataset, 2008
Boundaries....Multiple sources; see metadata file 2016 - 2017
Public Land Survey System....BLM, 2018
Wetlands....FWS National Wetlands Inventory 1984

MN
GN
12°44′
226 MILS
1°22′
24 MILS
UTM GRID AND 2017 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
KA
Grid Zone Designation
11S

SCALE 1:24 000

KILOMETERS
MILES
METERS
FEET

CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.6.18

CALIFORNIA
QUADRANGLE LOCATION

1 Reedley
2 Orange Cove South
3 Stokes Mountain
4 Traver
5 Ivanhoe
6 Goshen
7 Visalia
8 Exeter
ADJOINING QUADRANGLES

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

MONSON, CA
2018

NSN 7643016357078
NGA REF NO. USGSX24K29891

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

PROJECT NOTIFICATION AND TRIBAL CONSULTATION REQUEST

Project Title: Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003)

Project Location: Located on the southeast corner of Avenue 324 and State Route 63, Patterson Tract, approximately 0.58 mile north of Visalia City Limits.

USGS 7.5 Minute Quadrangle(s): Monson

APN(s): 079-100-023

PLSS: Section 8, Township 18 South, Range 25 East, MDB&M.

Land Use Designation / Zoning: Single Family Estates (R-O)

Project Description: The proposed project site is located within the Visalia County Adopted Urban Area Boundary (CAUAB) and the Patterson Tract Urban Development Boundary (UDB). The applicant is requesting to change the County's existing land use designation within the Visalia CAUAB from "Agriculture" to "Service Commercial" on 49.0 acres. The applicant also requests a change of zone from R-O (Single Family Estate) to C-3-MU (Service Commercial with Mixed Use Overlay) on the same 49.0-acre parcel. The applicant proposes to submit a tentative parcel map to divide the property into nineteen (19) parcels for development of a proposed Derrel's Mini and RV Storage on ± 34 acres and up to eighteen (18) commercial lots on ± 15 acres.

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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) 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 pursuant to AB 52 and ninety (90) days pursuant to SB 18 of receipt of this notification. Written correspondence can be mailed to the following addresses:

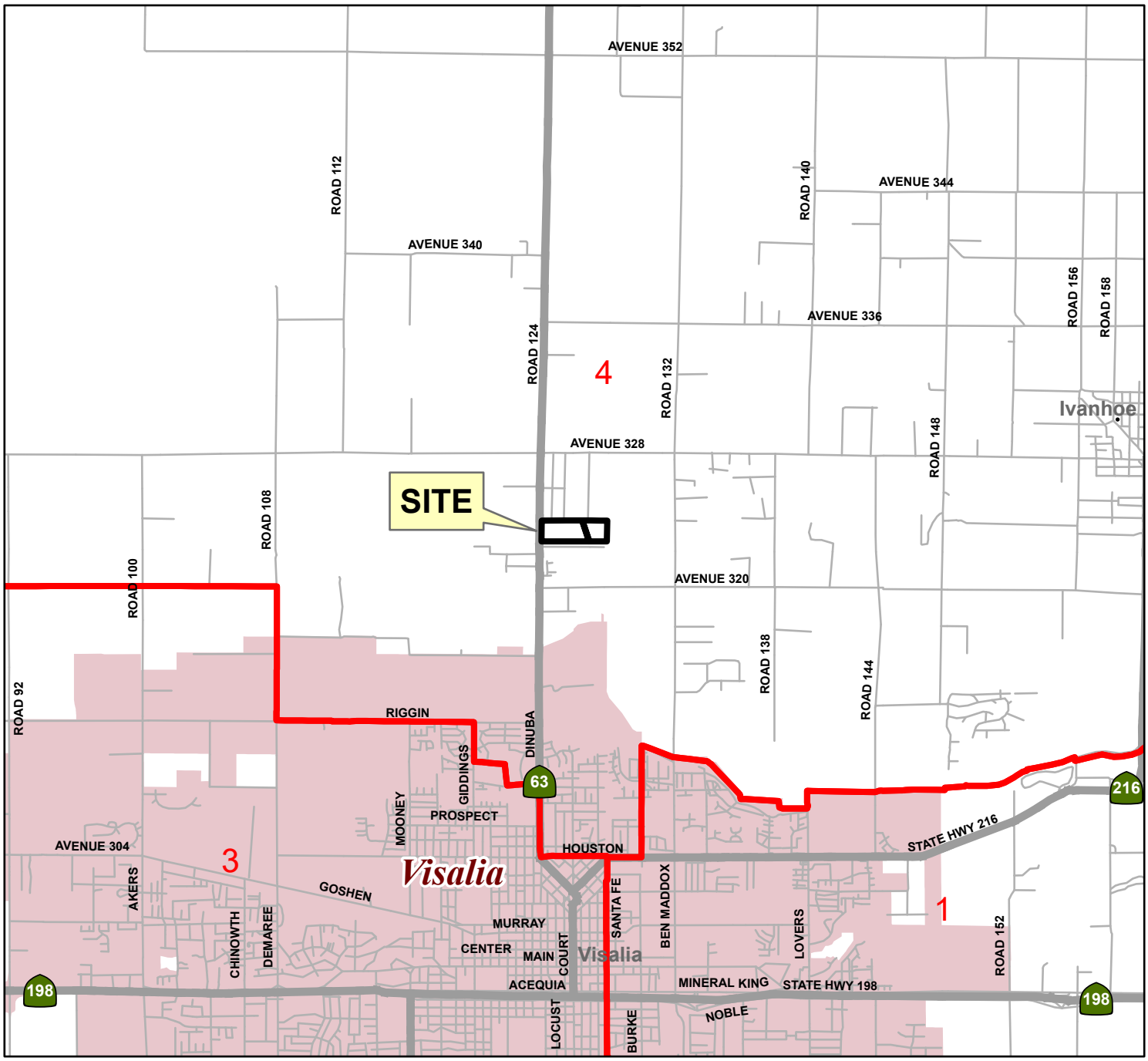
US Post: Tulare County Resource Management Agency
Environmental Planning Division
Attn: Jessica Willis / Hector Guerra
5961 S. Mooney Blvd.
Visalia, CA 93277-9394

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.

Vicinity Map
for
GPI 21-003



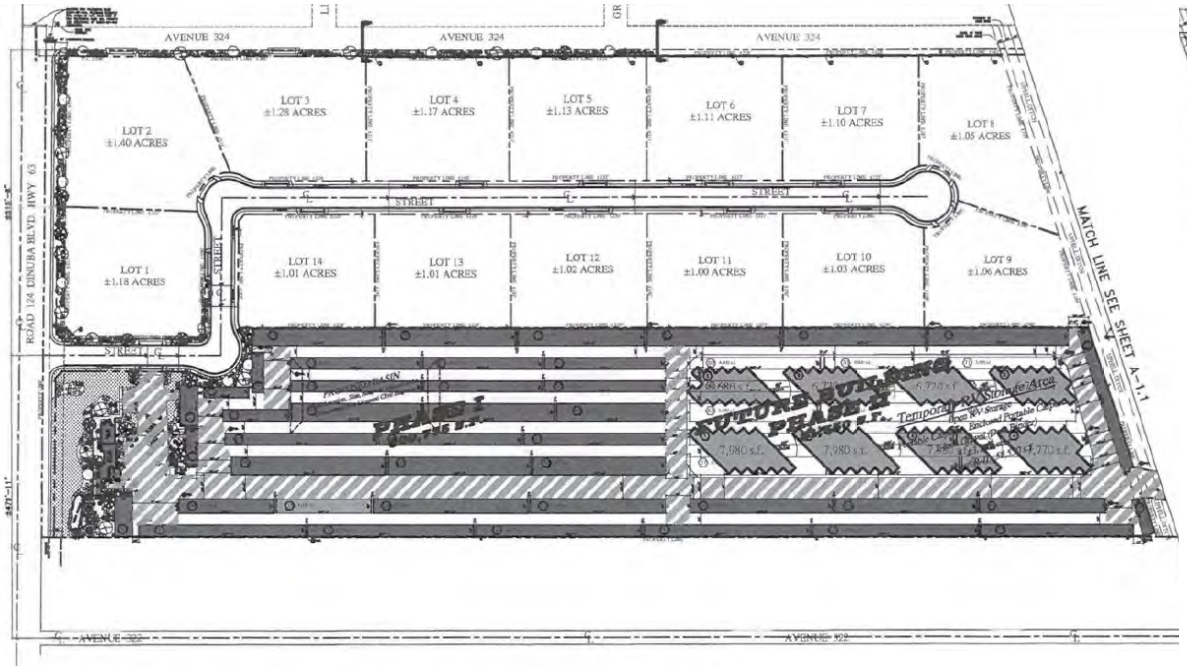
Supervisorial District: 4

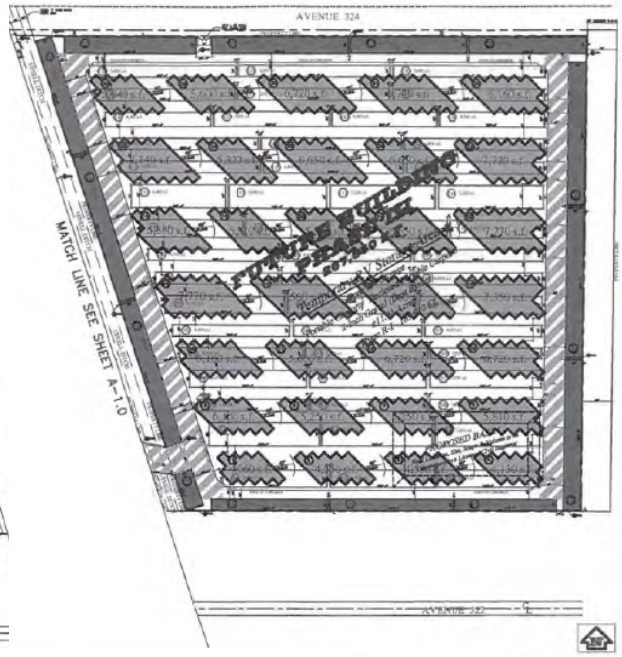
0 0.5 1 2 Miles

N

SITE
State Route
Supervisorial Districts

Exhibit " A"





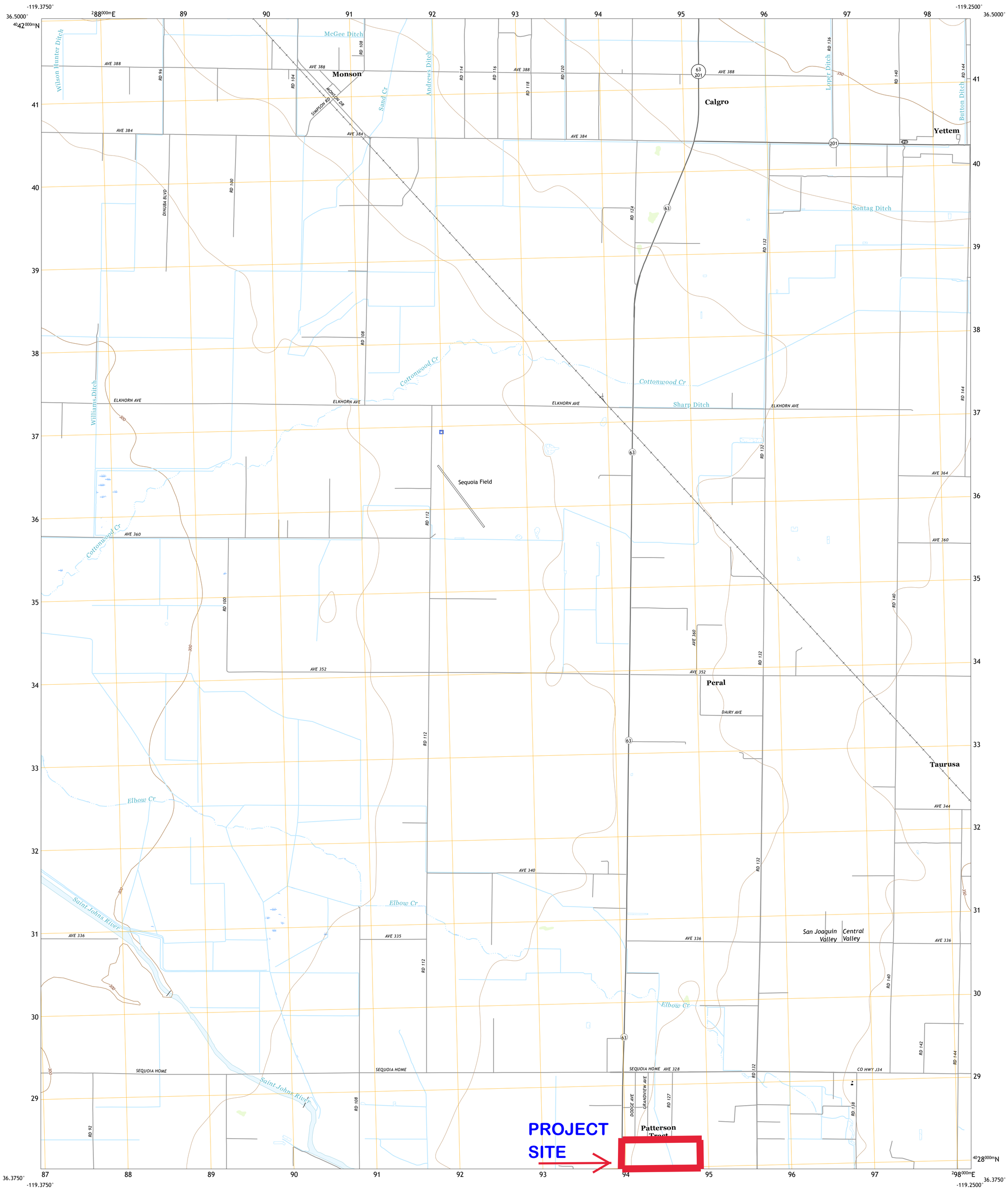
No Scale

Site Plan Illustration
GPI 21-003

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

MONSON QUADRANGLE
CALIFORNIA - TULARE COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and 1 000-meter grid:Universal Transverse Mercator, Zone 11S

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Imagery....NAIP, June 2016 - October 2016
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Names....GNIS, 1981 - 2018
Hydrography....National Hydrography Dataset, 2006 - 2018
Contours....National Elevation Dataset, 2008
Boundaries....Multiple sources; see metadata file 2016 - 2017
Public Land Survey System....BLM, 2018
Wetlands....FWS National Wetlands Inventory 1984

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12°44′
226 MILS
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UTM GRID AND 2017 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
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Grid Zone Designation
11S

SCALE 1:24 000

KILOMETERS
MILES
METERS
FEET

CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

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A metadata file associated with this product is draft version 0.6.18

CALIFORNIA
QUADRANGLE LOCATION

1 Reedley
2 Orange Cove South
3 Stokes Mountain
4 Traver
5 Ivanhoe
6 Goshen
7 Visalia
8 Exeter
ADJOINING QUADRANGLES

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

MONSON, CA
2018

NSN 7643016357078
NGA REF NO. USGSX24K29891

From:	Danielle Folk
To:	lkipp@bsrnation.com
Cc:	Jessica R Willis; Hector Guerra
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 10:54:47 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Kipp_BSRWMI.pdf Project Notification and Consult Request_AB52-Sec106.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf Monson Topo_Derrels Atkins_scanned0001.pdf

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Good Morning.

Pursuant to AB 52 and SB 18, please find attached the cover letter, Project Notification and Tribal Consultation Request form, Monson Topography map, project vicinity map, and project site plan maps for the Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project. The hard copies of these documents were sent to you via Certified Mail on Friday, July 22, 2022.

Please feel free to contact me by phone or email if you would like to begin the consultation process. Also, if your tribe would like to decline the opportunity to consult or defer to another tribe, an email stating so would be greatly appreciated.

Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Danielle Folk
To:	Ben Charley; Dirk Charley
Cc:	Jessica R Willis
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 10:57:12 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Charley_DBM.pdf Project Notification and Consult Request_AB52-Sec106.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf Monson Topo_Derrels Atkins_scanned0001.pdf

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Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Danielle Folk
To:	Robert Robinson (bbutterbredt@gmail.com); Julie Turner (meindiangirl@sbcglobal.net); Brandy Kendricks (krazykendricks@hotmail.com)
Cc:	Jessica R Willis
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 10:58:52 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Robinson_KVIC.pdf Project Notification and Consult Request_AB52-Sec106.pdf Monson Topo_Derrels Atkins_scanned0001.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf

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Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Danielle Folk
To:	Ron W. Goode
Cc:	Jessica R Willis
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 10:59:49 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Goode_NFMT.pdf Project Notification and Consult Request_AB52-Sec106.pdf Monson Topo_Derrels Atkins_scanned0001.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf

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Good Morning.

Pursuant to AB 52 and SB 18, please find attached the cover letter, Project Notification and Tribal Consultation Request form, Monson Topography map, project vicinity map, and project site plan maps for the Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project. The hard copies of these documents were sent to you via Certified Mail on Friday, July 22, 2022.

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Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Ron W. Goode
To:	Danielle Folk
Subject:	Re: Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 12:13:14 PM

No Comment
Ron

From: Danielle Folk <DFolk@tularecounty.ca.gov>
Sent: Friday, July 22, 2022 11:59 AM
To: Ron W. Goode <rwgoode911@hotmail.com>
Cc: Jessica R Willis <JWillis@tularecounty.ca.gov>
Subject: Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project

Good Morning.

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Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Danielle Folk
To:	Leo Sisco (LSisco@tachi-yokut-nsn.gov); Shana Powers (SPowers@tachi-yokut-nsn.gov); McCarty@tachi-yokut-nsn.gov; Paige Berggren; Damion Cuara; Maria Gonzales; William K. Barrios
Cc:	Jessica R Willis
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 11:01:52 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Powers_SRRTYT.pdf Project Notification and Consult Request_AB52-Sec106.pdf Monson Topo_Derrels Atkins_scanned0001.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf

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Good Morning.

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Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Danielle Folk
To:	Robert L. Gomez (rgomez@tubatulabal.org)
Cc:	Jessica R Willis
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 11:03:13 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Gomez_TKV.pdf Project Notification and Consult Request_AB52-Sec106.pdf Monson Topo_Derrels Atkins_scanned0001.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf

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Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Robert Gomez
To:	Danielle Folk
Subject:	RE: Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 8:21:32 PM

Thank you for this notification, however, the Tubatulabal Tribe has no comment on this project.

Robert Gomez
Chairman
Tubatulabal Tribe

From: Danielle Folk <DFolk@tularecounty.ca.gov>
Sent: Friday, July 22, 2022 11:03 AM
To: Robert Gomez <rgomez@tubatulabal.org>
Cc: Jessica R Willis <JWillis@tularecounty.ca.gov>
Subject: Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project

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Thank you.

Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Danielle Folk
To:	Neil Peyron (neil.peyron@tulerivertribe-nsn.gov); Kerri Vera (tuleriverenv@yahoo.com); Felix Christman (tuleriverarchmon1@gmail.com)
Cc:	Jessica R Willis
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 11:04:49 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Peyron_TRIT.pdf Project Notification and Consult Request_AB52-Sec106.pdf Monson Topo_Derrels Atkins_scanned0001.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf

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Danielle Folk

Planner II
Tulare County Resource Management Agency
(559) 624-7029
Dfolk@tularecounty.ca.gov

From:	Danielle Folk
To:	Ken Woodrow (Kwood8934@aol.com)
Cc:	Jessica R Willis
Subject:	Project Notification and Consultation request for Derrel's Mini-/RV- Storage & Business Park (GPA 22-004 & PZC 22-003) Project
Date:	Friday, July 22, 2022 11:05:42 AM
Attachments:	Derrels Atkins_Tribal_AB52 + SB18_Consultation_Letter_Woodrow_WIT.pdf Project Notification and Consult Request_AB52-Sec106.pdf Monson Topo_Derrels Atkins_scanned0001.pdf GPI 21-003 Site Plan.pdf GPI 21-003 Vicinity Map.pdf

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Good Morning.

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Planner II
Tulare County Resource Management Agency
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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

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Big Sandy Rancheria of Western Mono Indians
Elizabeth D. Kipp, Chairperson
PO. Box 337
Auberry, CA 93602

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) Project

Dear Chairperson Kipp,

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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) The proposed Project is located on a 49.0 acre parcel located at the southeast corner of State Route 63 and Avenue 324; approximately 0.58-miles north of Visalia, CA. Project 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 a Mitigated Negative Declaration (MND)to evaluate the environmental effects associated with the Project.

<u>Sacred Lands File Search</u>

The County requested a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) on July 21, 2022, for the proposed Project. The SLF search results will be made available upon the release of the MND 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.

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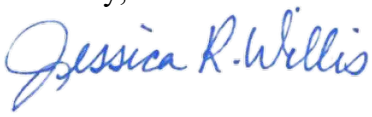
If your Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days pursuant to AB 52 and ninety (90) days pursuant to SB 18 of receipt of this letter. Written correspondence can be mailed to the address provided above or e-mailed to the addresses 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, Hector Guerra, Chief of Environmental Planning, by phone at (559) 624-7121, or by email at hguerra@tularecounty.ca.gov.

Sincerely,



Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 and SB 18 Project Notification and Tribal Consultation Request
Project Site Plan and Vicinity Map
Monson 2018 Topography Map

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

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Dunlap Band of Mono Indians
Benjamin Charley, Jr., Chairperson
P.O. Box 14
Dunlap, CA 93621

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) Project

Dear Chairperson Charley,

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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) The proposed Project is located on a 49.0 acre parcel located at the southeast corner of State Route 63 and Avenue 324; approximately 0.58-miles north of Visalia, CA. Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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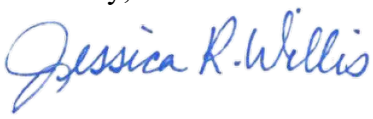

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Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella, CA 93240

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) 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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) The proposed Project is located on a 49.0 acre parcel located at the southeast corner of State Route 63 and Avenue 324; approximately 0.58-miles north of Visalia, CA. Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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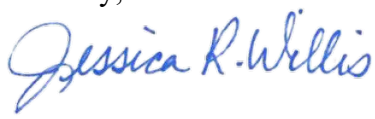

Jessica Willis
Planner IV
(559) 624-7121
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Aaron R. Bock — Economic Development and Planning
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Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella, CA 93240

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) Project

Dear Ms. Turner,

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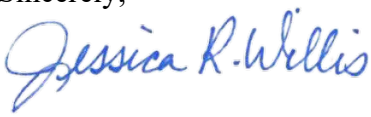

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Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

North Fork Mono Tribe
Ron Goode, Chairperson
13396 Tollhouse Road
Clovis, CA 93619

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) Project

Dear Chairperson Goode,

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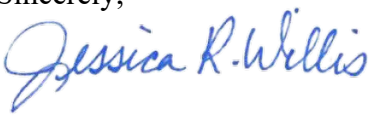

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REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Santa Rosa Rancheria Tachi Yokut Tribe
Shana Powers, Director
16835 Alkali Drive
Lemoore, CA 93245

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) Project

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Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Santa Rosa Rancheria Tachi Yokut Tribe
Leo Sisco, Chairperson
16835 Alkali Drive
Lemoore, CA 93245

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) Project

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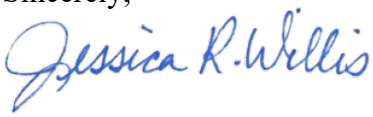

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REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Chairperson
P.O. Box 833
Weldon, CA 93283-0833

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) 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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) The proposed Project is located on a 49.0 acre parcel located at the southeast corner of State Route 63 and Avenue 324; approximately 0.58-miles north of Visalia, CA. Project 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 a Mitigated Negative Declaration (MND)to evaluate the environmental effects associated with the Project.

Sacred Lands File Search

The County requested a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) on July 21, 2022, for the proposed Project. The SLF search results will be made available upon the release of the MND 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

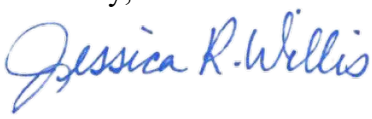
A California Historical Resources Information System (CHRIS) search for the project area will be requested through the Southern San Joaquin Valley Information Center (SSJVIC). The results of the CHRIS search may be made available to your Tribal Representatives if a written request for consultation is received. As such, the County is requesting consultation with your Tribe to determine whether a Cultural Resources Study will be required. 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 pursuant to AB 52 and ninety (90) days pursuant to SB 18 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, Hector Guerra, Chief of Environmental Planning, by phone at (559) 624-7121, or by email at hguerra@tularecounty.ca.gov.

Sincerely,



Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 and SB 18 Project Notification and Tribal Consultation Request
Project Site Plan and Vicinity Map
Monson 2018 Topography Map

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

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Tule River Indian Tribe
Neil Peyron, Chairperson
P. O. Box 589
Porterville, CA 93258

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) 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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) The proposed Project is located on a 49.0 acre parcel located at the southeast corner of State Route 63 and Avenue 324; approximately 0.58-miles north of Visalia, CA. Project 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 a Mitigated Negative Declaration (MND)to evaluate the environmental effects associated with the Project.

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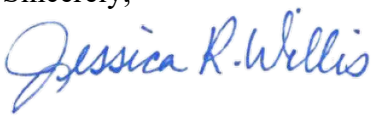

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

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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

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Tule River Indian Tribe
Kerri Vera, Director
P. O. Box 589
Porterville, CA 93258

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) 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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) The proposed Project is located on a 49.0 acre parcel located at the southeast corner of State Route 63 and Avenue 324; approximately 0.58-miles north of Visalia, CA. Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Jessica Willis
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(559) 624-7121
jwillis@tularecounty.ca.gov

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Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

July 22, 2022

SENT VIA EMAIL AND CERTIFIED MAIL

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA 93906

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) 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 Derrel's Mini-/RV-Storage & Business Park (GPA 22-004 & PZC 22-003) The proposed Project is located on a 49.0 acre parcel located at the southeast corner of State Route 63 and Avenue 324; approximately 0.58-miles north of Visalia, CA. Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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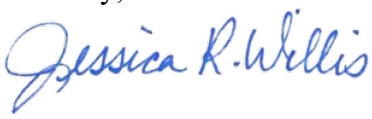
Sincerely,



Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 and SB 18 Project Notification and Tribal Consultation Request
Project Site Plan and Vicinity Map
Monson 2018 Topography Map

ATTACHMENT "D"

Traffic Impact Study

Traffic Impact Study

Proposed Mini Storage Facility

Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment
Tulare County, California

Prepared For:
Derrel's Mini Storage
3265 West Ashlan Avenue
Fresno, California 93722

Date:
March 3, 2015

Job No.:
14-036.01

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

EXECUTIVE SUMMARY

This traffic impact study has been prepared to study the potential traffic impacts related to a proposed mini storage facility (Project) in Tulare County, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project.

The Project consists of a mini storage facility with 346,500 square feet of rentable building area and a 2,522-square-foot office/residence building to be located on approximately 19.18 net acres on the north side of Avenue 280 (Caldwell Avenue) between Road 92 and Akers Street in Tulare County, California. The Project site is specifically located northwest of the intersection of Avenue 280 and the Roeben Road alignment. The site is within the Sphere of Influence of the City of Visalia as illustrated in the Visalia General Plan Update dated March 2014.

The study locations were determined in coordination with County of Tulare staff based on the anticipated Project traffic distribution, the size of the Project, and the existing conditions in the vicinity of the Project site.

This report includes analysis of the following intersections:

1. Caldwell Avenue and Akers Street
2. Avenue 280 (Caldwell Avenue) and Site Driveway

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (Includes Approved and Pending Projects);
- Cumulative (Year 2040) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2040) Conditions With Project.

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The intersection of Caldwell Avenue and Akers Street is currently operating at acceptable levels of service. Calculated 95th-percentile queues exceed the storage capacity in the left-turn lane on the southbound approach to the intersection.

The study intersections are expected to operate at acceptable levels of service after construction of the Project. Queuing conditions after construction of the Project will be nearly identical to the existing conditions. The Project does not cause a significant traffic impact.

The study intersections are expected to continue to operate at acceptable levels of service after construction of the pending and approved projects and the proposed Project. The pending and approved projects are expected to contribute to slightly longer queues in left-turn lane on the southbound approach to the intersection of Caldwell Avenue and Akers Street. However, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

The Project does not exacerbate the delays and level of service at the intersection by a significant amount based on the year 2040 analyses and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project.

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Paul Ridenour
Derrel's Mini Storage
3265 West Ashlan Avenue
Fresno, California 93722

March 3, 2015

Subject: Traffic Impact Study
Proposed Mini Storage Facility
Northwest of the Intersection of Avenue 280 and the Roeben Road Alignment
Tulare County, California

Dear Mr. Ridenour:

1.0 INTRODUCTION

This report presents the results of a traffic impact study for a proposed mini storage facility (Project) in Tulare County, California and supersedes a previous report dated February 27, 2015. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project.

2.0 PROJECT DESCRIPTION

The Project consists of a mini storage facility with 346,500 square feet of rentable building area and a 2,522-square-foot office/residence building to be located on approximately 19.18 net acres on the north side of Avenue 280 (Caldwell Avenue) between Road 92 and Akers Street in Tulare County, California. The Project site is specifically located northwest of the intersection of Avenue 280 and the Roeben Road alignment. The site is within the Sphere of Influence of the City of Visalia as illustrated in the Visalia General Plan Update dated March 2014.

The location of the site is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. The site plan is presented in Figure 2, Site Plan.

3.0 STUDY AREA AND TIME PERIOD

The study locations were determined in coordination with County of Tulare staff based on the anticipated Project traffic distribution, the size of the Project, and the existing conditions in the vicinity of the Project site.

This report includes analysis of the following intersections:

3. Caldwell Avenue and Akers Street
4. Avenue 280 (Caldwell Avenue) and Site Driveway

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (Includes Approved and Pending Projects);
- Cumulative (Year 2040) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2040) Conditions With Project.

4.0 LEVEL OF SERVICE

The Transportation Research Board *Highway Capacity Manual*, 2010, (HCM2010) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst."

Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 1 and 2.

Table 1
Level of Service Characteristics for Unsignalized Intersections

Level of Service	Average Vehicle Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

Table 2
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is low. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is low. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference: *Highway Capacity Manual,* Transportation Research Board, 2010

5.0 SIGNIFICANCE CRITERIA

Policy TC-1.15, Traffic Impact Study, presented in Chapter 13 of the 2030 Update of the Tulare County General Plan dated August 2012 (County General Plan) states: "*The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS "D" or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.*"

Policy TC-1.16, County Level Of Service (LOS) Standards, presented in the County General Plan states: "*The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.*"

The City of Visalia General Plan establishes LOS "D" as the minimum acceptable LOS standard on city roadways.

For purposes of this study, a significant traffic impact will be recognized if the Project will:

- decrease the LOS below D at an intersection;
- exacerbate the delay at an intersection already operating at a substandard LOS (i.e., LOS E or LOS F) by increasing the average delay by 5.0 seconds or more; or
- cause the LOS to drop from LOS E to LOS F.

6.0 EXISTING TRAFFIC VOLUMES

Existing peak-hour traffic volumes at the intersection of Caldwell Avenue and Akers Street were determined by performing turning-movement counts between 7:00 and 9:00 a.m. and

between 4:00 and 6:00 p.m. on Tuesday, February 10, 2015. The counts included pedestrians, bicycles, and heavy vehicles. A twenty-four-hour traffic count was performed on Avenue 280 (Caldwell Avenue) near the Project site on Tuesday, February 10, 2015 and indicated a 24-hour volume of 9,271 vehicles (combined both eastbound and westbound directions). The data sheets are presented in the attached Appendix A. The existing peak-hour turning movement volumes are presented in Figure 3, Existing Peak-Hour Traffic Volumes. Table 3 presents the results of the 24-hour traffic counts.

7.0 PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. ITE presents data for Mini-Warehouse uses (ITE Code 151) which includes local data prepared by Peters Engineering Group based on existing Derrel's Mini Storage facilities in the Fresno area. Table 3 presents the ITE trip generation rates for mini warehouse uses.

Table 3
ITE Code 151 Trip Generation Rates

Independent Variable	A.M. Peak Hour of Adjacent Street	P.M. Peak Hour of Adjacent Street	Weekday
Net Rentable Area	0.14 trips per 1,000 square feet	0.26 trips per 1,000 square feet	2.50 trips per 1,000 square feet

It has been found that the typical Derrel's Mini Storage facility generates fewer trips than the averages presented in ITE. Peters Engineering Group performed a local trip generation study specifically for several existing Derrel's Mini Storage facilities and presented the results in a report dated September 22, 2005. The existing facilities included residences for employees which are included in the trip generation rates. The rates presented in Table 4, which have been applied to new Derrel's Mini Storage facilities in the San Joaquin Valley, are based on information presented in the September 22, 2005 report and additional feedback received from the City of Fresno in a letter dated October 25, 2005.

Table 4
Local Trip Generation Rates - Mini Storage Facilities

Independent Variable	A.M. Peak Hour of Adjacent Street	P.M. Peak Hour of Adjacent Street	Weekday
Net Rentable Area	0.12 trips per 1,000 square feet	0.14 trips per 1,000 square feet	1.43 trips per 1,000 square feet

The proportion of entering vehicles and exiting is approximately 50 percent each.

Table 5 presents trip generation calculations for the proposed Project based on the rates presented in Table 4.

Table 5
Weekday Project Trip Generation

Land Use	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Mini Storage	346,500 sq. ft	0.12 50/50	21	21	0.14 50/50	25	25	1.43	469

Reference: Peters Engineering Group report dated September 22, 2005 and City of Fresno letter dated October 25, 2005.
Rates are reported in trips per 1,000 square feet. Splits are reported as Entering/Exiting as a percentage of the total

8.0 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of Project trips was estimated based on the locations of complementary land uses, available routes, and engineering judgment. The percentage distribution of Project trips is presented in the attached Figure 4, Project Trip Distribution Percentages. The peak-hour Project traffic volumes presented in Table 5 were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 4. The peak-hour Project traffic volumes are presented in Figure 5, A.M. and P.M. Peak Hour Project Traffic Volumes.

9.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study locations are presented in Figure 6, Existing Lane Configurations and Intersection Control.

10.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

The existing-plus-Project peak-hour turning movement volumes are presented in Figure 7, Existing-Plus-Project Peak-Hour Traffic Volumes.

11.0 PENDING PROJECTS

The analyses for the near-term and long-term conditions consider trips expected to be generated by pending and approved projects in the study area. The following projects were considered in the analyses:

- Expansion of First Assembly of God Church, southwest of the intersection of Caldwell Avenue and Akers Street
- Montessori School, northeast of the intersection of Caldwell Avenue and Linwood Street
- Completion of Sequoia Crossing single-family residences southeast of the intersection of Caldwell Avenue and Akers Street

Analysis of the Sequoia Gateway Commercial and Business Park and consideration of that project as a pending project is beyond the scope of this study. A separate environmental impact report will be performed for the Sequoia Gateway Commercial and Business Park to consider its cumulative impacts.

12.0 NEAR-TERM TRAFFIC VOLUMES

The near-term with-Project peak-hour turning movement volumes are presented in Figure 8 Near-Term With-Project Peak-Hour Traffic Volumes. The near-term volumes include trips expected to be generated by the pending projects.

13.0 CUMULATIVE YEAR 2040 TRAFFIC VOLUMES

The Tulare County Association of Governments (TCAG) maintains a travel model that is typically used to forecast future traffic volumes. An increment method was utilized to forecast traffic volumes for future conditions by determining the growth projected by the model between the base year and the analysis year. This growth is added to the existing traffic volumes and the result is the predicted future traffic volume on the road segment. The TCAG travel model data output is included in the attached Appendix B.

Future turning movements forecasts were based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."*

The cumulative year 2040 traffic volumes without the Project are presented in Figure 9, Year 2040 Cumulative No-Project Peak-Hour Traffic Volumes. This scenario assumes the Project site is vacant. The cumulative year 2040 traffic volumes with the Project are presented in Figure 10, Year 2040 Cumulative With-Project Peak-Hour Traffic Volumes.

14.0 INTERSECTION ANALYSES

The levels of service at the study intersections were determined using the computer program Synchro 8, which is based on the *Highway Capacity Manual* procedures for calculating levels of service. The intersection analysis sheets are included in the attached Appendix C.

Peak-hour factors (PHF) for the existing and near-term conditions were determined from the traffic counts. The HCM suggests that a PHF of 0.92 in urban areas may be used in the absence of field data and 0.88 may be used in rural areas. For purposes of the cumulative year 2040 analyses performed for this study, in which a substantial volume of traffic growth is added and field data is not available, a PHF of 0.92 is assumed for the new growth trips. A weighted average of the existing PHF for existing trips and 0.92 for new growth trips is used in the analyses.

Tables 6 through 10 present the results of the intersection analyses. Substandard delays and levels of service are indicated in bold type.

Table 6
Intersection Level of Service Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	49.7	D	39.5	D
Caldwell / Site Access	Does not exist	-	-	-	-

Table 7
Intersection Level of Service Summary – Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	50.2	D	40.1	D
Caldwell / Site Access	One-way stop	15.8	C	18.7	C

Table 8
Intersection Level of Service Summary – Near-Term With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	54.0	D	41.6	D
Caldwell / Site Access	One-way stop	16.0	C	19.0	C

Table 9
Intersection Level of Service Summary – Cumulative 2040 No-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	**68.6**	**E**	**60.6**	**E**
Caldwell / Site Access	Does not exist	-	-	-	-

Table 10
Intersection Level of Service Summary – Cumulative 2040 With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Akers	Signals	**69.3**	**E**	**61.0**	**E**
Caldwell / Site Access	One-way stop	22.0	C	31.3	D

The results of the intersection operational analyses include estimates of the 95th-percentile queue lengths at the study intersections. The existing storage capacity and the calculated 95th-percentile queue lengths are presented in Tables 11 through 15. Calculated 95th-percentile queue lengths that exceed the storage capacity by at least 25 feet (the average storage length for one automobile) are indicated in bold type.

Table 11
Intersection Queuing Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	85	102	0	81	138	58	73	104	11	323	101	29
	P.M.	112	168	0	71	135	54	50	112	22	**351**	100	11

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.

Table 12
Intersection Queuing Summary – Existing-Plus-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	91	105	0	81	141	61	78	104	11	324	102	30
	P.M.	128	172	1	71	138	54	56	113	22	**353**	100	17
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					5		-
	P.M.	0				-					8		-

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.
S - Shared lane
NS - Not required to stop
DNE - Does not exist
OS - On-site storage

Table 13
Intersection Queuing Summary – Near-Term With-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	94	105	0	93	141	70	85	111	15	**350**	108	31
	P.M.	128	172	5	85	138	55	60	115	26	**361**	104	17
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					5		-
	P.M.	0				-					8		-

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.
S - Shared lane
NS - Not required to stop
DNE - Does not exist
OS - On-site storage

Table 14
Intersection Queuing Summary – Cumulative 2040 No-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	126	130	28	300	176	195	164	224	28	**383**	277	44
	P.M.	173	231	38	139	168	58	134	186	38	**500**	204	23

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.

Table 15
Intersection Queuing Summary – Cumulative 2040 With-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Akers	Storage	220	*	100**	315+	*	100**	305	*	150**	305	*	80
	A.M.	139	132	32	300	178	198	174	224	28	**383**	277	49
	P.M.	191	234	38	142	171	57	150	190	39	**508**	207	29
Caldwell / Site Access	Storage	S	NS	DNE	DNE	NS	S	DNE	DNE	DNE	OS	DNE	S
	A.M.	0				-					8		-
	P.M.	0				-					15		-

All lengths are reported in feet.
* Nearest major intersection is greater than 1,000 feet away.
** Painted length. Space exists for additional storage beyond the painted length.
\+ Left-turn lane connects with a two-way left-turn lane that provides additional storage capacity.
S - Shared lane
NS - Not required to stop
DNE - Does not exist
OS - On-site storage

15.0 DISCUSSION

15.1 Existing Conditions

The intersection analyses indicate that the intersection of Caldwell Avenue and Akers Street is currently operating at an acceptable LOS D during the weekday a.m. and p.m. peak hours. The calculated 95th-percentile queues exceed the existing storage capacity in the left-turn lane on the southbound approach to the intersection.

15.2 Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project in the absence of other pending projects and regional growth. This scenario isolates the specific impacts of the Project.

The results of the analyses indicate the study intersections will operate at acceptable levels of service. The Project will not exacerbate the existing queuing deficiency in left-turn lane on the southbound approach to the intersection. Therefore, the Project does not cause a significant traffic impact.

15.3 Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected to occur immediately after construction of the Project and the pending projects. This scenario estimates the near-term cumulative impacts.

The results of the analyses indicate the study intersections will operate at acceptable levels of service. Therefore, the Project does not contribute to a significant near-term cumulative traffic impact. The near-term cumulative projects will exacerbate the existing queuing deficiency in left-turn lane on the southbound approach to the intersection; however, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

15.4 Cumulative Year 2040 No-Project Conditions

The year 2040 no-Project conditions analyses are based on the assumption that the Project site is vacant in the year 2040. This scenario estimates the long-term cumulative impacts without the Project.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

15.5 Cumulative Year 2040 With-Project Conditions

The year 2040 with-Project conditions analyses are based on the assumption that the Project site is developed with the proposed Project. This scenario estimates the long-term cumulative impacts.

The intersection of Avenue 280 (Caldwell Avenue) and the site access driveway is expected to operate at acceptable levels of service through the year 2040.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. However, the average delays with the Project are within 0.7 seconds of the average delays without the Project. Therefore, the Project does not exacerbate the delays and level of service at the intersection by a significant amount and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project.

16.0 CONCLUSIONS

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The intersection of Caldwell Avenue and Akers Street is currently operating at acceptable levels of service. Calculated 95th-percentile queues exceed the storage capacity in the left-turn lane on the southbound approach to the intersection.

The study intersections are expected to operate at acceptable levels of service after construction of the Project. Queuing conditions after construction of the Project will be nearly identical to the existing conditions. The Project does not cause a significant traffic impact.

The study intersections are expected to continue to operate at acceptable levels of service after construction of the pending and approved projects and the proposed Project. The pending and approved projects are expected to contribute to slightly longer queues in left-turn lane on the southbound approach to the intersection of Caldwell Avenue and Akers Street. However, the results of the existing-plus-Project analysis indicate that the Project does not contribute to queuing impacts.

The intersection of Caldwell Avenue and Akers Street is expected to operate at LOS E in the year 2040 with the current lane configurations. Queues are generally expected to be contained within the existing storage capacity, with the exception of the left-turn lane on the southbound approach. A second left-turn lane on the southbound approach could be considered as a potential capacity-increasing project in the future.

The Project does not exacerbate the delays and level of service at the intersection by a significant amount based on the year 2040 analyses and does not cause a significant traffic impact. Calculated 95th-percentile queuing conditions with the Project are nearly identical to the calculated queues without the Project.

Thank you for the opportunity to perform this traffic impact study. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP

John Rowland, PE, TE

Attachments: Figures 1 through 10
Appendix A - Traffic Count Data Sheets
Appendix B - Tulare County Travel Model
Appendix C - Intersection Analysis Sheets

FIGURES

LEGEND

PROJECT SITE

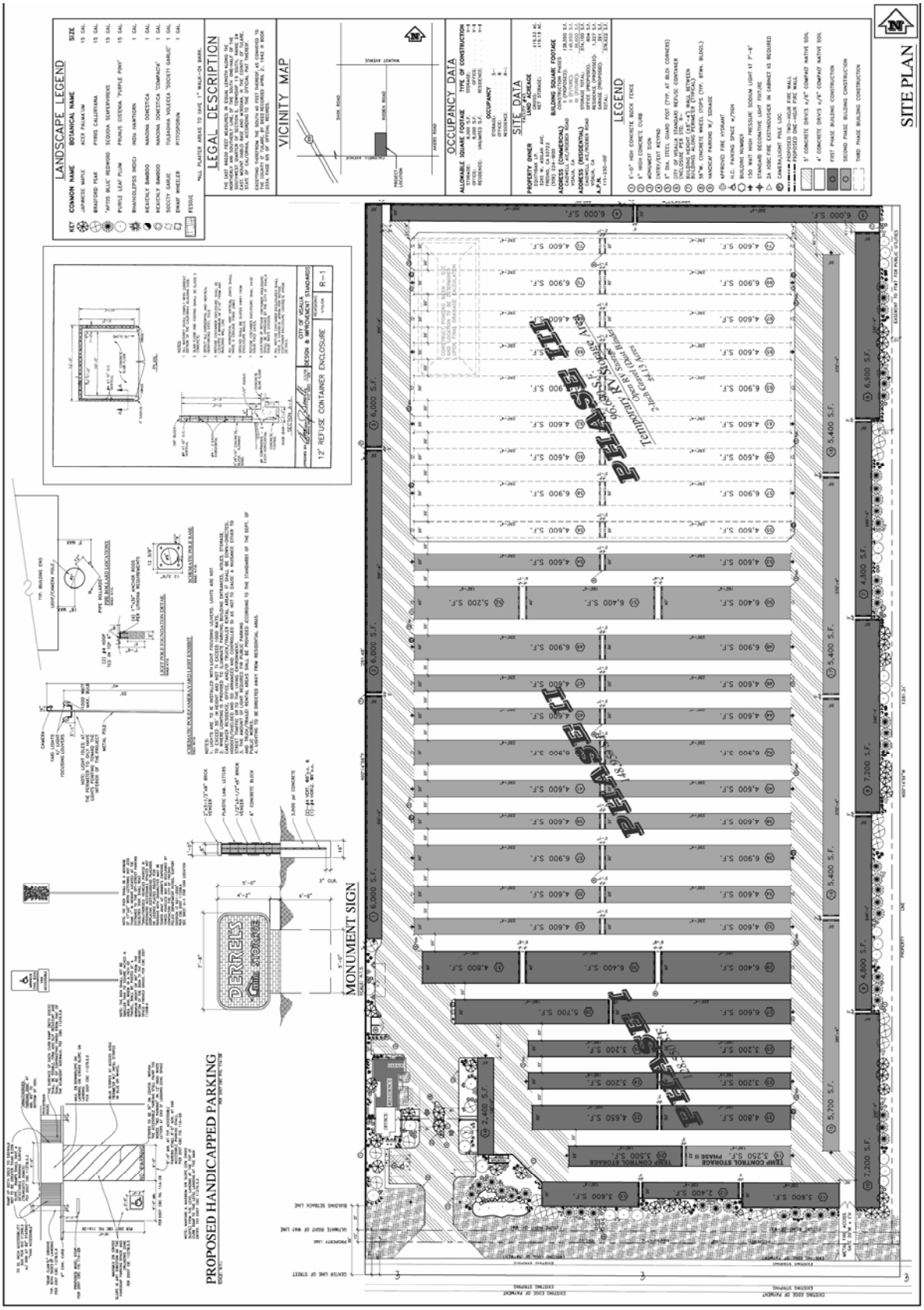
Proposed Mini Storage Facility
Tulare County, California

SITE VICINITY MAP

Not to Scale

PETERS ENGINEERING GROUP

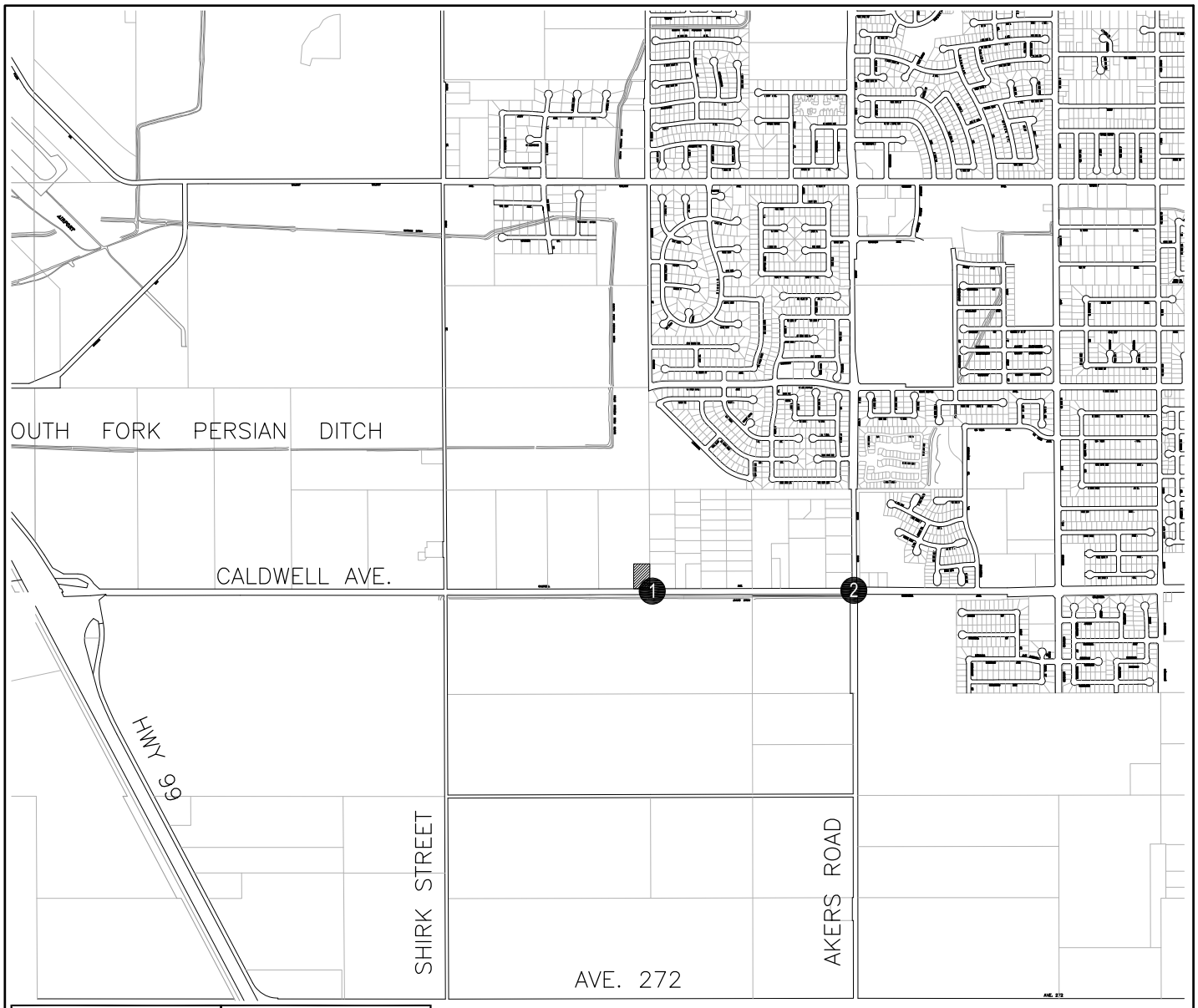
Figure 1

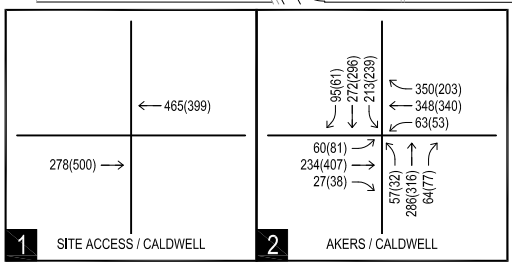


Proposed Mini Storage Facility
Tulare County, California

SITE PLAN

Not to Scale





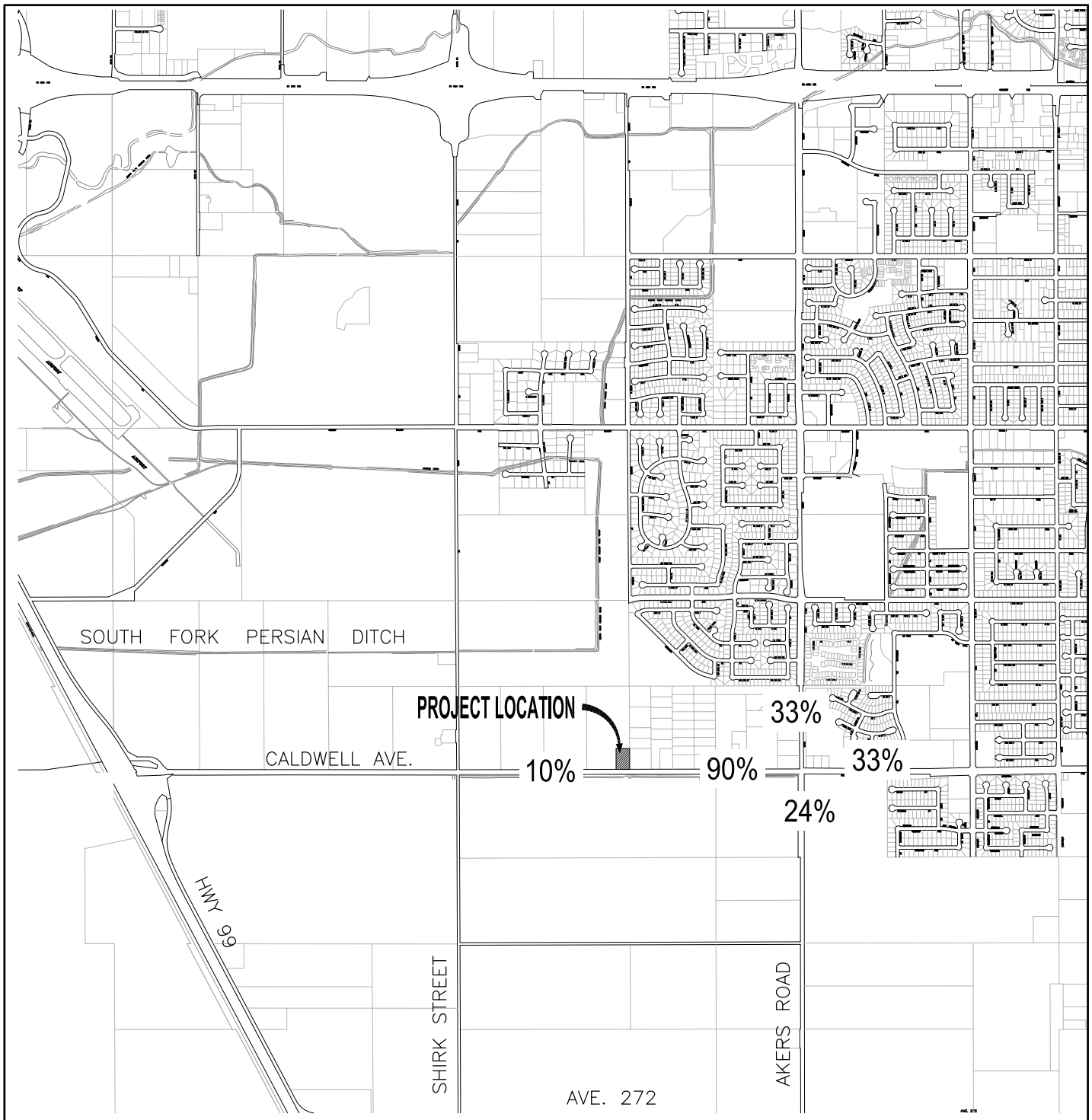
LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

EXISTING PEAK-HOUR TRAFFIC VOLUMES

Not to Scale



LEGEND

PROJECT SITE

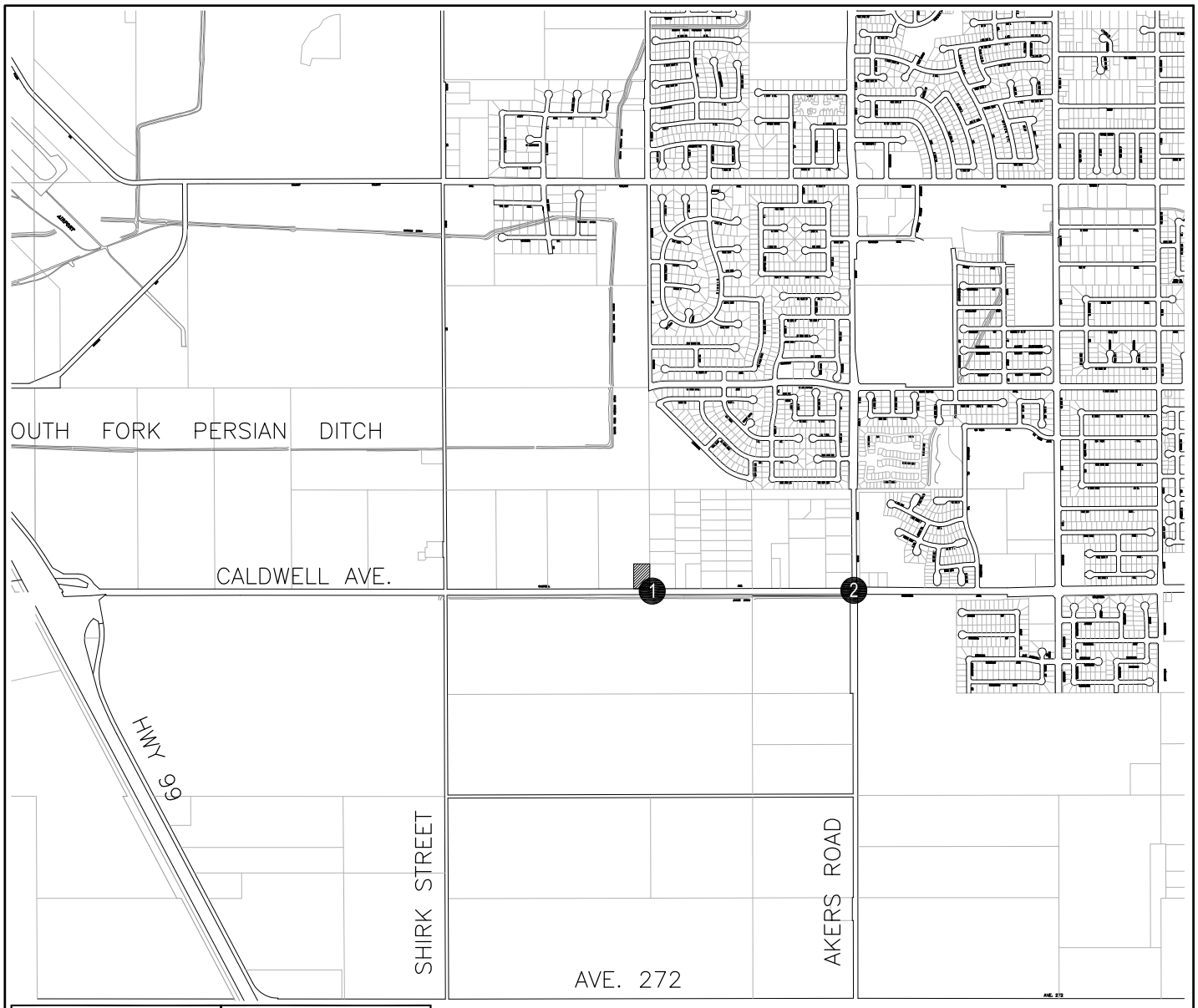
Proposed Mini Storage Facility
Tulare County, California

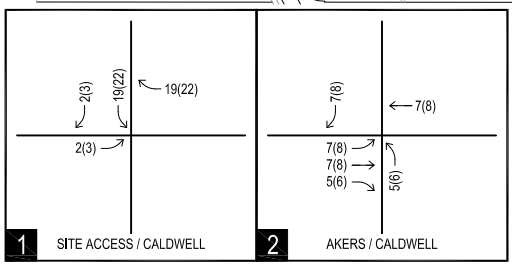
PROJECT TRIP DISTRIBUTION PERCENTAGES

Not to Scale

PETERS ENGINEERING GROUP

Figure 4





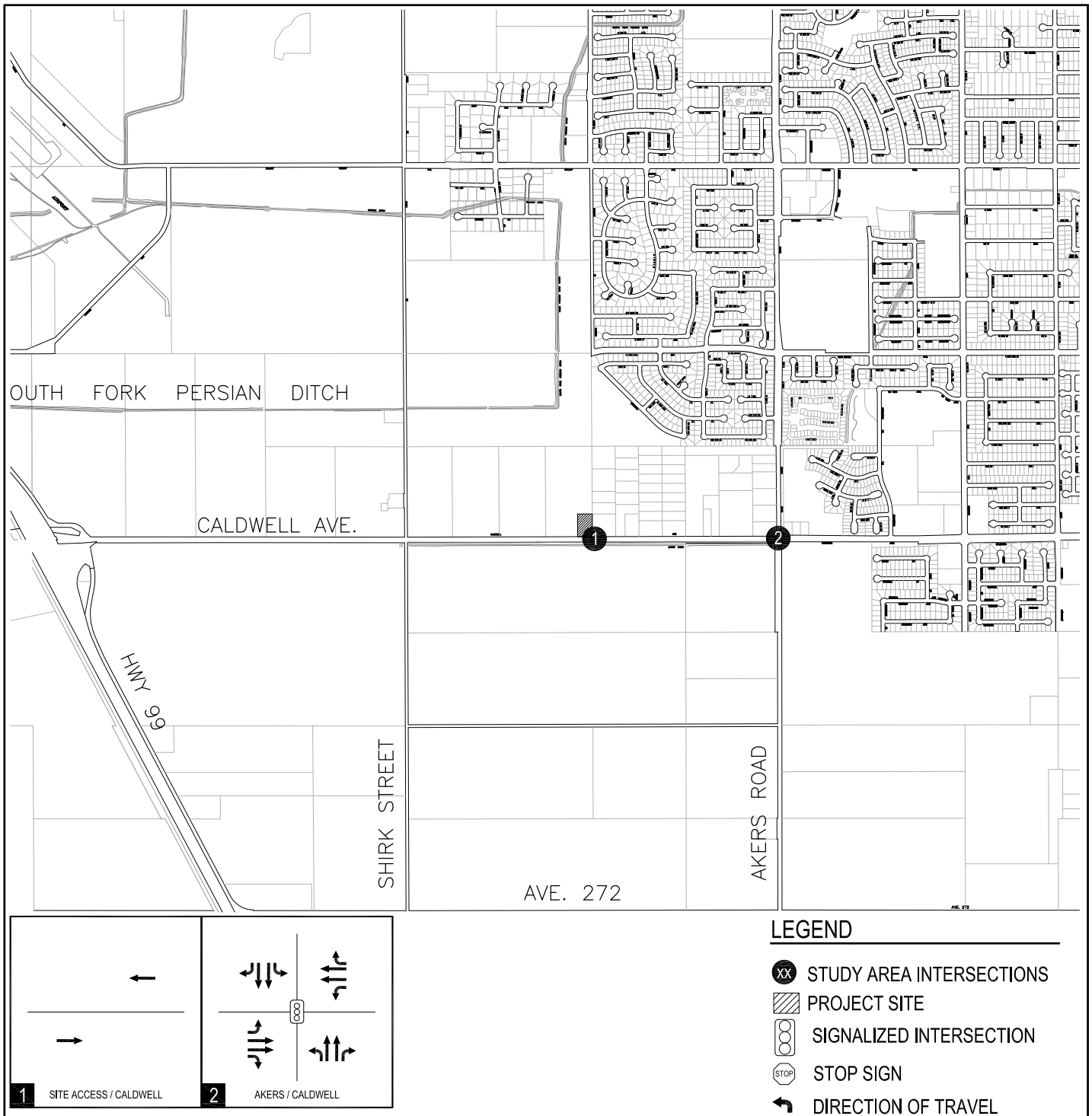
LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

PEAK-HOUR PROJECT TRAFFIC VOLUMES

Not to Scale



Proposed Mini Storage Facility
Tulare County, California

EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL

Not to Scale

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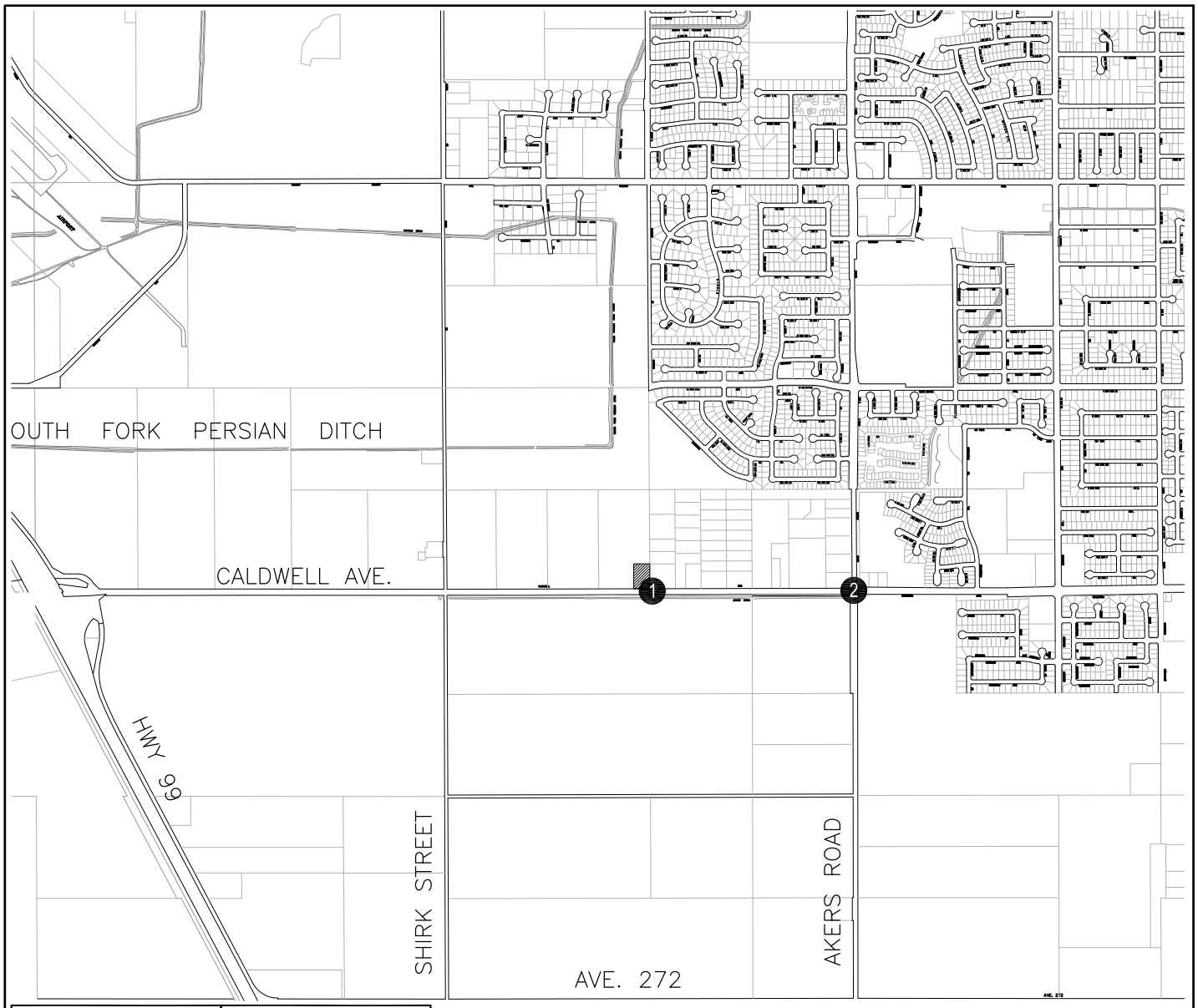
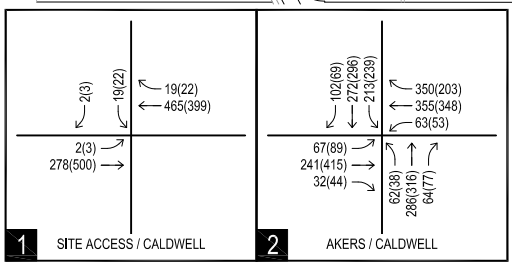
Figure 6





LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

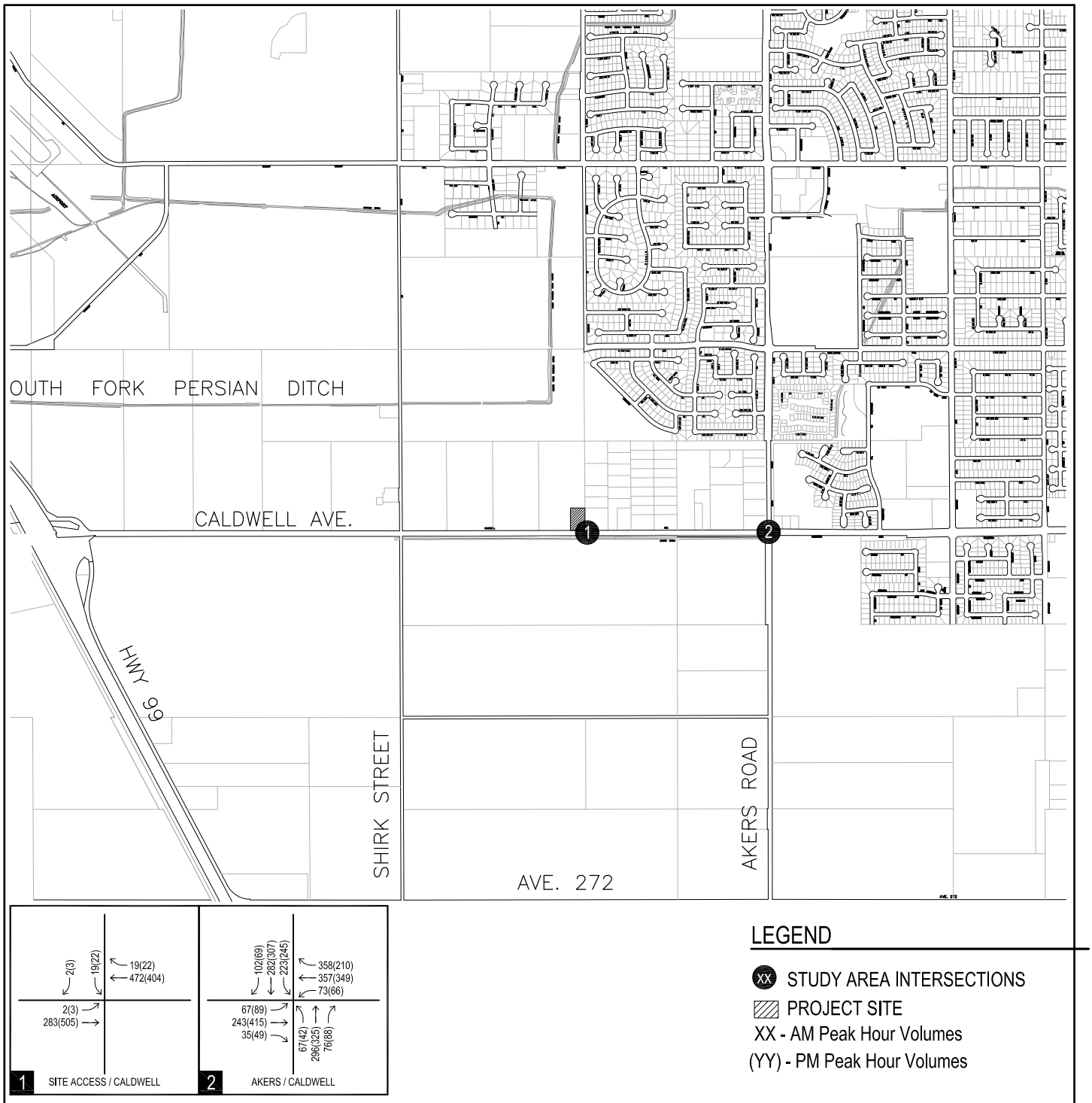
Proposed Mini Storage Facility
Tulare County, California

EXISTING PLUS PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

PETERS ENGINEERING GROUP

Figure 7



LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

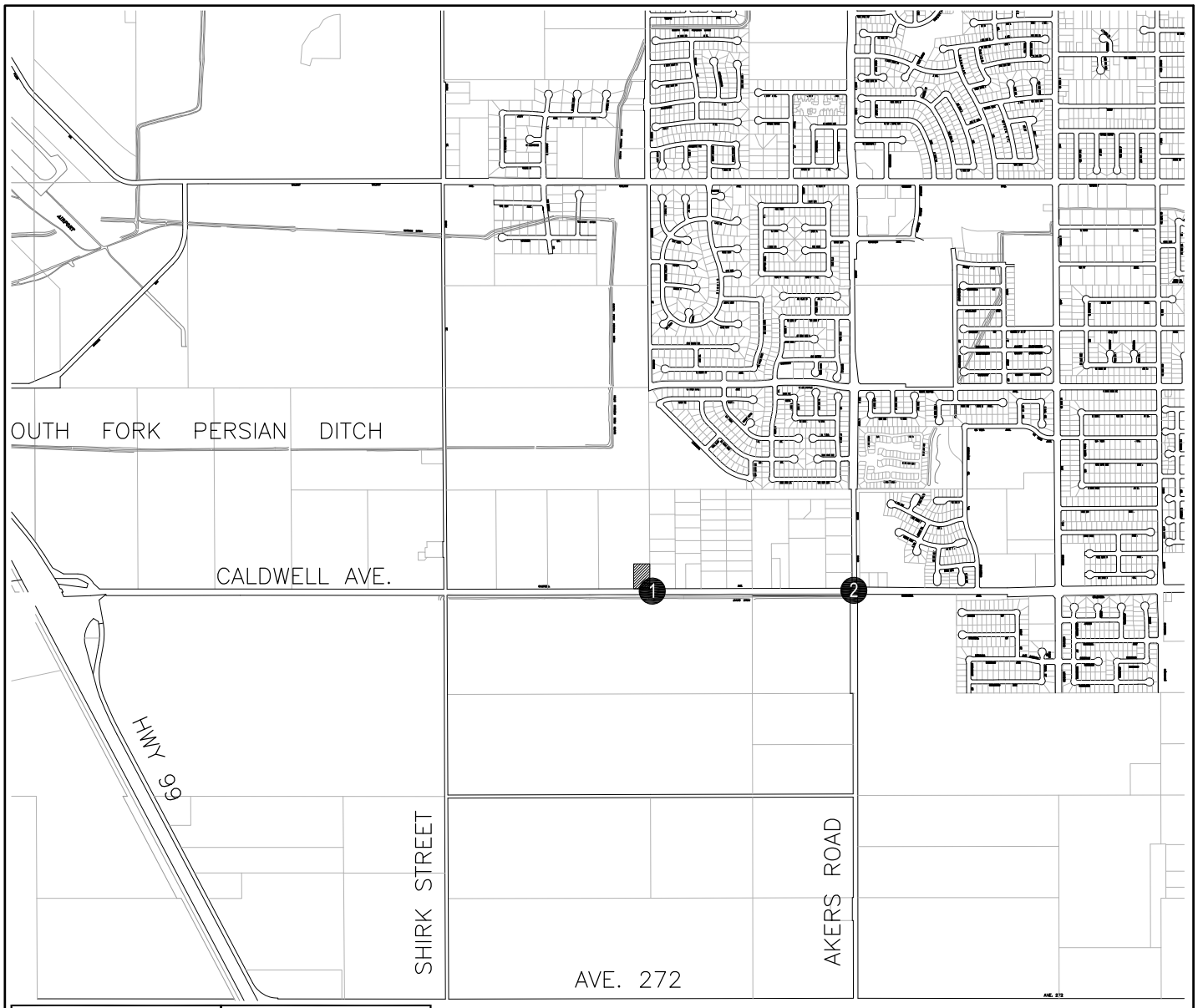
Proposed Mini Storage Facility
Tulare County, California

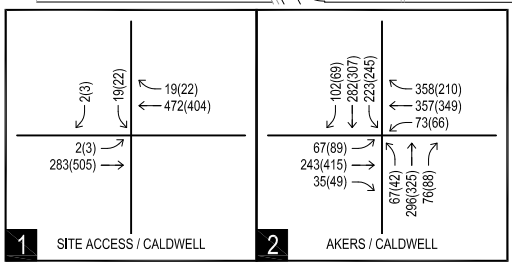
NEAR-TERM WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

PETERS ENGINEERING GROUP

Figure 8





LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

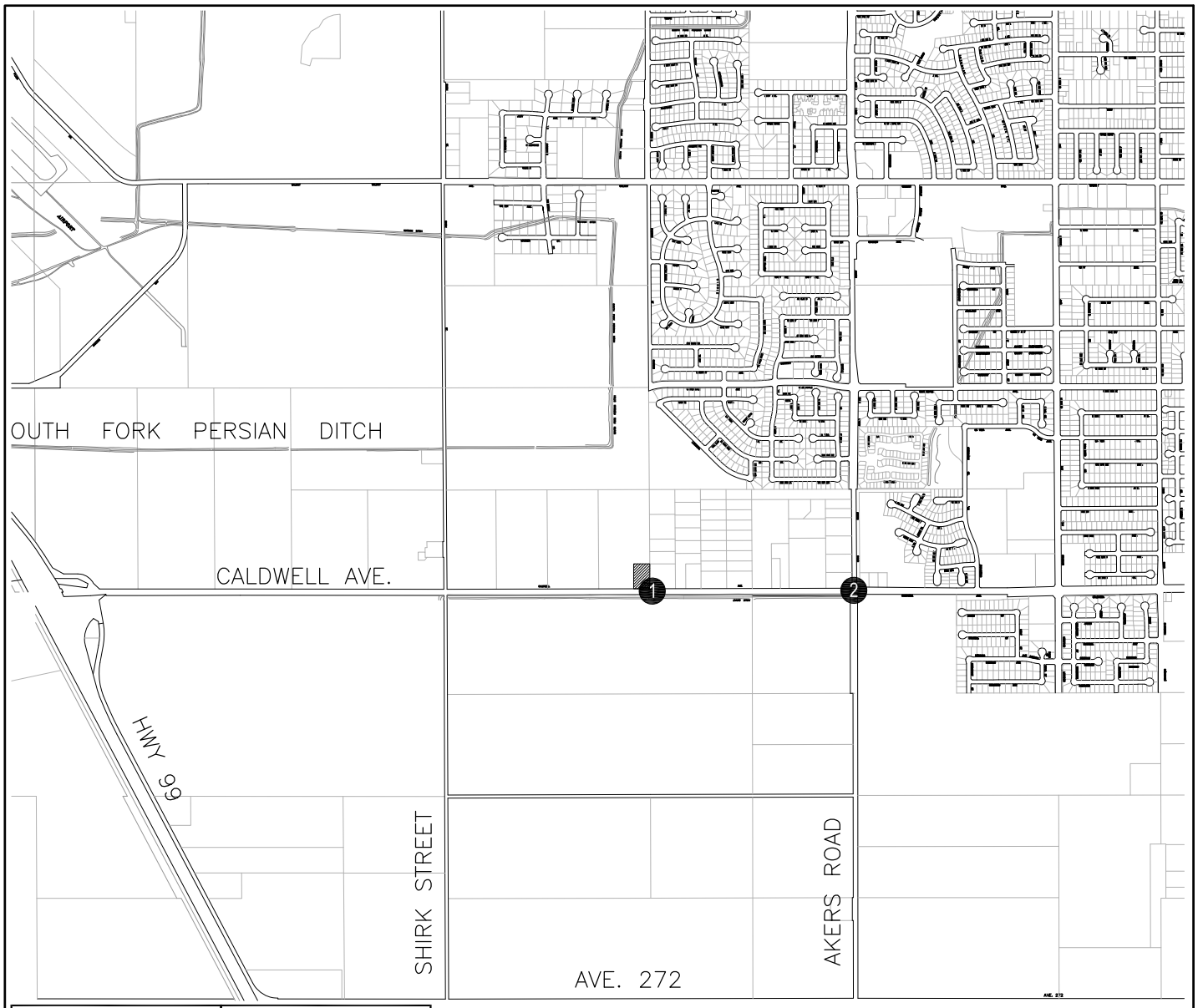
Proposed Mini Storage Facility
Tulare County, California

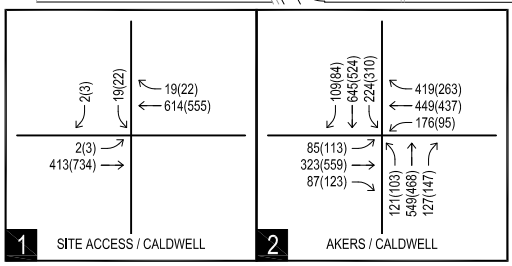
CUMULATIVE 2040 NO PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

PETERS ENGINEERING GROUP

Figure 9





LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed Mini Storage Facility
Tulare County, California

CUMULATIVE 2040 WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

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Figure 10

APPENDIX A
TRAFFIC COUNT DATA SHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001 **Day:** Tuesday

City: Visalia **Date:** 2/10/2015

AM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	0	0	0	0	0	0	0	0	0	0	0					
7:00 AM	14	39	10	13	49	21	8	37	7	7	69	27	301	0	0	0	0
7:15 AM	10	46	11	19	56	10	5	29	5	16	70	24	301	0	1	0	0
7:30 AM	18	70	15	28	58	25	14	55	6	9	93	49	440	0	6	0	0
7:45 AM	21	106	23	41	86	25	19	60	10	18	85	110	604	0	4	0	0
8:00 AM	11	62	19	87	64	24	15	63	7	22	97	135	606	0	8	0	0
8:15 AM	7	48	7	57	64	21	12	56	4	14	73	56	419	0	11	0	0
8:30 AM	6	34	14	31	42	19	6	48	6	12	53	31	302	0	9	0	0
8:45 AM	2	41	5	22	46	15	5	60	12	16	54	22	300	0	3	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	89	446	104	298	465	160	84	408	57	114	594	454	3273	0	42	0	0
APPROACH %'s :	13.93%	69.80%	16.28%	32.29%	50.38%	17.33%	15.30%	74.32%	10.38%	9.81%	51.12%	39.07%					

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	57	286	64	213	272	95	60	234	27	63	348	350	2069
PEAK HR FACTOR :		0.678			0.829			0.902			0.749		0.854

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001 **Day:** Tuesday

City: Visalia **Date:** 2/10/2015

PM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	0	0	0	0	0	0	0	0	0	0	0					
4:00 PM	7	53	16	53	49	13	12	86	6	12	91	52	450	0	3	0	0
4:15 PM	5	67	23	68	70	6	13	94	4	7	80	47	484	0	3	0	0
4:30 PM	9	69	21	65	74	11	22	98	14	12	87	45	527	0	7	0	0
4:45 PM	6	72	20	54	69	16	20	130	9	7	83	54	540	0	9	0	0
5:00 PM	6	75	16	69	78	15	18	89	10	16	83	50	525	0	16	0	0
5:15 PM	11	100	20	51	75	19	21	90	5	18	87	54	551	0	13	0	0
5:30 PM	13	56	8	63	76	15	12	92	8	10	69	69	491	0	6	0	0
5:45 PM	5	76	17	43	62	15	19	84	3	7	90	59	480	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	62	568	141	466	553	110	137	763	59	89	670	430	4048	0	57	0	0
APPROACH %'s :	8.04%	73.67%	18.29%	41.28%	48.98%	9.74%	14.29%	79.56%	6.15%	7.49%	56.35%	36.16%					
PEAK HR START TIME :	430 PM												TOTAL				
PEAK HR VOL :	32	316	77	239	296	61	81	407	38	53	340	203	2143				
PEAK HR FACTOR :		0.811			0.920			0.827			0.937		0.972				

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001

Day: Tuesday

City: Visalia

Date: 2/10/2015

AM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	0	0	0	0	0	0	0	0	0	0	0					
7:00 AM	0	0	0	0	1	1	0	1	0	0	1	0	4	0	0	0	0
7:15 AM	1	0	0	4	1	0	0	2	0	0	1	1	10	0	0	0	0
7:30 AM	0	1	0	1	1	1	0	1	1	0	0	0	6	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	2	4	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	2	0	2	0	5	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	3	0	0	2	0	6	0	0	0	0
8:30 AM	1	0	0	0	1	0	0	3	0	0	2	0	7	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	1	2	0	1	1	6	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	5	1	0	5	4	2	0	12	5	0	10	4	48	0	0	0	0
APPROACH %'s :	83.33%	16.67%	0.00%	45.45%	36.36%	18.18%	0.00%	70.59%	29.41%	0.00%	71.43%	28.57%					
PEAK HR START TIME :	715 AM												TOTAL				
PEAK HR VOL :	2	1	0	5	2	1	0	4	3	0	4	3	25				
PEAK HR FACTOR :	0.750			0.400			0.875			0.583			0.625				

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-7102-001 **Day:** Tuesday

City: Visalia **Date:** 2/10/2015

PM

NS/EW Streets:	Akers Street			Akers Street			Caldwell Avenue			Caldwell Avenue				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	0	0	0	0	0	0	0	0	0	0	0					
4:00 PM	0	0	0	1	0	0	0	0	0	0	2	0	3	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	2	1	0	4	0	0	0	0
4:30 PM	1	0	0	0	0	0	1	0	1	0	1	0	4	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	1	2	0	3	1	0	1	2	1	2	7	0	20	0	0	0	0
APPROACH %'s :	33.33%	66.67%	0.00%	75.00%	25.00%	0.00%	25.00%	50.00%	25.00%	22.22%	77.78%	0.00%					
PEAK HR START TIME :	400 PM												TOTAL				
PEAK HR VOL :	1	1	0	2	0	0	1	1	1	2	4	0	13				
PEAK HR FACTOR :	0.500			0.500			0.375			0.500			0.813				

CONTROL : 0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-7102-001
N/S Street: Akers Street
E/W Street: Caldwell Avenue
DATE: 2/10/2015
CITY: Visalia

DAY: Tuesday

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	3	0	0	0
7:45 AM	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	3	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1
TOTALS	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

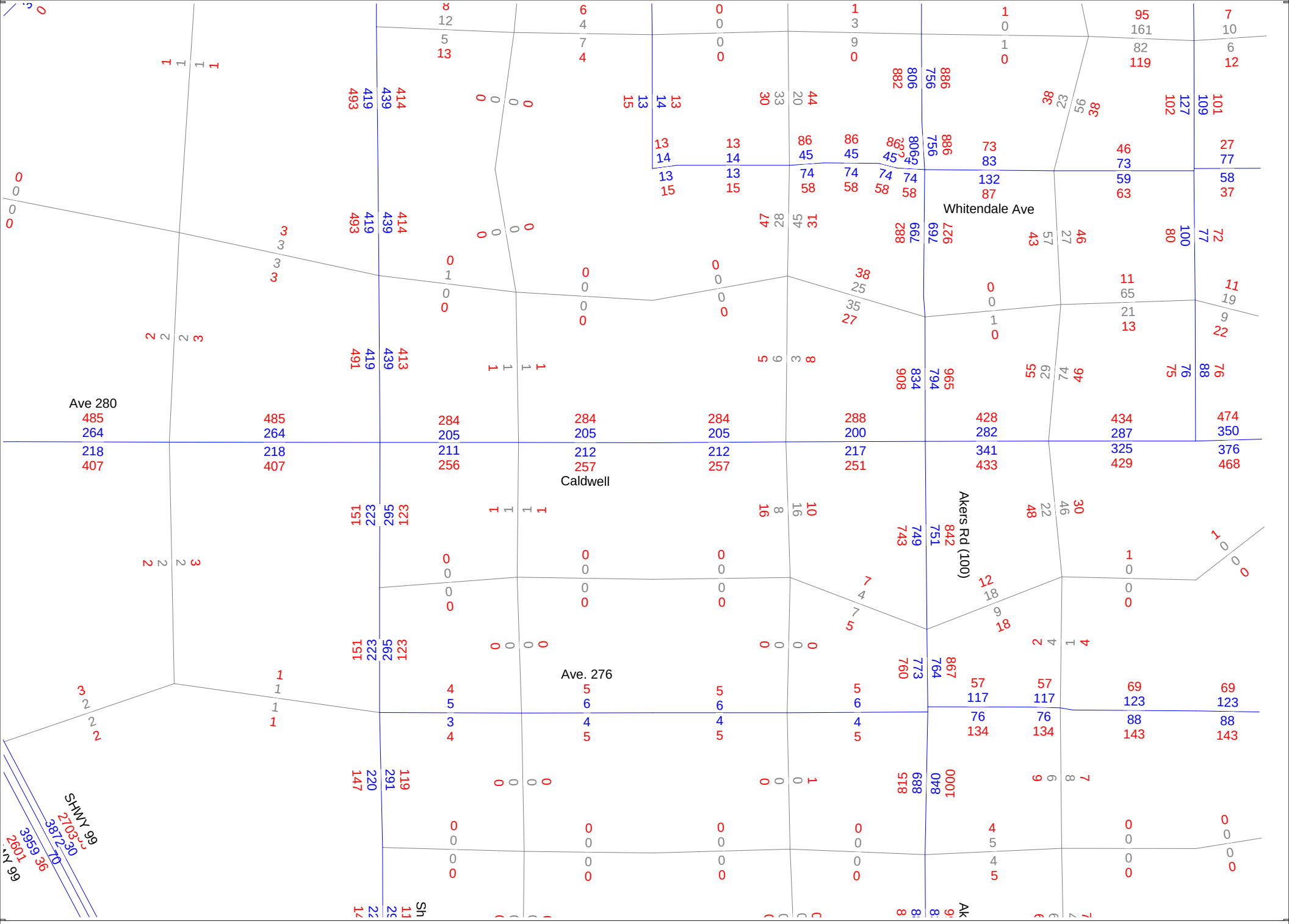
Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2015 City: Visalia Project #: 15-7110-001

Location: Caldwell Avenue west of Akers Road

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	64			8	61				
12:15	7	62			4	73				
12:30	3	55			4	66				
12:45	8	49	26	230	6	77	22	277	48	507
1:00	10	51			3	71				
1:15	6	69			2	77				
1:30	5	72			3	79				
1:45	5	61	26	253	1	83	9	310	35	563
2:00	3	51			3	89				
2:15	6	67			3	82				
2:30	2	64			4	75				
2:45	3	71	14	253	5	104	15	350	29	603
3:00	3	81			1	78				
3:15	3	83			10	84				
3:30	6	100			16	90				
3:45	8	99	20	363	11	94	38	346	58	709
4:00	7	92			15	98				
4:15	8	108			9	99				
4:30	5	119			19	97				
4:45	7	141	27	460	23	91	66	385	93	845
5:00	7	122			31	103				
5:15	7	118			46	108				
5:30	12	112			60	97				
5:45	21	96	47	448	66	93	203	401	250	849
6:00	20	69			70	84				
6:15	20	72			70	92				
6:30	35	65			80	61				
6:45	34	54	109	260	94	65	314	302	423	562
7:00	45	47			100	52				
7:15	37	36			89	54				
7:30	62	40			127	44				
7:45	72	39	216	162	125	46	441	196	657	358
8:00	70	40			116	41				
8:15	74	27			97	44				
8:30	59	31			75	52				
8:45	72	22	275	120	78	47	366	184	641	304
9:00	67	22			41	38				
9:15	54	24			45	25				
9:30	61	15			46	27				
9:45	59	22	241	83	51	29	183	119	424	202
10:00	44	14			51	24				
10:15	56	12			48	24				
10:30	55	20			49	14				
10:45	53	17	208	63	56	12	204	74	412	137
11:00	67	16			43	5				
11:15	51	10			62	12				
11:30	71	13			66	4				
11:45	64	9	253	48	61	8	232	29	485	77
Total	1462	2743	1462	2743	2093	2973	2093	2973	3555	5716
Combined Total	4205		4205		5066		5066		9271	
AM Peak	7:30 AM				7:30 AM					
Vol.	278				465					
P.H.F.	0.939				0.915					
PM Peak		4:30 PM				5:00 PM				
Vol.		500				401				
P.H.F.		0.887				0.928				
Percentage	34.8%	65.2%			41.3%	58.7%				

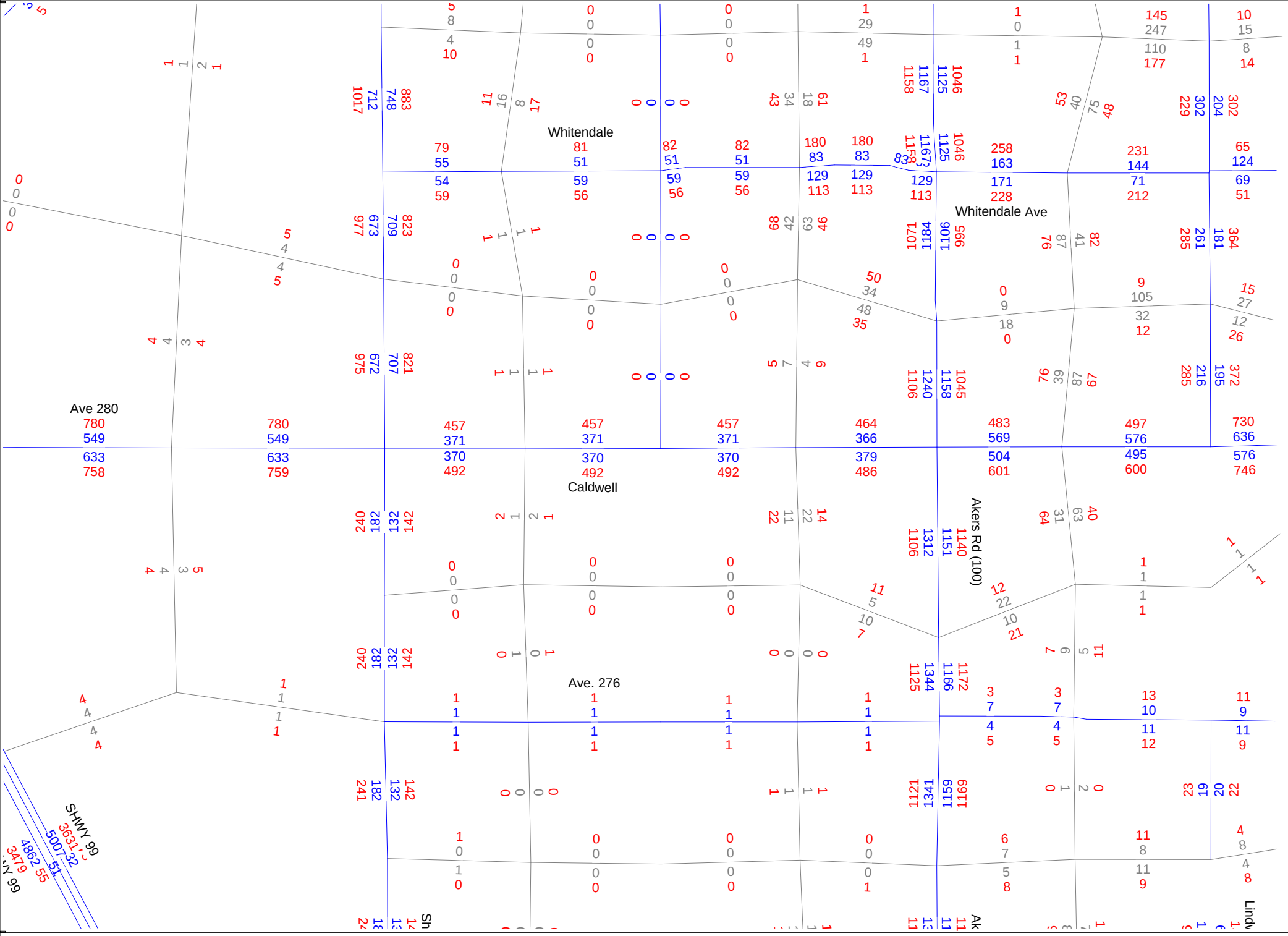
APPENDIX B
TULARE COUNTY TRAVEL MODEL



2013 Tulare County Travel Demand Model
AM and PM Peak Hour Traffic Volumes

cube

Licensed to Peters Engineering



2040 Tulare County Travel Demand Model
AM and PM Peak Hour Traffic Volumes

cube
Licensed to Peters Engineering

APPENDIX C
INTERSECTION ANALYSIS SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	234	27	63	348	350	57	286	64	213	272	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	67	260	30	84	464	467	84	421	94	257	328	114
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.68	0.68	0.68	0.83	0.83	0.83
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	87	1115	458	108	1168	523	107	1196	535	197	1372	614
Arrive On Green	0.05	0.31	0.31	0.06	0.33	0.33	0.06	0.33	0.33	0.11	0.38	0.38
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	67	260	30	84	464	467	84	421	94	257	328	114
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	3.7	5.4	1.4	4.6	10.0	27.6	4.7	8.8	4.1	11.0	6.2	4.7
Cycle Q Clear(g_c), s	3.7	5.4	1.4	4.6	10.0	27.6	4.7	8.8	4.1	11.0	6.2	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	1115	458	108	1168	523	107	1196	535	197	1372	614
V/C Ratio(X)	0.77	0.23	0.07	0.78	0.40	0.89	0.79	0.35	0.18	1.31	0.24	0.19
Avail Cap(c_a), veh/h	144	1177	484	181	1261	564	175	1196	535	197	1372	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	25.1	23.8	46.0	25.8	31.8	45.9	24.9	23.3	44.1	20.7	20.3
Incr Delay (d2), s/veh	13.6	0.1	0.1	11.4	0.2	15.9	11.9	0.8	0.7	169.8	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.7	0.6	2.6	4.9	14.5	2.6	4.5	1.9	14.6	3.1	2.2
LnGrp Delay(d),s/veh	60.3	25.2	23.8	57.3	26.1	47.6	57.8	25.7	24.1	213.9	21.1	20.9
LnGrp LOS	E	C	C	E	C	D	E	C	C	F	C	C
Approach Vol, veh/h		357			1015			599			699	
Approach Delay, s/veh		31.7			38.6			30.0			92.0	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.0	36.2	10.1	43.0	8.8	37.3
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	10.0	33.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	10.8	6.6	7.4	6.7	8.2	5.7	29.6
Green Ext Time (p_c), s	0.0	5.3	0.0	6.7	0.0	5.5	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	49.7
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	260	30	84	464	467	84	421	94	257	328	114
v/c Ratio	0.44	0.36	0.08	0.47	0.59	0.71	0.49	0.30	0.14	1.13	0.21	0.15
Control Delay	50.2	31.3	0.4	48.7	33.8	12.7	49.4	21.0	4.6	139.3	18.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	31.3	0.4	48.7	33.8	12.7	49.4	21.0	4.6	139.3	18.8	4.9
Queue Length 50th (ft)	36	67	0	45	124	35	45	87	0	~175	64	0
Queue Length 95th (ft)	85	102	0	81	138	58	73	104	11	#323	101	29
Internal Link Dist (ft)		2555			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	166	1361	623	208	1458	884	202	1383	682	227	1586	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.19	0.05	0.40	0.32	0.53	0.42	0.30	0.14	1.13	0.21	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	81	407	38	53	340	203	32	316	77	239	296	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	98	490	46	56	362	216	40	390	95	260	322	66
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	125	880	386	71	776	347	50	1365	610	227	1715	767
Arrive On Green	0.07	0.25	0.25	0.04	0.22	0.22	0.03	0.38	0.38	0.13	0.48	0.48
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	98	490	46	56	362	216	40	390	95	260	322	66
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	4.7	10.4	2.0	2.8	7.7	10.6	2.0	6.6	3.4	11.0	4.5	1.9
Cycle Q Clear(g_c), s	4.7	10.4	2.0	2.8	7.7	10.6	2.0	6.6	3.4	11.0	4.5	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	880	386	71	776	347	50	1365	610	227	1715	767
V/C Ratio(X)	0.78	0.56	0.12	0.79	0.47	0.62	0.80	0.29	0.16	1.15	0.19	0.09
Avail Cap(c_a), veh/h	165	1397	613	180	1439	644	162	1365	610	227	1715	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	28.6	25.5	41.3	29.6	30.8	42.0	18.7	17.7	38.0	12.9	12.3
Incr Delay (d2), s/veh	16.2	0.6	0.1	17.1	0.4	1.8	24.3	0.5	0.5	105.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.2	0.9	1.7	3.8	4.9	1.3	3.3	1.6	12.0	2.2	0.9
LnGrp Delay(d),s/veh	56.0	29.2	25.6	58.4	30.1	32.6	66.3	19.2	18.2	143.2	13.2	12.5
LnGrp LOS	E	C	C	E	C	C	E	B	B	F	B	B
Approach Vol, veh/h		634			634			525			648	
Approach Delay, s/veh		33.1			33.5			22.6			65.3	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	7.6	26.3	6.5	46.6	10.1	23.8
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	8.0	36.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	8.6	4.8	12.4	4.0	6.5	6.7	12.6
Green Ext Time (p_c), s	0.0	5.0	0.0	6.2	0.0	5.2	0.0	6.3

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	98	490	46	56	362	216	40	390	95	260	322	66
v/c Ratio	0.62	0.62	0.11	0.37	0.51	0.44	0.28	0.29	0.14	1.15	0.19	0.08
Control Delay	57.7	35.0	0.5	46.0	33.5	7.2	44.8	20.4	4.5	144.8	16.0	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	35.0	0.5	46.0	33.5	7.2	44.8	20.4	4.5	144.8	16.0	1.7
Queue Length 50th (ft)	53	133	0	29	94	0	21	76	0	~171	57	0
Queue Length 95th (ft)	#112	168	0	71	135	54	50	112	22	#351	100	11
Internal Link Dist (ft)		2555			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	164	1397	675	179	1438	772	161	1364	673	226	1703	816
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.35	0.07	0.31	0.25	0.28	0.25	0.29	0.14	1.15	0.19	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	278	465	19	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	302	505	21	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	526	0	-	0	823	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	307	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1041	-	-	-	343	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1041	-	-	-	342	559
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1041	-	-	-	355
HCM Lane V/C Ratio	0.002	-	-	-	0.064
HCM Control Delay (s)	8.5	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	241	32	63	355	350	62	286	64	213	272	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	74	268	36	84	473	467	91	421	94	257	328	123
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.68	0.68	0.68	0.83	0.83	0.83
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	95	1130	465	108	1166	522	115	1188	531	195	1344	601
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.07	0.33	0.33	0.11	0.38	0.38
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	74	268	36	84	473	467	91	421	94	257	328	123
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	4.1	5.6	1.7	4.6	10.3	27.8	5.1	8.9	4.2	11.0	6.3	5.2
Cycle Q Clear(g_c), s	4.1	5.6	1.7	4.6	10.3	27.8	5.1	8.9	4.2	11.0	6.3	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1130	465	108	1166	522	115	1188	531	195	1344	601
V/C Ratio(X)	0.78	0.24	0.08	0.78	0.41	0.89	0.79	0.35	0.18	1.32	0.24	0.20
Avail Cap(c_a), veh/h	143	1169	481	179	1252	560	174	1188	531	195	1344	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	25.0	23.7	46.3	26.1	32.0	46.0	25.3	23.7	44.5	21.4	21.1
Incr Delay (d2), s/veh	13.9	0.1	0.1	11.4	0.2	16.2	13.0	0.8	0.7	173.6	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.7	0.7	2.6	5.1	14.6	2.9	4.5	2.0	14.8	3.2	2.4
LnGrp Delay(d),s/veh	60.6	25.2	23.8	57.7	26.4	48.2	59.0	26.1	24.4	218.1	21.8	21.8
LnGrp LOS	E	C	C	E	C	D	E	C	C	F	C	C
Approach Vol, veh/h		378			1024			606			708	
Approach Delay, s/veh		32.0			38.9			30.8			93.1	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.0	36.8	10.6	42.5	9.3	37.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	10.0	33.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	10.9	6.6	7.6	7.1	8.3	6.1	29.8
Green Ext Time (p_c), s	0.0	5.3	0.0	6.8	0.0	5.5	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	50.2
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	74	268	36	84	473	467	91	421	94	257	328	123
v/c Ratio	0.48	0.36	0.09	0.48	0.59	0.71	0.52	0.31	0.14	1.14	0.21	0.16
Control Delay	52.2	31.2	0.5	49.1	33.7	13.0	50.8	21.3	4.7	141.9	19.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	31.2	0.5	49.1	33.7	13.0	50.8	21.3	4.7	141.9	19.1	4.8
Queue Length 50th (ft)	40	69	0	45	127	38	49	87	0	~176	65	0
Queue Length 95th (ft)	91	105	0	81	141	61	78	104	11	#324	102	30
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	165	1353	620	207	1449	877	200	1375	678	225	1572	772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.20	0.06	0.41	0.33	0.53	0.46	0.31	0.14	1.14	0.21	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	500	399	22	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	543	434	24	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	996	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1103	-	-	-	271	612
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1103	-	-	-	270	612
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1103	-	-	-	289
HCM Lane V/C Ratio	0.003	-	-	-	0.094
HCM Control Delay (s)	8.3	0	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	415	44	53	348	203	38	316	77	239	296	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	107	500	53	56	370	216	47	390	95	260	322	75
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	136	903	396	71	779	348	59	1352	605	225	1679	751
Arrive On Green	0.08	0.25	0.25	0.04	0.22	0.22	0.03	0.38	0.38	0.13	0.47	0.47
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	107	500	53	56	370	216	47	390	95	260	322	75
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	5.2	10.7	2.3	2.8	7.9	10.7	2.3	6.7	3.4	11.0	4.6	2.3
Cycle Q Clear(g_c), s	5.2	10.7	2.3	2.8	7.9	10.7	2.3	6.7	3.4	11.0	4.6	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	903	396	71	779	348	59	1352	605	225	1679	751
V/C Ratio(X)	0.79	0.55	0.13	0.79	0.47	0.62	0.79	0.29	0.16	1.16	0.19	0.10
Avail Cap(c_a), veh/h	163	1385	607	178	1425	638	160	1352	605	225	1679	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	28.5	25.4	41.7	29.9	31.0	42.1	19.0	18.0	38.4	13.6	12.9
Incr Delay (d2), s/veh	19.0	0.5	0.2	17.0	0.5	1.8	20.4	0.5	0.6	109.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.3	1.0	1.7	4.0	4.9	1.5	3.4	1.6	12.2	2.3	1.1
LnGrp Delay(d),s/veh	58.9	29.0	25.5	58.7	30.4	32.8	62.5	19.6	18.6	147.7	13.8	13.2
LnGrp LOS	E	C	C	E	C	C	E	B	B	F	B	B
Approach Vol, veh/h		660			642			532			657	
Approach Delay, s/veh		33.6			33.7			23.2			66.7	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	7.6	27.1	7.0	46.1	10.6	24.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	8.0	36.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	8.7	4.8	12.7	4.3	6.6	7.2	12.7
Green Ext Time (p_c), s	0.0	5.0	0.0	6.3	0.0	5.2	0.0	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	500	53	56	370	216	47	390	95	260	322	75
v/c Ratio	0.66	0.61	0.12	0.37	0.51	0.44	0.33	0.29	0.14	1.16	0.19	0.09
Control Delay	61.3	34.7	1.3	46.4	33.4	7.1	46.2	20.7	4.5	148.0	16.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	34.7	1.3	46.4	33.4	7.1	46.2	20.7	4.5	148.0	16.3	2.3
Queue Length 50th (ft)	59	136	0	30	96	0	25	78	0	~175	60	0
Queue Length 95th (ft)	#128	172	1	71	138	54	56	113	22	#353	100	17
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	163	1387	671	178	1427	768	160	1354	670	224	1687	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.36	0.08	0.31	0.26	0.28	0.29	0.29	0.14	1.16	0.19	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	283	472	19	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	308	513	21	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	534	0	-	0	835	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1034	-	-	-	338	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1034	-	-	-	337	554
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1034	-	-	-	350
HCM Lane V/C Ratio	0.002	-	-	-	0.065
HCM Control Delay (s)	8.5	0	-	-	16
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	243	35	73	357	358	67	296	76	223	282	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	74	270	39	97	476	477	99	435	112	269	340	123
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.68	0.68	0.68	0.83	0.83	0.83
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	95	1112	457	123	1178	527	124	1181	528	194	1317	589
Arrive On Green	0.05	0.31	0.31	0.07	0.33	0.33	0.07	0.33	0.33	0.11	0.37	0.37
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	74	270	39	97	476	477	99	435	112	269	340	123
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	4.1	5.7	1.9	5.4	10.3	28.6	5.6	9.3	5.1	11.0	6.7	5.3
Cycle Q Clear(g_c), s	4.1	5.7	1.9	5.4	10.3	28.6	5.6	9.3	5.1	11.0	6.7	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1112	457	123	1178	527	124	1181	528	194	1317	589
V/C Ratio(X)	0.78	0.24	0.09	0.79	0.40	0.91	0.80	0.37	0.21	1.38	0.26	0.21
Avail Cap(c_a), veh/h	143	1163	478	178	1245	557	173	1181	528	194	1317	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	25.6	24.3	46.1	26.0	32.2	45.9	25.6	24.2	44.7	22.1	21.7
Incr Delay (d2), s/veh	14.1	0.1	0.1	13.5	0.2	17.8	15.8	0.9	0.9	201.7	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.8	0.8	3.1	5.1	15.2	3.2	4.7	2.4	16.2	3.4	2.5
LnGrp Delay(d),s/veh	61.1	25.7	24.4	59.6	26.3	50.0	61.7	26.5	25.1	246.5	22.6	22.5
LnGrp LOS	E	C	C	E	C	D	E	C	C	F	C	C
Approach Vol, veh/h		383			1050			646			732	
Approach Delay, s/veh		32.4			40.1			31.7			104.9	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.9	36.5	11.2	41.9	9.3	38.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	10.0	33.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	11.3	7.4	7.7	7.6	8.7	6.1	30.6
Green Ext Time (p_c), s	0.0	5.5	0.0	6.9	0.0	5.8	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	54.0
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	74	270	39	97	476	477	99	435	112	269	340	123
v/c Ratio	0.49	0.36	0.10	0.54	0.59	0.73	0.56	0.32	0.16	1.20	0.22	0.16
Control Delay	52.7	31.2	0.5	51.4	33.5	14.3	52.7	21.7	5.3	161.5	19.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	31.2	0.5	51.4	33.5	14.3	52.7	21.7	5.3	161.5	19.5	4.9
Queue Length 50th (ft)	41	70	0	52	128	47	54	91	0	~191	67	0
Queue Length 95th (ft)	#94	105	0	93	141	70	85	111	15	#350	108	31
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	165	1348	618	206	1444	871	200	1370	682	224	1564	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.20	0.06	0.47	0.33	0.55	0.49	0.32	0.16	1.20	0.22	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	505	404	22	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	549	439	24	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	463	0	-	0	1006	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1098	-	-	-	267	608
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1098	-	-	-	266	608
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1098	-	-	-	285
HCM Lane V/C Ratio	0.003	-	-	-	0.095
HCM Control Delay (s)	8.3	0	-	-	19
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	415	49	66	349	210	42	325	88	245	307	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	107	500	59	70	371	223	52	401	109	266	334	75
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	136	879	385	90	792	354	66	1345	602	223	1656	741
Arrive On Green	0.08	0.25	0.25	0.05	0.22	0.22	0.04	0.38	0.38	0.12	0.46	0.46
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	107	500	59	70	371	223	52	401	109	266	334	75
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	5.2	10.8	2.6	3.5	8.0	11.1	2.6	7.0	4.0	11.0	4.9	2.3
Cycle Q Clear(g_c), s	5.2	10.8	2.6	3.5	8.0	11.1	2.6	7.0	4.0	11.0	4.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	879	385	90	792	354	66	1345	602	223	1656	741
V/C Ratio(X)	0.79	0.57	0.15	0.78	0.47	0.63	0.79	0.30	0.18	1.19	0.20	0.10
Avail Cap(c_a), veh/h	162	1377	604	177	1418	634	159	1345	602	223	1656	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	29.2	26.1	41.4	29.8	31.1	42.1	19.3	18.4	38.6	14.0	13.3
Incr Delay (d2), s/veh	19.2	0.6	0.2	13.6	0.4	1.8	18.2	0.6	0.7	121.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.4	1.1	2.0	4.0	5.1	1.6	3.5	1.9	12.9	2.5	1.1
LnGrp Delay(d),s/veh	59.3	29.8	26.3	55.0	30.3	32.9	60.3	19.9	19.1	160.1	14.3	13.6
LnGrp LOS	E	C	C	D	C	C	E	B	B	F	B	B
Approach Vol, veh/h		666			664			562			675	
Approach Delay, s/veh		34.2			33.7			23.5			71.7	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	8.5	26.6	7.3	45.8	10.7	24.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	8.0	36.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	9.0	5.5	12.8	4.6	6.9	7.2	13.1
Green Ext Time (p_c), s	0.0	5.2	0.0	6.4	0.0	5.4	0.0	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	500	59	70	371	223	52	401	109	266	334	75
v/c Ratio	0.66	0.61	0.14	0.45	0.51	0.44	0.36	0.30	0.16	1.19	0.20	0.09
Control Delay	61.6	34.9	2.2	48.8	33.3	7.1	47.2	20.9	5.0	158.4	16.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	34.9	2.2	48.8	33.3	7.1	47.2	20.9	5.0	158.4	16.5	2.3
Queue Length 50th (ft)	60	137	0	38	96	0	28	82	0	~185	63	0
Queue Length 95th (ft)	#128	172	5	85	138	55	60	115	26	#361	104	17
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	162	1383	669	177	1423	771	159	1350	672	223	1680	806
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.36	0.09	0.40	0.26	0.29	0.33	0.30	0.16	1.19	0.20	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	316	82	176	442	419	116	549	127	224	645	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	86	347	90	223	559	530	149	704	163	260	750	119
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.91	0.91	0.91	0.79	0.79	0.79	0.78	0.78	0.78	0.86	0.86	0.86
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	110	1107	455	156	1211	542	178	1183	529	172	1164	521
Arrive On Green	0.06	0.31	0.31	0.09	0.34	0.34	0.10	0.33	0.33	0.10	0.33	0.33
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	86	347	90	223	559	530	149	704	163	260	750	119
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	4.9	7.7	4.7	9.0	12.7	33.9	8.7	17.0	7.8	10.0	18.5	5.6
Cycle Q Clear(g_c), s	4.9	7.7	4.7	9.0	12.7	33.9	8.7	17.0	7.8	10.0	18.5	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1107	455	156	1211	542	178	1183	529	172	1164	521
V/C Ratio(X)	0.78	0.31	0.20	1.43	0.46	0.98	0.84	0.60	0.31	1.51	0.64	0.23
Avail Cap(c_a), veh/h	139	1165	479	156	1211	542	185	1183	529	172	1164	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	27.0	26.0	47.2	26.8	33.8	45.5	28.8	25.7	46.7	29.7	25.4
Incr Delay (d2), s/veh	20.0	0.2	0.2	225.9	0.3	33.1	26.7	2.2	1.5	259.0	2.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.8	1.9	14.2	6.3	19.9	5.5	8.7	3.7	17.2	9.5	2.6
LnGrp Delay(d),s/veh	67.9	27.2	26.2	273.0	27.1	66.9	72.2	31.0	27.3	305.7	32.5	26.4
LnGrp LOS	E	C	C	F	C	E	E	C	C	F	C	C
Approach Vol, veh/h		523			1312			1016			1129	
Approach Delay, s/veh		33.7			84.9			36.4			94.8	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.1	13.0	37.2	14.6	38.5	10.3	39.9
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	10.0	34.2	9.0	34.0	11.0	33.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	12.0	19.0	11.0	9.7	10.7	20.5	6.9	35.9
Green Ext Time (p_c), s	0.0	8.8	0.0	8.7	0.0	7.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.6
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	347	90	223	559	530	149	704	163	260	750	119
v/c Ratio	0.59	0.40	0.21	1.30	0.55	0.80	0.76	0.54	0.24	1.39	0.59	0.19
Control Delay	62.5	30.4	5.3	211.0	31.1	23.8	68.4	27.3	5.1	238.7	28.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	30.4	5.3	211.0	31.1	23.8	68.4	27.3	5.1	238.7	28.8	7.7
Queue Length 50th (ft)	51	91	0	~177	154	141	89	177	0	~214	195	6
Queue Length 95th (ft)	#126	130	28	#300	176	195	#164	224	28	#383	277	44
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	152	1279	591	171	1329	777	202	1299	685	187	1276	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.27	0.15	1.30	0.42	0.68	0.74	0.54	0.24	1.39	0.59	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	105	551	117	95	429	263	97	468	147	310	524	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	122	641	136	101	456	280	114	551	173	337	570	83
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	151	977	428	127	936	419	142	1251	560	208	1376	616
Arrive On Green	0.08	0.27	0.27	0.07	0.26	0.26	0.08	0.35	0.35	0.12	0.38	0.38
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	122	641	136	101	456	280	114	551	173	337	570	83
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	6.3	15.1	6.5	5.4	10.2	14.9	6.0	11.2	7.5	11.0	11.1	3.2
Cycle Q Clear(g_c), s	6.3	15.1	6.5	5.4	10.2	14.9	6.0	11.2	7.5	11.0	11.1	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	977	428	127	936	419	142	1251	560	208	1376	616
V/C Ratio(X)	0.81	0.66	0.32	0.79	0.49	0.67	0.80	0.44	0.31	1.62	0.41	0.13
Avail Cap(c_a), veh/h	151	1281	562	165	1319	590	185	1251	560	208	1376	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	30.5	27.4	43.3	29.6	31.3	42.8	23.7	22.5	41.9	21.3	18.9
Incr Delay (d2), s/veh	26.6	0.8	0.4	18.0	0.4	1.8	16.9	1.1	1.4	300.9	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	7.5	2.9	3.2	5.1	6.7	3.6	5.7	3.5	22.7	5.6	1.5
LnGrp Delay(d),s/veh	69.3	31.3	27.8	61.2	30.0	33.2	59.8	24.8	23.9	342.8	22.3	19.4
LnGrp LOS	E	C	C	E	C	C	E	C	C	F	C	B
Approach Vol, veh/h		899			837			838			990	
Approach Delay, s/veh		35.9			34.8			29.4			131.1	
Approach LOS		D			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.9	30.8	11.7	41.4	12.0	29.7
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	13.2	7.4	17.1	8.0	13.1	8.3	16.9
Green Ext Time (p_c), s	0.0	7.9	0.0	7.7	0.0	8.1	0.0	8.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.6
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	641	136	101	456	280	114	551	173	337	570	83
v/c Ratio	0.80	0.73	0.28	0.64	0.51	0.46	0.65	0.43	0.25	1.60	0.43	0.13
Control Delay	79.8	37.8	6.4	61.5	31.8	6.0	59.8	25.3	4.9	324.3	24.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	37.8	6.4	61.5	31.8	6.0	59.8	25.3	4.9	324.3	24.4	3.6
Queue Length 50th (ft)	73	185	0	59	122	0	66	131	0	~293	134	0
Queue Length 95th (ft)	#173	231	38	#139	168	58	#134	186	38	#500	204	23
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	152	1299	656	167	1337	773	187	1268	679	210	1328	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.21	0.60	0.34	0.36	0.61	0.43	0.25	1.60	0.43	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	413	614	19	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	449	667	21	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	688	0	-	0	1131	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	906	-	-	-	225	452
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	224	452
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	906	-	-	-	235
HCM Lane V/C Ratio	0.002	-	-	-	0.097
HCM Control Delay (s)	9	0	-	-	22
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	323	87	176	449	419	121	549	127	224	645	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	186.3	171.2	188.1	188.1	188.1	182.7	188.1	188.1	186.3	188.1	188.1
Adj Flow Rate, veh/h	93	355	96	223	568	530	155	704	163	260	750	127
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.91	0.91	0.91	0.79	0.79	0.79	0.78	0.78	0.78	0.86	0.86	0.86
Percent Heavy Veh, %	1	2	11	1	1	1	4	1	1	2	1	1
Cap, veh/h	118	1119	460	155	1205	539	184	1177	527	171	1145	512
Arrive On Green	0.07	0.32	0.32	0.09	0.34	0.34	0.11	0.33	0.33	0.10	0.32	0.32
Sat Flow, veh/h	1792	3539	1455	1792	3574	1599	1740	3574	1599	1774	3574	1599
Grp Volume(v), veh/h	93	355	96	223	568	530	155	704	163	260	750	127
Grp Sat Flow(s),veh/h/ln	1792	1770	1455	1792	1787	1599	1740	1787	1599	1774	1787	1599
Q Serve(g_s), s	5.3	7.9	5.0	9.0	13.0	34.1	9.1	17.1	7.9	10.0	18.7	6.1
Cycle Q Clear(g_c), s	5.3	7.9	5.0	9.0	13.0	34.1	9.1	17.1	7.9	10.0	18.7	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	1119	460	155	1205	539	184	1177	527	171	1145	512
V/C Ratio(X)	0.79	0.32	0.21	1.44	0.47	0.98	0.84	0.60	0.31	1.52	0.66	0.25
Avail Cap(c_a), veh/h	138	1159	476	155	1205	539	184	1177	527	171	1145	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	27.0	26.0	47.4	27.1	34.1	45.6	29.1	26.0	46.9	30.4	26.1
Incr Delay (d2), s/veh	22.7	0.2	0.2	228.8	0.3	34.3	28.4	2.2	1.5	262.2	2.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.9	2.0	14.3	6.4	20.1	5.8	8.8	3.7	17.3	9.7	2.9
LnGrp Delay(d),s/veh	70.5	27.1	26.2	276.3	27.4	68.5	74.0	31.3	27.5	309.1	33.3	27.2
LnGrp LOS	E	C	C	F	C	E	E	C	C	F	C	C
Approach Vol, veh/h		544			1321			1022			1137	
Approach Delay, s/veh		34.4			85.9			37.2			95.7	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.1	13.0	37.7	15.0	38.1	10.8	39.9
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	10.0	34.2	9.0	34.0	11.0	33.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	12.0	19.1	11.0	9.9	11.1	20.7	7.3	36.1
Green Ext Time (p_c), s	0.0	8.8	0.0	8.8	0.0	7.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	69.3
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	355	96	223	568	530	155	704	163	260	750	127
v/c Ratio	0.64	0.41	0.22	1.31	0.55	0.80	0.79	0.54	0.24	1.39	0.59	0.20
Control Delay	65.3	30.5	6.0	212.3	31.2	24.2	70.8	27.4	5.1	239.3	29.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	30.5	6.0	212.3	31.2	24.2	70.8	27.4	5.1	239.3	29.0	8.5
Queue Length 50th (ft)	56	93	0	~178	157	144	93	178	0	~214	196	10
Queue Length 95th (ft)	#139	132	32	#300	178	198	#174	224	28	#383	277	49
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	151	1276	590	170	1327	774	202	1296	684	187	1268	633
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.28	0.16	1.31	0.43	0.68	0.77	0.54	0.24	1.39	0.59	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	734	555	22	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	798	603	24	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	627	0	-	0	1419	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	955	-	-	-	151	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	955	-	-	-	150	491
Mov Cap-2 Maneuver	-	-	-	-	150	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	955	-	-	-	164
HCM Lane V/C Ratio	0.003	-	-	-	0.166
HCM Control Delay (s)	8.8	0	-	-	31.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	113	559	123	95	437	263	103	468	147	310	524	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	188.1	188.1	184.5	182.7	188.1	188.1	184.5	188.1	188.1	188.1	188.1	188.1
Adj Flow Rate, veh/h	131	650	143	101	465	280	121	551	173	337	570	91
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	3	4	1	1	3	1	1	1	1	1
Cap, veh/h	151	980	430	127	940	421	150	1249	559	207	1358	607
Arrive On Green	0.08	0.27	0.27	0.07	0.26	0.26	0.09	0.35	0.35	0.12	0.38	0.38
Sat Flow, veh/h	1792	3574	1568	1740	3574	1599	1757	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	131	650	143	101	465	280	121	551	173	337	570	91
Grp Sat Flow(s),veh/h/ln	1792	1787	1568	1740	1787	1599	1757	1787	1599	1792	1787	1599
Q Serve(g_s), s	6.9	15.3	6.9	5.4	10.5	14.9	6.4	11.3	7.5	11.0	11.2	3.6
Cycle Q Clear(g_c), s	6.9	15.3	6.9	5.4	10.5	14.9	6.4	11.3	7.5	11.0	11.2	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	980	430	127	940	421	150	1249	559	207	1358	607
V/C Ratio(X)	0.87	0.66	0.33	0.79	0.49	0.67	0.81	0.44	0.31	1.62	0.42	0.15
Avail Cap(c_a), veh/h	151	1279	561	165	1317	589	185	1249	559	207	1358	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	30.6	27.5	43.3	29.6	31.3	42.7	23.8	22.5	42.0	21.7	19.4
Incr Delay (d2), s/veh	38.0	0.8	0.4	18.0	0.4	1.8	18.8	1.1	1.4	301.9	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	7.7	3.0	3.2	5.2	6.7	3.9	5.7	3.5	22.8	5.7	1.7
LnGrp Delay(d),s/veh	81.0	31.4	28.0	61.4	30.1	33.1	61.4	24.9	24.0	343.9	22.7	19.9
LnGrp LOS	F	C	C	E	C	C	E	C	C	F	C	B
Approach Vol, veh/h		924			846			845			998	
Approach Delay, s/veh		37.9			34.8			29.9			130.9	
Approach LOS		D			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.1	10.9	31.0	12.1	41.0	12.0	29.9
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	33.2	9.0	34.0	10.0	34.2	8.0	35.0
Max Q Clear Time (g_c+I1), s	13.0	13.3	7.4	17.3	8.4	13.2	8.9	16.9
Green Ext Time (p_c), s	0.0	7.9	0.0	7.8	0.0	8.1	0.0	8.1

Intersection Summary	
HCM 2010 Ctrl Delay	61.0
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	650	143	101	465	280	121	551	173	337	570	91
v/c Ratio	0.87	0.73	0.29	0.64	0.51	0.45	0.68	0.44	0.26	1.61	0.43	0.14
Control Delay	90.3	37.6	6.3	62.3	31.7	5.8	62.9	25.6	5.0	328.3	24.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.3	37.6	6.3	62.3	31.7	5.8	62.9	25.6	5.0	328.3	24.8	4.5
Queue Length 50th (ft)	79	188	0	59	125	0	71	132	0	~294	135	0
Queue Length 95th (ft)	#191	234	38	#142	171	57	#150	190	39	#508	207	29
Internal Link Dist (ft)		1570			1198			1241			885	
Turn Bay Length (ft)	218		478	300		150	315		250	300		115
Base Capacity (vph)	151	1292	658	166	1331	771	186	1262	676	209	1319	655
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.50	0.22	0.61	0.35	0.36	0.65	0.44	0.26	1.61	0.43	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

ATTACHMENT "E"

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law for Project Derrel's Mini Storage (GPA 22-004, PZC 21-003) by the County of Tulare.

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

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

- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when and by whom and compliance will be monitored and reported and to whom it will be report. As necessary the reporting should indicate any follow-up actions that might be necessary if the reporting notes the impact has not been mitigated.

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

The following table presents the Mitigation Measures identified for the proposed Project in this MND. Each Mitigation Measure is identified by the impact number. For example, 4-1 would be the first Mitigation Measure identified in the Biological analysis of the MND.

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

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
BIOLOGICAL RESOURCES							
Pre-construction Surveys							
4-1. *Pre-construction Survey – Plant Species.* qualified biologist/botanist shall conduct pre-construction surveys for special status plant species in accordance with the California Department of Fish and Wildlife (CDFW) Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2009). This protocol includes identification of reference populations to facilitate the likelihood of field investigation occurring during the appropriate floristic period. Surveys should be timed to coincide with flowering periods for species that could occur (March-May). In the absence of protocol-level surveys being performed, additional surveys may be necessary. • If special status plant species are not identified during pre-construction surveys, no further action is required. • If special status plant species are detected during pre-construction surveys, the biologist/botanist will supervise establishment of a minimum 50-foot no disturbance buffer from the outer edge of the plant population. If buffers cannot be maintained, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Field survey by a qualified Biologist.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
immediately to identify the appropriate minimization actions to be taken as appropriate for the species identified and to determine incidental take permitting needs.							
4-2. *Pre-construction Survey – Animal Species.* A qualified biologist will conduct pre-construction surveys during the appropriate periods for special status animal species in accordance with the CDFW guidance and recommendations identified below. In the absence of protocol-level surveys being performed, additional surveys may be necessary. If special status animal species are not identified during pre-construction surveys, no further action is required. If special status animal species are detected during pre-construction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to identify the appropriate avoidance and minimization actions to be taken as applicable for the species identified and to determine incidental take permitting needs. • *San Joaquin kit fox*. 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	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
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). The survey will include the project site and where accessible, a minimum of a 200-foot area outside of 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 fox through the use of remote monitoring techniques such as motion-triggered cameras and tracking medium. If potential dens are not identified, no further action is required. • *Nesting Raptors and Migratory Birds, including loggerhead shrike and tricolor blackbird.* 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. A qualified biologist shall conduct pre-construction surveys for active bird nests within 10 days of the onset of these activities. Nest surveys will include all accessible areas on the project site and within 250 feet of							

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
the site for tricolored blackbird, loggerhead shrike and other migratory birds, and within 500 feet for all nesting raptors and migratory birds; with the exception of Swainson's hawk. The Swainson's hawk survey will utilize the Swainson's Hawk Technical Advisory Committee Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (2000) methodology and will extend to ½-mile outside of work area boundaries. Inaccessible areas will be scanned with binoculars or spotting scope, as appropriate. If no nesting pairs are found within the survey area, no further mitigation is required. • *Burrowing Owl.* A qualified biologist shall conduct pre-construction surveys for burrowing owls burrows within 10 days of the onset of project-related construction activities. The survey will utilize the California Burrowing Owl Consortium's Burrowing Owl Survey Protocol and Mitigation Guidelines (1993) methodology. The survey will include all accessible areas of suitable habitat within the proposed project site and within 500 feet of project impact areas. If no burrowing owls are identified within the survey area, no further mitigation is required.							

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Measures to be Implemented if Special Status Species are Identified During Surveys: To ensure the Project will have a less than significant impact on special status species within the Project area, the following mitigations measures will be implemented if special status species are identified during pre-construction surveys.							
All Identified Special Status Species							
4.3 Employee Education Program. Prior to the start of construction or decommissioning, the applicant shall retain a qualified biologist/botanist to conduct a tailgate meeting to train all construction staff that will be involved with the project on the special status species that occur, or may occur, on the project site. This training will include a description of the species and its habitat needs; a report of the occurrence of the species 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.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
San Joaquin kit fox							
4-4. ***Avoidance.*** A standardized 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	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
be determined and mapped. Written results of pre-construction/pre-activity surveys must be received by the USFWS within five days after survey completion and prior to the start of ground disturbance and/or construction activities.							
4-5. *Minimization*. Construction activities shall be carried out in a manner that minimizes disturbance to kit fox. 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.	During construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
4-6. *Mortality Reporting.* The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be contacted immediately by phone and in writing within three days in the event of accidental death or injury of a San Joaquin kit fox during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department	Qualified biologist.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Nesting Raptors and Migratory Birds, including loggerhead shrike and tricolor blackbird							
4-7. *Avoidance.* In order to avoid impacts to nesting birds, construction will occur, where possible, outside the nesting season (between September 1st and January 31st).	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
4-8. *Buffers.* If active nests are found within the survey areas a qualified biologist will establish appropriate no-disturbance buffers based on species tolerance of human disturbance (for example, for tricolored blackbird, no less than 60 feet), baseline levels of disturbance, and barriers that may separate the nest from construction disturbance. These buffers will remain in place until the breeding season has ended or until the qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival	Prior to construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
4.9 Compensatory Mitigation. If Swainson's hawks are determined to be nesting within ½ mile of alfalfa fields, wheat fields, or other high-quality foraging habitat on an individual project site, as determined by nesting surveys conducted during the nesting season immediately prior to the start of construction (Mitigation Measure 3.3.1a), loss of foraging habitat will be compensated through the	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
purchase of credits from an approved mitigation bank, the preservation of on-site habitats, or the acquisition and preservation of off-site habitats. Habitat suitable for the Swainson's hawk will be preserved at a ratio of one acre of habitat preserved for each acre of habitat permanently disturbed by project construction within ½ mile of the nest. The preservation lands will be protected in perpetuity by conservation easement.							
4.10. Mortality Reporting. The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be contacted immediately by phone and in writing within three days in the event of accidental death or injury of a special status bird species during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
Burrowing Owl							
4.11 Avoidance. In order to avoid impacts to occupied burrows, individual areas within the Project site will be constructed, where possible, outside the nesting season (between September 1st and January 31st).	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			

<table>
<tr><th colspan="8">Mitigation Monitoring and Reporting Program</th></tr>
<tr><th rowspan="2">Mitigation Measure</th><th rowspan="2">Monitoring Timing / Frequency</th><th rowspan="2">Action Indicating Compliance</th><th rowspan="2">Monitoring Agency</th><th rowspan="2">Person Conducting Monitoring / Reporting</th><th colspan="3">Verification of Compliance</th></tr>
<tr><th>Initials</th><th>Date</th><th>Remarks</th></tr>
<tr><td>4.12 Buffers. 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 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 at nesting sites:
<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>Prior to and during construction-related activities.</td><td>Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable</td><td>County of Tulare Planning Department and/or CDFW</td><td>Qualified biologist.</td><td></td><td></td><td></td></tr>
</table>

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.13 Passive Relocation. 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 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.	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
4.14 Mortality Reporting. The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be contacted immediately by phone and in writing within three days in the event of accidental death or injury of a burrowing owl during project-	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report	County of Tulare Planning Department and/or CDFW	Qualified biologist.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.		of Findings, if applicable					
Jurisdictional Waters							
4.15 Avoidance. The Project will be designed to avoid and/or minimize impacts to Uphill Ditch to the maximum extent practicable while still achieving its goal of expanding the planning area.	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
4.16 Minimization. If Uphill Ditch is determined to be a water of the U.S. by the U.S. Army Corps of Engineers, then the applicant will be required to follow the permit requirements which may include an employee education program, implementation of Best Management Practices, placement of protective fencing between nearby unaffected waters and construction areas during construction, removal of temporary fills, and restoring temporarily disturbed areas to pre-project conditions, among others.	Prior to and during construction-related activities.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department and/or CDFW	Qualified biologist.			
CULTURAL RESOURCES							
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	During Construction	Daily or as needed throughout the construction period if suspicious	County of Tulare Planning Department via field evaluation	A qualified archaeologist shall document the results of			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
the project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the specialists shall 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 recovery, 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.		resources are discovered	of the resource finds by a qualified archaeologist	field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			
5-2. If cultural resources are encountered during 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. If it is determined that the Project could damage a significant cultural resource,	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource or human remains found, consistent with all applicable			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
mitigation should be implemented with a preference for preservation in place, consistent with the priorities set forth in CEQA Guidelines Section 15126.4(b)(3). If avoidance is not feasible, a qualified archaeologist should prepare and implement a detailed treatment plan in consultation with the County of Tulare and, for prehistoric resources, the ethnographically associated Native American tribe. If the resource is determined to be a tribal cultural resource, as defined by Public Resources Code 21074, the County of Tulare, in consultation with the ethnographically associated Native American tribe, should, if feasible, minimize significant adverse impacts by avoiding the resource or treating the resource with culturally appropriate dignity, which includes protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource.				laws including CEQA.			
5-3. Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Resources Code Sec. 5097). In the event of the accidental [that is, unanticipated] discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 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				taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
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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.							
GEOLOGY/SOILS – PALEONTOLOGICAL RESOURCES							
See Mitigation Measures 5-1 through 5-3							
TRIBAL CULTURAL RESOURCES							
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	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	Tulare County Planning Department	A qualified archaeologist shall document the results of field evaluation and shall recommend			

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

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
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				laws including CEQA.			

Mitigation Monitoring and Reporting Program							
Mitigation Measure	**Monitoring Timing / Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Person Conducting Monitoring / Reporting**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
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 "F"

Project Application Process

TULARE COUNTY RESOURCE MANAGEMENT AGENCY

PLANNING APPLICATION

GENERAL INFORMATION / COVER SHEET

LAND USE ENTITLEMENT (DISCRETIONARY)

TYPE OF APPLICATION:

- ☐ Development Agreement
- ☐ Final Site Plan
- ☒ General Plan Initiation
- ☐ General Plan Amendment
- ☐ Planned Development
- ☐ Planned Unit Development
- ☐ Review/Interpretation Request
- ☐ Revisions to a Parcel/Sub Map
- ☐ Special Use Permit (PC)
- ☐ Specific Plan
- ☐ Tentative Parcel Map
- ☐ Tentative Subdivision Map
- ☐ Variance- Flood
- ☐ Variance-Building/Road Setback
- ☐ Variance- Zoning
- ☒ Zone Change Initiation
- ☐ Zone Change
- ☐ Other _____

Applicant: Greg Dowds
Mailing Address 3500 S. Tamarack St.
City/Town Visalia State CA Zip 9327
Phone _____ Cell 5598050985
E-Mail gdowds@aol.com
Signature _____

Property Owner: Melinda Bergreen-Crooked Creek
Mailing Address P. O. Box 774
City/Town Visalia State CA Zip 9327
Phone 559-733-0124 Cell _____
E-Mail crookedcreekranchinc@gmail.com
Signature _____

Other Persons to be Notified: (Specify: Other Owner(s), Agent, Lender, Architect, Engineer, Surveyor)

Name/Title Karen Kendall
Mailing Address 3239 W. Ashlan Ave
City/Town Fresno State CA Zip 9372
Phone 5592249901 3028 Fax _____
E-Mail kkendall@derrels.com

Name/Title _____
Mailing Address _____
City/Town _____ State _____ Zip _____
Phone _____ Fax _____
E-Mail _____

Project Information:

Site Address(es): Southeast corner of Ave.324 & Hwy City/Town: Visalia
Assessor's Parcel No(s): 079-100-023-000

THIS SPACE FOR PERMIT CENTER STAFF USE ONLY

Project Number: GPZ 21-003 PZC 21-007 **Supervisor District:** 4 **Economic Development:** YES
Current Zoning: R-O **General Plan Land Use:** VISALIA UAB **UAB/UDB/HDB/MSC:** Yes ☒ No ☐
Project Description PROPOSED MINI STORAGE, RV STORAGE + BUSINESS PARK -> ZONE CHANGE
Agricultural Preserve *(if applicable)* – **Preserve No.** — **Contract No.** —
Filing Fee(s): $8,654.00 **Total Amount Paid:** $8,654.00 **Payment Type:** CHECK
Date Received: 11/15/21 **Existing Entitlements/References:** PRC 21-050
Application Received/Reviewed by: JAS

PERMIT CENTER HOURS: MONDAY – THURSDAY 9:00 A.M. TO 4:30 P.M. FRIDAY 9 A.M. -11 A.M.

TULARE COUNTY RESOURCE MANAGEMENT AGENCY
****5961 S. Mooney Blvd. Visalia, CA 93277 ** PHONE: 559-624-7000 ****

DISCRETIONARY LAND USE ENTITLEMENT APPLICATION

REQUIREMENTS, FEES AND INSTRUCTIONS *(Please use dark blue or black ink)*

The application form must be filled out completely and in every respect with all questions answered and all required attachments before the County can officially accept the application for processing. In the course of accepting and processing the application, Permit Center staff or the project planner may ask the applicant to clarify, correct or otherwise supplement the required information. The application may be filed with the Resource Management Agency Permit Center, at 5961 S. Mooney Blvd. Visalia, CA 93277. Phone No. (559) 624-7000. **IMPORTANT NOTICE: Fees are required at time of application submittal and are subject to change. Please verify the most up to date fees with Permit Center staff. The applicant is responsible for the payment of all fees associated with this application, including the initial fee/deposit and additional fees charged for processing. In addition, the applicant may be required to submit to the County additional deposits.**

Please see application fee information on Page 3 for specific and detailed fee information.

In addition to this application, please provide the following:

1. One (1) copy of the Development / Site Plan (showing entire parcel and location of the project)
2. Operational Statement: Please attach a detailed operational statement.
3. A signed Indemnification Agreement
4. "Will Serve" Letter from the appropriate off-site Community Water or Sewage Disposal provider.
5. Supplemental Information: Parcel Map Applications may require applications for exceptions and/or a waiver of the final map (if appliable). Certain applications pertaining to projects involving the raising of animals (dairies or other animals), Surface Mining or other more intense uses may require additional information and forms which can be obtained by contacting the Permit Center staff.

SUMMARY OF REQUIREMENTS FOR A LAND USE ENTITLEMENT APPLICATION

	Applicant	Staff
1. Completed Application	☑	☐
2. Owner's Affidavit *(signed by property owner)*	☑	☐
3. Filing Fee	☑	☐
4. Development/Site Plan (1 copy) (additional copies may be required)	☑	☐
5. Indemnification and Cost Recovery Agreement *(separate attachment)*	☑	☐
6. Supplemental Information (Review of "Identified Hazardous Waste Sites")	☑	☐
7. Applicant's Request for Notification of Proposed Land Use Action	☑	☐
8. Operational Statement *(if required by County)*	☐	☐
9. "Will Serve" letter from the appropriate off-site Community water and/or sewage disposal provider.	☐	☐
10. Water availability information for all existing and/or proposed on-site domestic wells. (Note: If a domestic well on one parcel is going to supply water to another parcel, a ten foot wide well and pipeline repair and maintenance easement in favor of that parcel shall be shown on the parcel (tentative/final) map and incorporated into the legal description prepared for the division of land.)	☑	☐
11. Request for Unused Fees Form *(Signed by the Applicant)*	☑	☐

LAND USE ENTITLEMENT APPLICATION FEES

Project Type Development	***Fee Due at Application Submittal***
Agreement	$1,303 deposit (then $100/hourly charged)
Final Site Plan	$3,415 deposit (then $100/hourly charged)
General Plan Initiation	$5,321 deposit (then $100/hourly charged)
General Plan Amendment	$10,321 deposit (then $100/hourly charged)
Planned Development	$8,304 deposit (then $100/hourly charged)
Planned Unit Development	$8,203 deposit (then $100/hourly charged)
Review/Interpretation Request	$300 deposit (then $100/hourly charged)
Revisons to a Parcel/Sub Map	$1,312 (for a Minor Revision) 1/2 of fee for Tent Map not less than $1,354 (Major Revision)
Special Use Permit (PC)	$3,005 deposit (then $100/hourly charged) for CEQA Exempt projects, temporary uses, mobile home/additional housing $5,750 deposit (then $100/hourly charged) for New Special Use Permits and Amendments $5,528 deposit (then $100/hourly charged) for Expansions of Non-Conforming Uses *Note that Large Day Cares, Kennels, and Hazardous Waste Facilties have special fee amounts. Please contact Permit Center staff for any fee questions. Additional $150 fee in SRA Areas
Specific Plan	$5,321 deposit (then $100/hourly charged)
Tentative Parcel Map	$2,507 flat fee (for 1-4 lots) - Additional: $168 for Waiver request, $249 for exceptions to maps/lot lines, $113 in SRA Areas; $3,568 plus $65 per lot (for more than 4 lots) (then $100/hourly charged)
Tentative Subdivision Map	Deposit Varies based on number of lots (then $100/hourly charged)
Variance - Flood	$3,313 deposit (then $100/hourly charged)
Variance - Building/Road Setback	$1,801 flat fee
Variance - Zoning	$3,490 deposit (then $100/hourly charged)
Zone Change Initiation	$3,333 deposit (then $100/hourly charged) Note: Zone Initiation fee is deducted from Zone Change Fee
Zone Change	$6,451 deposit (then $100/hourly charged)

Additional Fees Due Prior to Hearing or Project Completion

CEQA (Environmental) Fees for 2018	Varies: Exempt: $58, ND or MND: $2,338.75, EIR: $3,226.00
Recording Fee Deposit	$150 (Including SB2 - Building Homes and Jobs Act Fee)
Compliance Monitoring Fee	$130

Tax Clearance Fees for Parcel Maps/Lot Line Adjustments

Assessor Fee Per Map for Tax Estimates	$63
Assessor Fee Per Map for Waived Maps	$336
Tax Collector Fee	$131 per Original APN

PLEASE FILL OUT THE FOLLOWING INFORMATION COMPLETELY.

1. Type of Project:

☐ Residential ■ Commercial ☐ Industrial ☐ Agricultural

2. Present use of the project site (existing conditions, improvements, and/or development)?
Agricultural -Walnuts—currently zoned R-O

3. What is the project/proposed use of site? And when will the use begin? *(Please state exactly and in detail what the intended reason to be done on, or with, the property).*
Derrel's Mini Storage (60% +) of the site and a 18 lot commercial lots.

4. Is the project proposing to create new lots? yes
If yes, how many? 19

5. Is this project to resolve a violation? No

6. Liquid waste disposal *(please check appropriate box)*: ☐ Existing ■ Proposed
■ Septic Tank-Leach Lines: Size of tank 2,000 gallons & length of lines 125 ft.
☐ Seepage Pit - Size_____
☐ Community System – Name:_____
☐ Aerobic tank - Size of tank _____

7. Water supply *(please check appropriate box)*: ☐ Existing ☐ Proposed
☐ Domestic Well – Size of pump_____ Gallons per minute _____
☐ Irrigation Well: _____
☐ Irrigation District – Name: _____
☐ Private Water Company – Name: _____
■ Community System – Name: CalWater

Note: A "Will Serve" letter must be provided from any off-site community water and/or sewage disposal provider and must be submitted as part of this application. In addition, water availability information for all existing and/or proposed on-site domestic wells must also be submitted with this application.

8. Source of energy *(please check appropriate box)*:
■ Electricity – Company name: SCE ☐ Natural Gas – Company name: SCG
☐ Propane: Size of tank _____ Provider _____

9. Date property was acquired: Under contract for Derrel

10. Date use began on site: N/A

11. Parcel or Lot Size(s) *(in acres or sq. ft. as appropriate)*: 35ac/Storage-1ac for Commercial

12. How much area of the total parcel or lot is being developed or utilized for the proposed use (acreage, square footage and percentage)?
100%

13. Will the development of the project be in phases? If yes, please describe each phase and estimated time frames. Yes ☐ No ☐
Phasing plan outlined in exhibits

14. List and describe any other related permits and/or other public approvals required for this project, including those required by city, regional, state and federal agencies.
General Plan Amend, Rezone, Subdivision and building & related permits.

15. Parking: Specify the number of on-site parking spaces, including the location, size, and type of surfacing.
7 parking spaces for Storage and each lot will be subject to review prior to development and will provide parking per code

Specify number of loading space(s) and loading dock(s) No data -will conform to code

16. Number of trips generated per day by each type listed below *(2 trips = 1 arrival and 1 departure)*:

Residents	0	Customers	50
Employees (including self)	1	Shipping	0
Deliveries	0	Other	

Residential Projects Only:

17. Please indicate the type of residential development *(conventional, mobile home, duplex, tri-plex)*.

18. How many structures/buildings are being proposed?

19. How many units will there be?

20. Please provide the relationship of persons to the applicant in each dwelling unit.

****For Residential Projects and Tentative Parcel Map/Subdivision Map Projects please skip the next section and proceed to Page 9 to complete the Environmental Setting Questions and additional required forms.**

Commercial, Industrial and Agricultural Projects Only:

21. Employees: Indicate the total number of employees and include the number of shifts and number of employees per shift.
Storage: Storage:7 days/week 7:00am-7:00pm-for Derrel's-COMMERCIAL-not known at this time

22. Days and Hours of Operation *(if seasonal, include months of operation)*:
see above

23. Please fill out the table below regarding your proposed project. Note: For proposed expansions please provide a copy of the existing use permit or approved site plan. Please describe additional information about the expansion on a separate sheet.

DESCRIPTION OF EXISTING USE AND NEW OR PROPOSED EXPANSION		
	EXISTING	NEW OR PROPOSED EXPANSION
Type of Use	walnuts	mini storage & commercial
Number of Employees	25-seasonal	3-50
Type of Development	none	service commercial
Size of Development (sq. ft.)	none	see site plan
Area of Development (sq. ft./acres)	none	49 ac.
Operating Hours & Days	seasonal	7 days/week-7:00am-7:00pm
Annual Production (tons, gallons, etc.)	114 tons walnuts	N/A
Daily Trips (arrivals & departures) of : Employees Customers Deliveries Shipments		depends upon the number of lots for the commercial section. Storage trips should average 102/day
Equipment	ag. equipment	unknown for commercial
Vehicles, by type	ag. equipment	cars and trucks
Water usage (# of gallons per year)	47,900,097gal/yr	Storage-54,750gal/yr
Wastewater (# of gallons per year)	0	Storage-1 home

24. Are alcoholic beverages proposed to be served on site? ☐ Yes ☐ No
If Yes, please explain and state who will hold the license from the State Department of Alcohol Beverage Control. _____

25. Waste materials: Indicate types of all waste materials and the existing or proposed method for disposal.
private solid waste service

26. Waste/Storm water: Indicate plans for reclamation for waste/stormwater *(if applicable)*:
Storage-see plan Commercial-the individual lots will retain their own runoff

Required permit or waiver from Regional Water Quality Control Board? Y / N (If yes, attach report.)

If processing water is used for irrigating, specify # of acres, location (APNs) and property owner(s)

27. Access to major roads, railroads or waterways. Frontage on Hwy 63 and Uphill Ditch traverses the eastern portion of the site.

28. Drive approach(es) – Describe existing or proposed. 2 Drive approachs as shown

29. Signage – Describe existing and proposed signage for the proposed use. All signage will conform to the City of Visalia ordiances-See exhibits for Derrel's monument sign

30. Landscaping – Describe existing and proposed landscaping on the site. See site plan for Storage -Landscaping and setbacks will conform to the City of Visalia commerical standards.

31. If the proposed use is for commercial development, indicate the type *(neighborhood, general, service, urban, rural, agricultural)*, proposed use, and square footage of retail and/or wholesale sales area and/or storage area.
service commercial

32. If the proposed use is for institutional, indicate the type *(hospital, daycare, clinics, or similar use)*, the major function, estimated occupancy and the community benefits to be derived from the project.
N/A

33. If the proposed use includes manufacturing or processing, indicate the type of product, method of storage, process for distribution or selling, and whether the operation is for retail or wholesale.
N/A

Equipment used_____ Where operated _____

Distance from nearest off-site residence _____

Current production (# gallons or tons/yr) _____ Proposed production(# gallons or tons/yr) _____

34. If the proposed use includes storage or warehousing, indicate the type of materials to be stored on site and the size and description of the storage area, including existing and proposed fencing and screening.
see site plan for Derrel's storage

Are any portable toilets stored on site? Yes / No If so, how many? _____

Where are portable toilets emptied and cleaned out? _____By whom? _____

Are any of the stored materials hazardous? Yes / No

Any explosive materials? Yes / No Volatile materials? Yes / No Poisons? Yes / No

If so, please describe storage arrangements (containment, inside structure, signage, etc.)
N/A

Does applicant have a Hazardous Materials Business Plan on file with the County Environmental Health Services Division? _____

Does applicant have current State and local permits for transporting hazardous materials? Yes / No

Describe _____

35. Type of equipment and/or machines to be utilized, including horsepower. Specify - powered by propane, gasoline, diesel or electricity *(if applicable)*:
N/A Fork Lifts _____

36. Type and number of vehicles to be utilized *(if applicable)*:

Pickups _____ Tractors _____

2-ton trucks _____ ARB compliant? Yes / No

18-wheelers _____ ARB compliant? Yes / No

Trailers _____ Other _____

Specific Types of Projects (Applicable only to Cell Tower, Solar Projects, Confined Animal Operations and Assemblage of People applications):

37. If the proposed use is for a telecommunications/cell tower, indicate the type, height, size of lease area and the number of receivers proposed.
N/A

Distance from nearest residence _____ Distance from public road _____

NOTE: Please provide map of cell tower locations within 10 mile radius.

38. If the proposed use is for a solar facility, describe whether power will be generated -

For use on the site ☐ or back to the grid ☐

Panel type_____ Square footage or acreage _____

Ground mounted ☐ Roof-mounted ☐ Amount of power to be generated_____

39. If the proposed use is for an animal operation, specify the types of animals and their maximum number.
N/A

Note: Dairies and Other Concentrated Animal Raising Operations require special application forms.

40. If the proposed use will include facilities for an assemblage of people (in a church, auditorium, or other structure, or in an open area), inside/outside (tent, canopy or building), indicate the seating capacity, including whether it is fixed or loose seating, and the number of tables with seating.
N/A

Proposed days (weekends or weekdays?) _____ Proposed # of events/year _____

Proposed Number of Commercial Events: _____

Expected # of attendees _____ Employees (including self): _____

Distance to lot lines _____ Distance to nearest off-site residence _____

Proposed entertainment _____ Amplification type _____

Hours of events - Setup _____ Event(s) _____ Cleanup _____

# of parking spaces _____ On-site parking area size _____ Surface _____

Off-site parking arrangements, if any: _____

Fencing - Type _____ Location _____

Proposed # of security guards (*Need 1 for each 100 attendees if no alcohol served or 2 for each 100 if alcohol is served*): _____

Will alcohol be served? Yes ☐ No ☐

If yes, who holds the ABC license? _____

Restroom arrangements: ☐ Portable Toilets (Need 1:50 people) ☐ Restrooms (1:100 people)
Number Provided _____
Number of hand wash sinks _____(*If portable toilets, need 1 hot water dispenser for every 15 food handlers*).

Food Provider or Caterer: _____

ENVIRONMENTAL SETTING

41. Describe the project site, prior to the proposed use, including all above and below ground developed improvements *(residences, outbuildings, barns, sheds, covers, shop buildings, septic tank-leach line systems, domestic/agricultural wells, fuel storage tanks, etc.),* including the size of each.

Walnuts and refer to site analysis filed.

42. Please describe and indicate the slopes and general terrain of the subject site (fairly level, on bluff, hillside with outcroppings, etc.): flat

43. Trees: Please identify the type and size of any large trees on site.
walnuts

44. Water bodies/courses: Identify the type and location of any on-site or nearby water bodies/courses *(rivers, canals, ditches, streams, creeks, ponds etc.).*
Uphill Ditch runs north/south

45. Describe the character and land use of the surrounding properties (orchards, vineyards, row crops, pasture, open space, water courses, railroads, roads, rural residential, subdivisions, commercial, schools, churches, vacant, city or county boundary):

DIRECTION	CHARACTER/LAND USE
North	mixed use of commercial and residential
South	residential
East	agrigultural and rural residential
West	mixed uses of homes, ag and commercial zoning

46. Fire Suppression:
Number of Hydrants on site future Hydrant(s) off site ____ Distance _____
Storage tank on site for fire suppression (requires Fire Department connection) Size _____

47. Will the project require the development of public service *facilities (roads, sewer lines, water lines, etc.)?* If so, describe the required development:
1 road with joint trench for utilities and water

48. Provide any additional information that may be helpful in evaluating this request. *(Use the back of this form or attach separate sheet, if needed.)*

SUPPLEMENTAL INFORMATION FOR
APPLICATION OF ANY DEVELOPMENT PROJECT

HAZARDOUS WASTE AND SUBSTANCES STATEMENT:
Per California Government Code Section 65962.5(f), before the County accepts as complete an application for any development project, the applicant or owner shall consult the State's lists of hazardous waste facilities, shall submit a signed statement to the County indicating whether the project is located on a site that is included on any of the lists. The "Identified Hazardous Waste Sites" list may be viewed on the web at http://www.envirostor.dtsc.ca.gov/public or reviewed at the Resource Management Agency Permit Center, 5961 South Mooney Blvd., Visalia, California.

Before any application can be accepted as complete by the Tulare County Resource Management Agency, the owner of the subject property, or the owner's authorized agent, must complete this form.

STATEMENT:

I have reviewed the "Identified Hazardous Waste Sites" list (which may be viewed on the web at http://www.envirostor.dtsc.ca.gov/public) dated 11/12, 2021, and state that:

> "The site(s) of the project subject to this application ___ is / ✓ is not on the "Identified Hazardous Waste Sites" list."

(If the site is on any of hazardous waste facilities lists, the applicant shall inform the County of which list, the date of the list, the regulatory identification number of the site on the list and corrective measures that will be taken to remove the site from the State list.)

CERTIFICATION:

I hereby certify that the information furnished herein presents to the best of my knowledge and belief, true and correct facts, statements, and information, and that I am the owner, or the authorized agent of the owner, of the subject property.

Signed: _____ Dated: 11/12/21

OWNER'S AFFIDAVIT

(Must be signed by property owner)

STATE OF CALIFORNIA)
COUNTY OF TULARE) SS.

I, (We,) the undersigned, say:

I (We) own property involved in this application and I (we) have completed this application and other documents and maps required hereby to the best of my (our) ability and the statements and information above referred to are, in all respects, true and correct to the best of my (our) knowledge and belief. I (We) declare under penalty of perjury that the foregoing is true and correct.

Executed on June 14, 2021, 20__, at Visalia, CA

Property Owner:

Name: Atkias Family LP Signature: Melinda Bergen

Address: P.O. Box 774 Visalia State: CA Zip: 93279

Optional – additional property owner:

Name:_____ Signature:_____

Address: _____ State: _____ Zip: _____

If there is an agent, title company, or prospective buyer who desires notification of the action taken on this application, please enter name here.

Name: Greg Dowds

Relationship: Agent/Applicant

Address: 3500 S. Tamarack St., Visalia

State: CA Zip: 93277

Telephone: 559-805-0985

FAX No.: _____

Signed: Melinda Bergen Date: June 14, 2021

APPLICANT(S) REQUEST FOR NOTIFICATION OF PROPOSED LAND USE ACTION

NOTICE:

Under Section 65945(a) of the California Government Code, at the time of filing an application for a development permit, the applicant may make a written request to receive notice from the County of a proposal to adopt or amend any of the following plans or ordinances which may affect the proposed development permit:

1. A General Plan
2. A Specific Plan
3. A Zoning Ordinance
4. An Ordinance affecting building permits or grading permits

The applicant shall specify, in written request, the types of proposed actions for which notice is requested. Prior to taking any of those actions, the County is required to give notice to any applicant who has requested notice of the type of action proposed and whose develop0ment project is pending before the County if the County determines that the proposal is reasonably related to the applicant's request for the development permit. Notice shall be given only for those types of actions which the applicant specifies in the request for notification.

REQUEST:

☑ I hereby request under Section 65945(a) for the following types of actions (see above). Circle those that apply:

1 2 3 4

☐ I hereby waive notice under Section 65945(a).

I understand that any rights to notice under Section 65945(a) will lapse at the time that final action is taken on my development project.

Signed: _____ Dated: 11/13/21
(applicant or authorized agent)

Permit No.: _____

The County of Tulare

"INDEMNIFICATION AND COST RECOVERY AGREEMENT"

must accompany this application

Please download or print out the form from the County Web Site (located with the list of land use applications).

The Indemnification and Cost Recovery Agreement must be filled in and signed by the applicant and must be submitted as part of any land use application requiring discretionary review by the County.

This Agreement must be signed by the Applicant

Please sign the Agreement in blue ink (preferred) and submit the original, signed document with the appropriate land use application.

WITHDRAWAL OF APPLICATION

Should you, at any time during the processing of your application, wish to withdraw your application and request a refund of fees paid, you may do so by forwarding a letter to the Resource Management Agency making that request. Please state clearly that you no longer wish to proceed with your land use project *(state the project number),* and that you are requesting a withdrawal of your project and a refund of any fees that have not been expended for the processing of your application.

Please date and sign the letter and include a mailing address where you would like any refund of fees (if applicable) to be mailed. Forward the request to the attention of the project planner.

REQUEST FOR REFUND OF FEES

Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

Project Number: _____

Please refund any unused fees associated with this application to the designated name and address below.

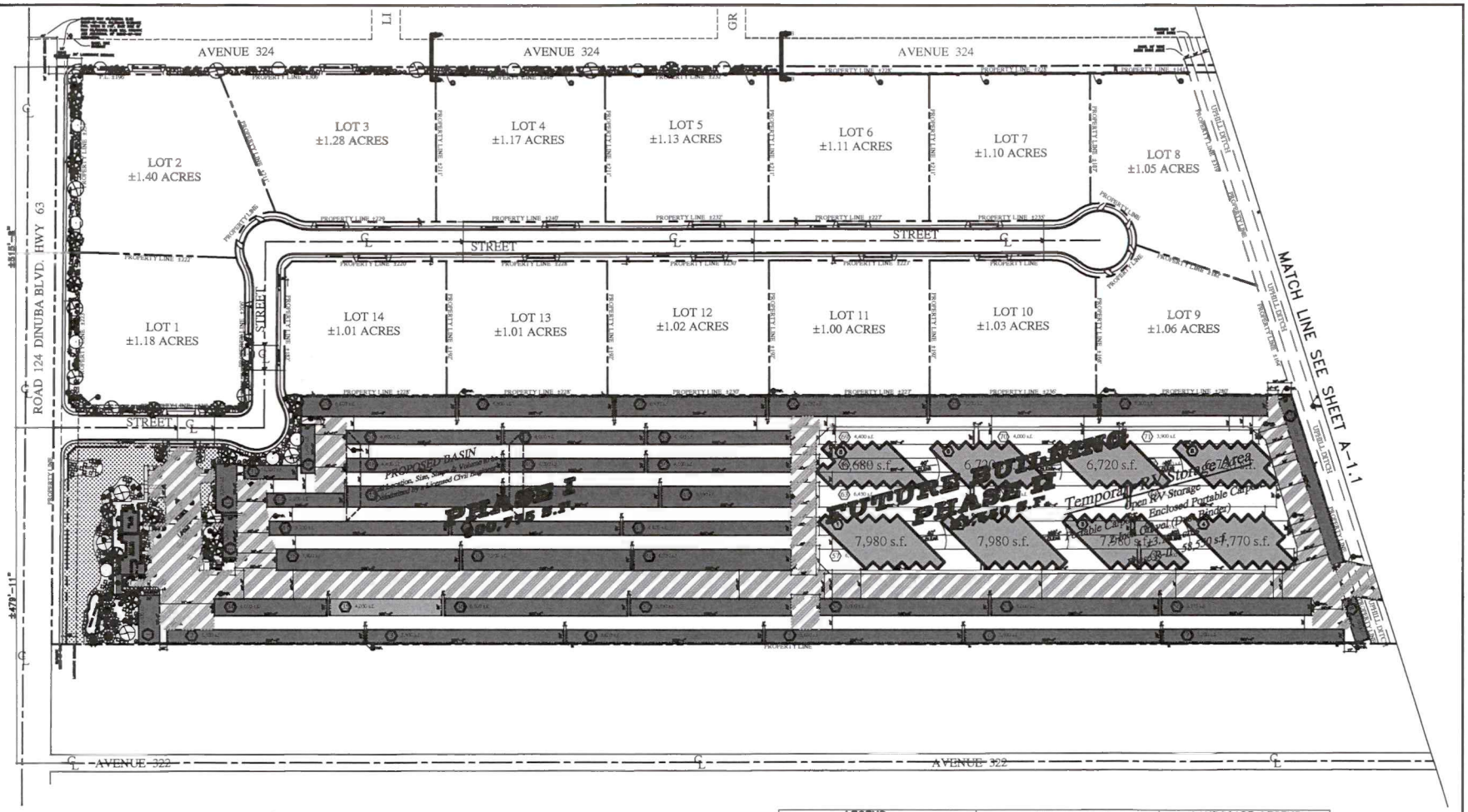
Karen Kendall
(please print name)

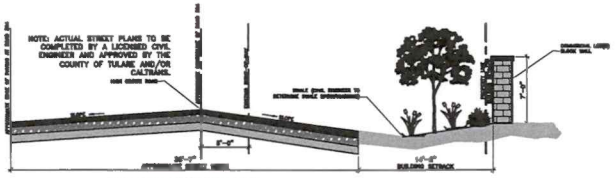
3239 W. Ashlan Ave.
(Street Address, Suite/Apt. No.)

Fresno, CA 93722
(City, State, Zip)

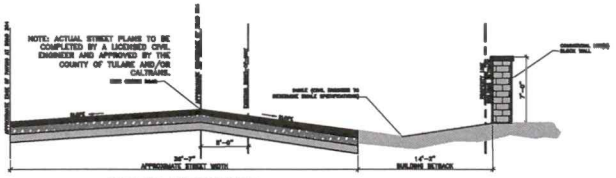
Karen Kendall
Signature

1/27/2021
Date





A ROAD 324 - STREET PROFILE
(LOOKING EAST FROM DINUBA BLVD/324 INTERSECTION)
SCALE: 3/16" = 1'-0"



B ROAD 324 - STREET PROFILE
(LOOKING EAST FROM DINUBA BLVD/324 INTERSECTION)
SCALE: 3/16" = 1'-0"

LEGEND

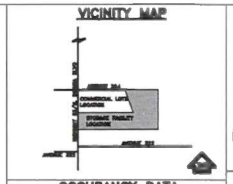
1. PROPOSED 6'-0" HIGH CONCRETE BLOCK FENCE
2. PROPOSED 6" HIGH CONCRETE CURB
3. PROPOSED MONUMENT SIGN
4. PROPOSED ENTRY/EXIT REVIEW
5. PROPOSED 3" DIA. GALVD POST (TYP. AT BLDG CORNERS)
6. PROPOSED CITY OF VISALIA STANDARD REFUSE ENCLOSURE PER STD. R-1
7. PROPOSED BUILDING HEIGHT (SEE C2) WALL BETWEEN BUILDING ZONE PROPERTIES (TYPICAL)
8. PROPOSED ADA PARKING W/BARRIER (SEE DETAIL THIS PAGE)
9. FOUNTAIN EQUIPMENT ROOM
10. PROPOSED BUSINESS PARK SIGN (SEE DETAIL ON SHEET A1.1)
11. PROPOSED 7' HIGH BLOCK WALL

- PROPOSED APPROVED FIRE HYDRANT
- PROPOSED ADA PARKING SPACE w/SIGN
- BUILDING NUMBER
- PROPOSED 20 WATT LED LIGHT AT 7'-0"
- PROPOSED STANDARD DECORATIVE LIGHT FIXTURE
- PROPOSED 5A 10BC FIRE EXTINGUISHER IN CABINET AS REQUIRED
- PROPOSED CAMERA/LIGHT POLE LOC.
- PROPOSED ONE-HOUR FIRE WALL
- PROPOSED TWO-HOUR FIRE WALL
- 2" CONCRETE SERVED w/3/8" COMPACT NATIVE SOIL
- 4" CONCRETE SERVED w/3/8" COMPACT NATIVE SOIL
- FIRST PHASE BUILDING CONSTRUCTION
- SECOND PHASE BUILDING CONSTRUCTION (SLAB ONLY)
- FUTURE BUILDING CONSTRUCTION
- PROPOSED RV CARPORTS/ENCLOSED

NOTE: FUTURE STORAGE AND CARPORT/ENCLOSED RV STORAGE OVERLAP SAME LAND AREA. FUTURE STORAGE BUILDINGS WILL BE CONSTRUCTED AS NEEDED AFTER REMOVAL OF CARPORTS BY STORAGE. FUTURE STORAGE TO BE PHASED AS NEEDED.

NOTE: FOUNTAIN EQUIPMENT ROOM TO BE CONSTRUCTED WITH A PARTIAL CONCRETE SLAB FOR PLACEMENT OF PUMPS AND EQUIPMENT. THE AREA IS TO BE ENCLOSED WITH A WOOD FENCE WITH A LOCKING GATE AND IS TO BE COVERED WITH A WOOD PERGOLA.

VICINITY MAP



OCCUPANCY DATA

ASSESSORS PARCEL PERMIT		TYPE OF CONSTRUCTION	
[illegible]	[illegible] S.F.	[illegible]	[illegible]
[illegible]	[illegible] S.F.	[illegible]	[illegible]
[illegible]	[illegible] S.F.	[illegible]	[illegible]

OCCUPANCY
[illegible] S-1
[illegible] S-1
[illegible] S-1

SITE DATA

PROPERTY OWNER
[illegible]

LAND AREA
[illegible]

ZONING ([illegible])
[illegible]

ZONING (PROPOSED)
[illegible]

BUILDING PERMIT
[illegible]

BUILDING PERMIT CONSTRUCTION PHASES
[illegible]

LANDSCAPE LEGEND

SYM	COMMON NAME	SIZE
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
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ALTERNATE SITE PLAN 1 - SHEET 1 OF 2

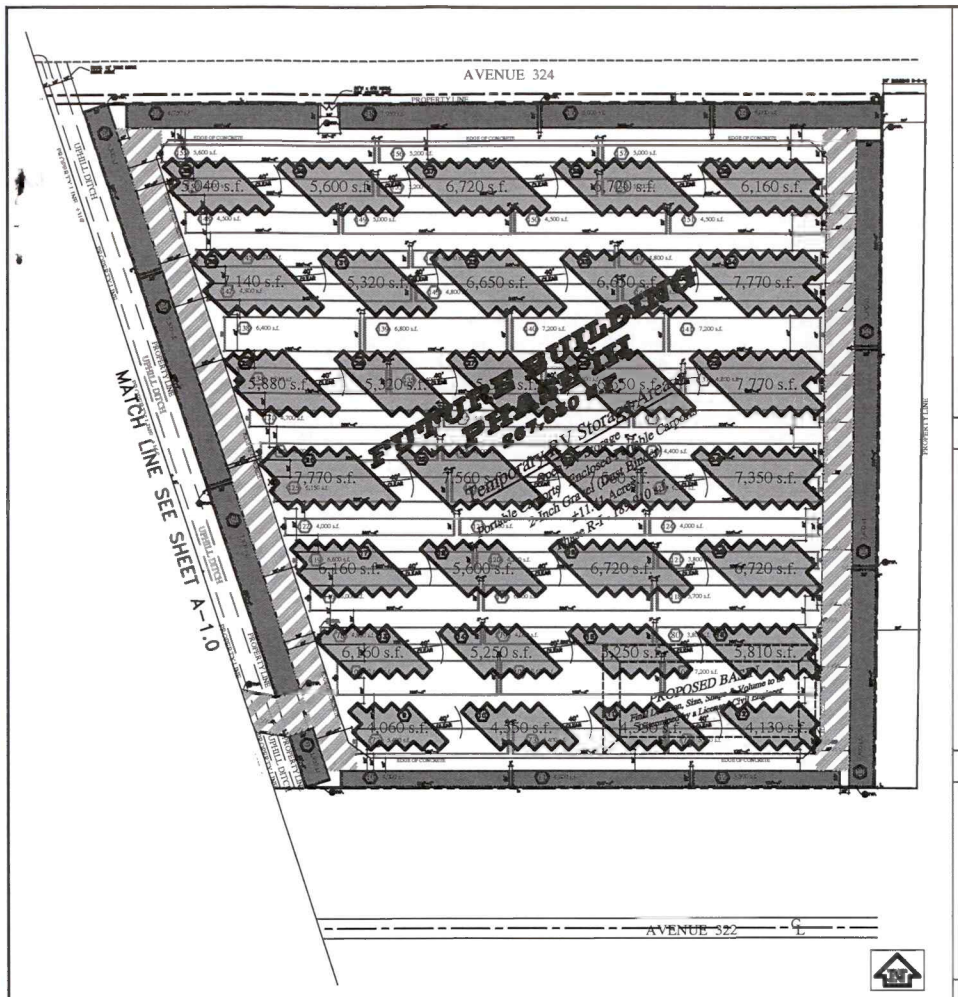
REVISIONS:

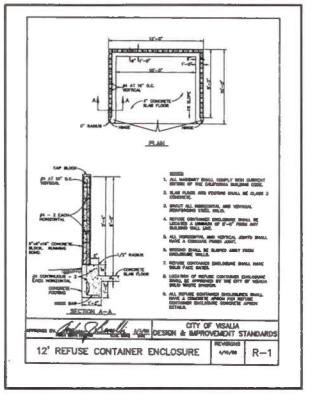
DERREL'S MINI STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

APPROVALS

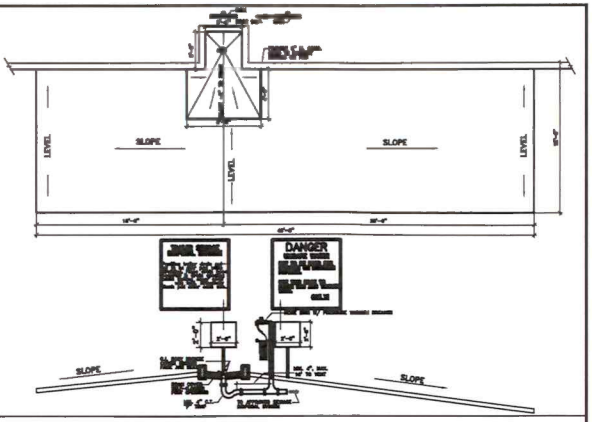
Date: October 18, 2021
Scale: 1" = 80'-0"
Drawn By: DR
Project: Alt. Site Plan 1
Sheet 1 of 2
Tulare Co
Hwy 63

A-1.0

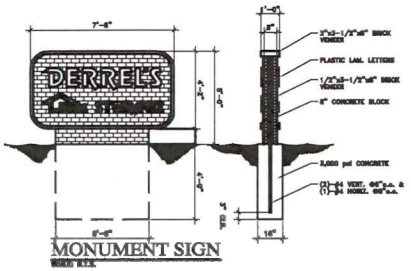




TRASH ENCLOSURE DETAILS

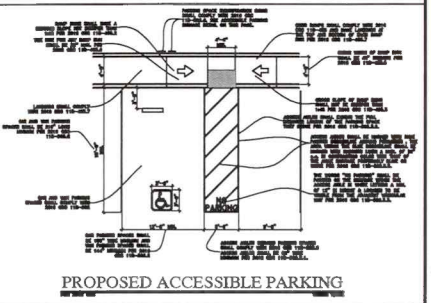


RV DUMP STATION DETAILS



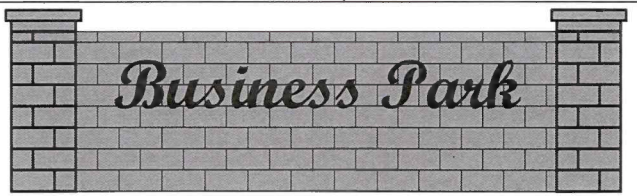
MONUMENT SIGN

MONUMENT SIGN DETAILS

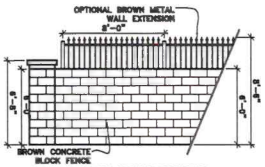


PROPOSED ACCESSIBLE PARKING

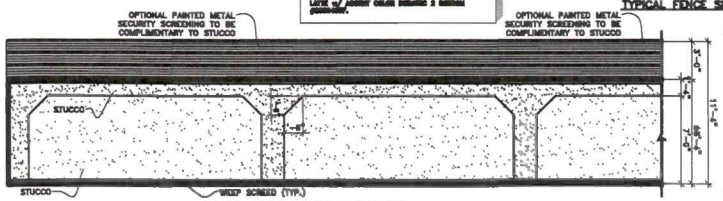
ADA PARKING DETAILS



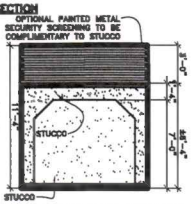
BUSINESS PARK SIGN (CONCEPTUAL)



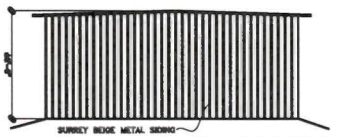
TYPICAL FENCE SECTION



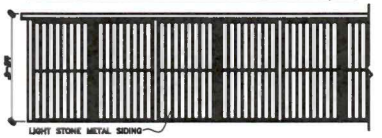
TYPICAL PERIMETER WALL ELEVATION



TYPICAL END WALL ELEVATION

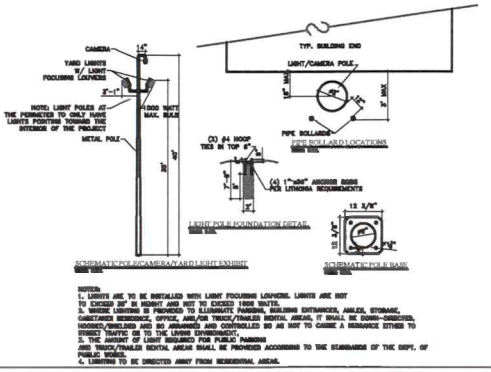


FACILITY INTERIOR – END ELEVATION OF STORAGE (TYP.)



FACILITY INTERIOR – SIDE ELEVATION OF STORAGE (TYP.)

STORAGE BUILDING/BLOCK WALL ELEVATIONS & DETAILS



CAMERA/LIGHT POLE DETAILS

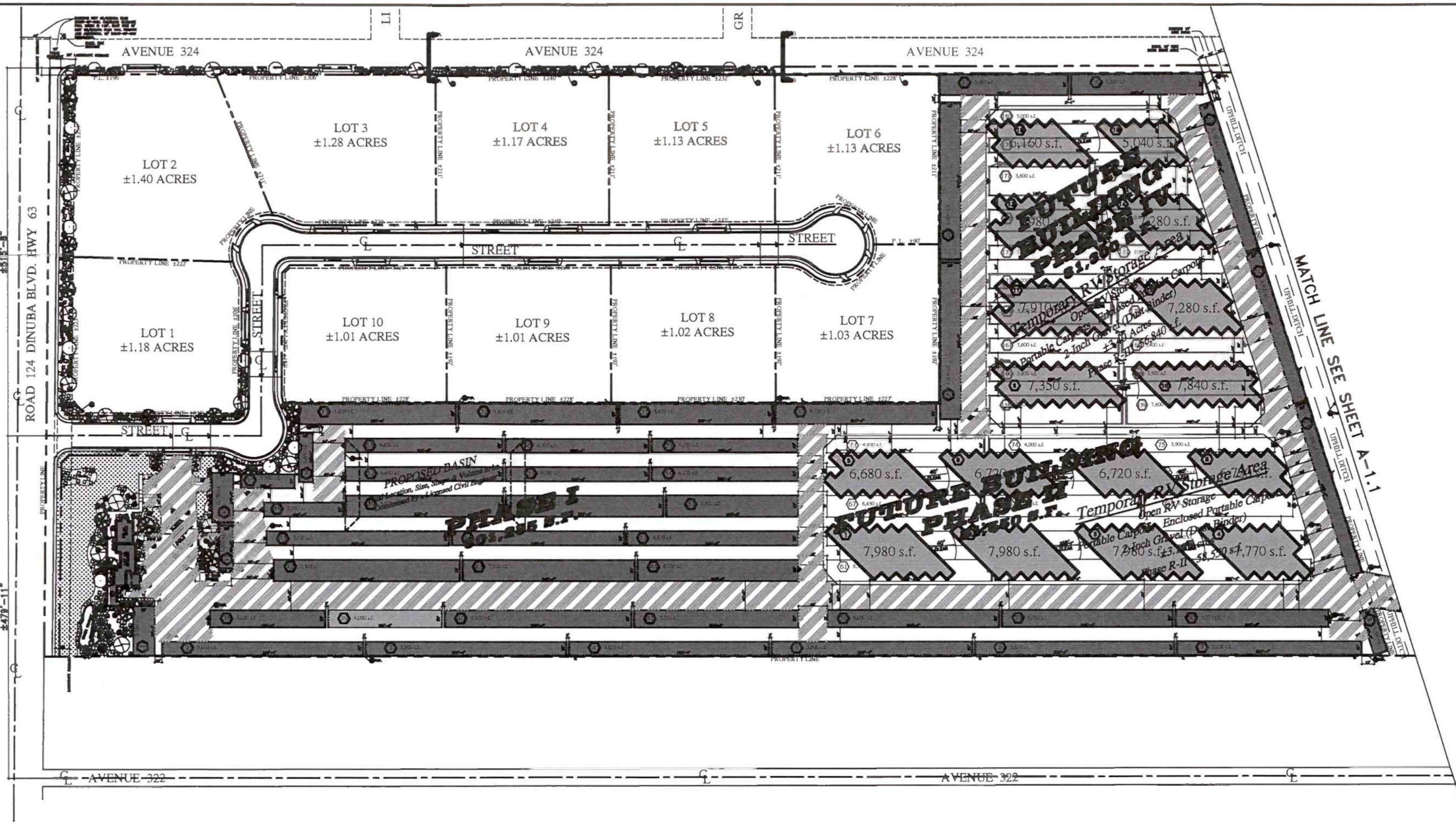
'ALTERNATE SITE PLAN 1' - SHEET 2 OF 2

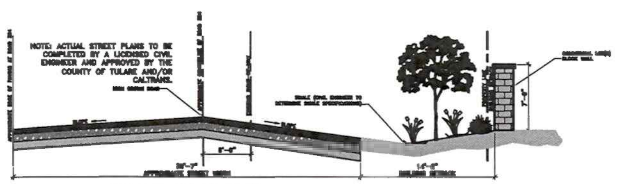
REVISIONS:

DERREL'S MINI STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

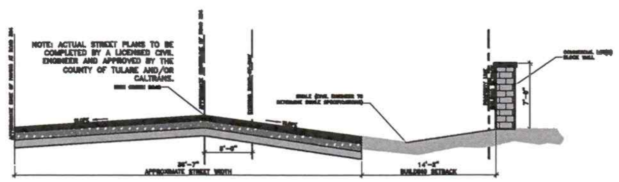
APPROVALS

Date: October 18, 2021
Scale: 1" = 60'-0"
Drawn By: DB
Project: Alt. Site Plan 1 Sheet 2 of 2 Tulare Co Hwy 63
Sheet: A-1.1





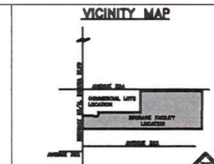
ROAD 324 - STREET PROFILE
(LOOKING EAST FROM DINUBA BLVD/324 INTERSECTION)



ROAD 324 - STREET PROFILE
(LOOKING EAST FROM DINUBA BLVD/324 INTERSECTION)

LEGEND

VICINITY MAP



LANDSCAPE LEGEND

OCCUPANCY DATA

SITE DATA

ALTERNATE SITE PLAN 2 - SHEET 1 OF 2

REVISIONS:

DERREL'S mini STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

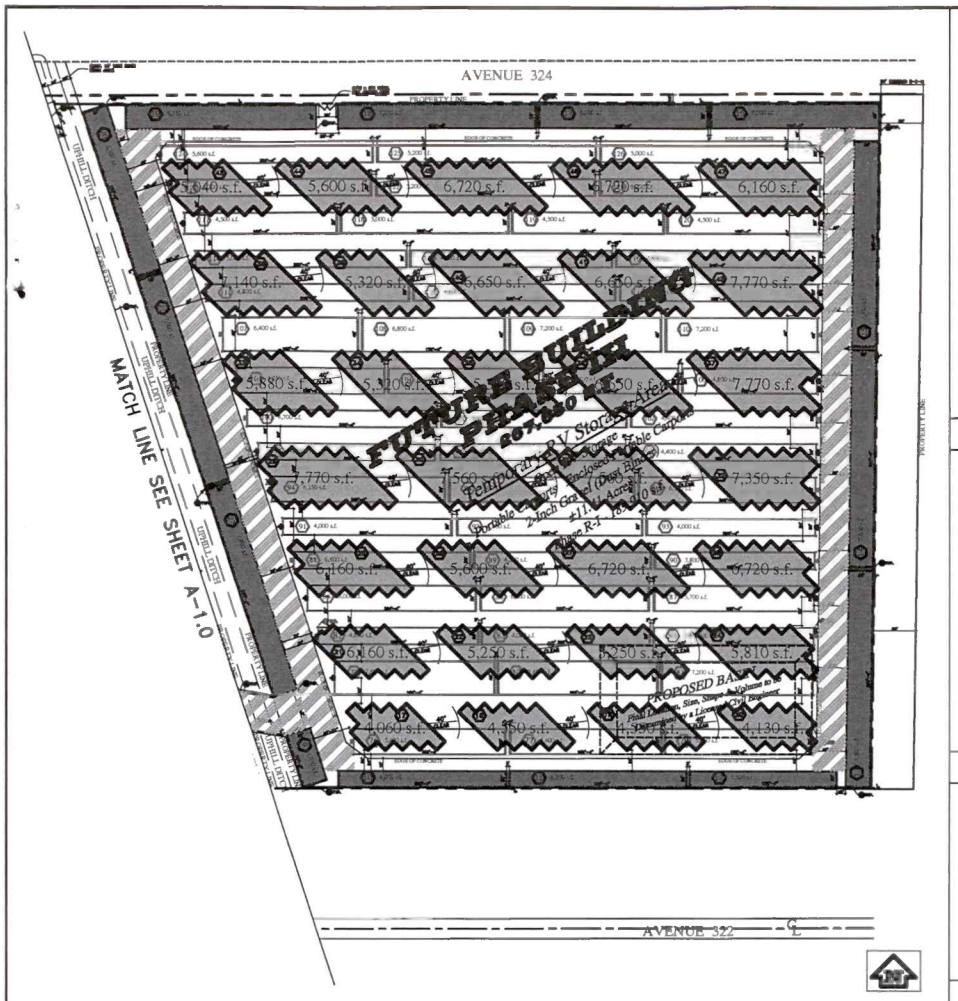
APPROVALS

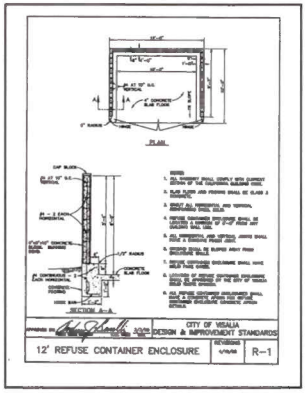
October 18, 2021

1" = 80'-0"

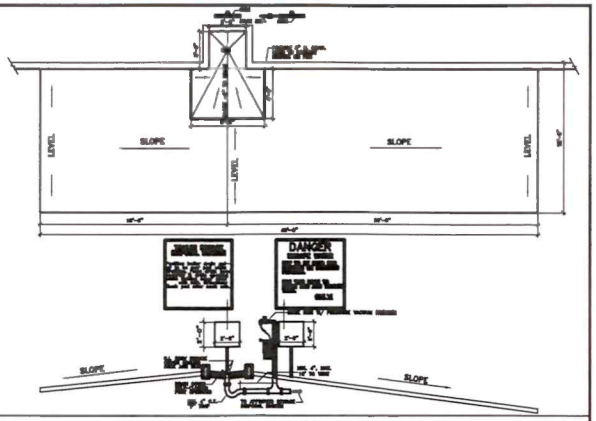
Alt. Site Plan 2
Sheet 1 of 2
Tulare Co
Hwy 63

A-1.0

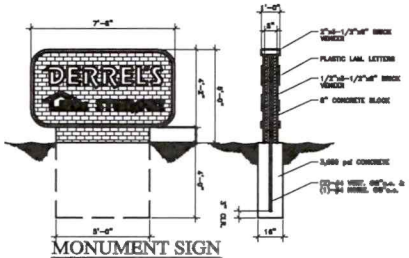




TRASH ENCLOSURE DETAILS

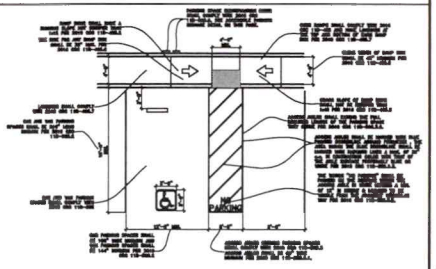


RV DUMP STATION DETAILS



MONUMENT SIGN

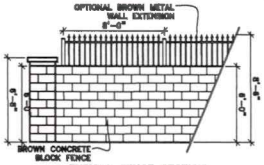
MONUMENT SIGN DETAILS



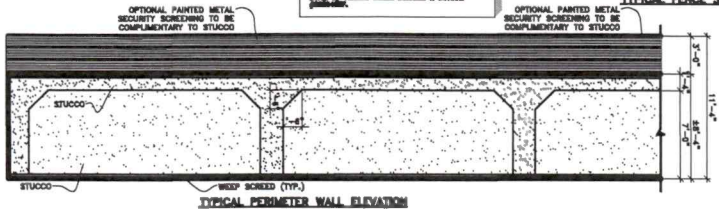
PROPOSED ACCESSIBLE PARKING

ADA PARKING DETAILS

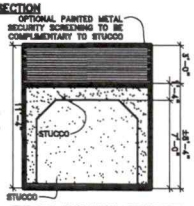
BUSINESS PARK SIGN (CONCEPTUAL)



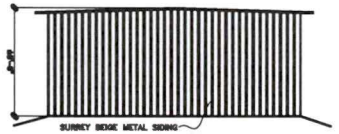
TYPICAL FENCE SECTION



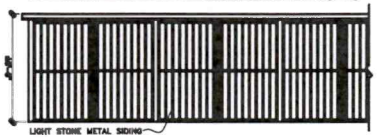
TYPICAL PERIMETER WALL ELEVATION



TYPICAL END WALL ELEVATION

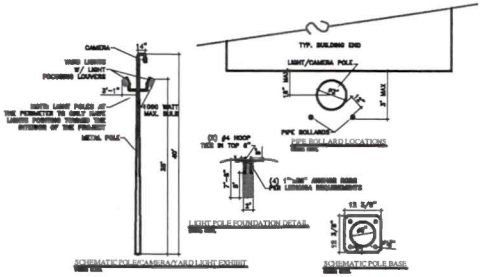


FACILITY INTERIOR – END ELEVATION OF STORAGE (TYP.)



FACILITY INTERIOR – SIDE ELEVATION OF STORAGE (TYP.)

STORAGE BUILDING/BLOCK WALL ELEVATIONS & DETAILS



NOTES:
1. LIGHTS ARE TO BE INSTALLED WITH LIGHT FOCUSING LOUVERS. LIGHTS ARE NOT TO EXCEED 20' IN HEIGHT AND NOT TO EXCEED 1000 WATTS.
2. WHERE LIGHTING IS PROVIDED TO ILLUMINATE PARKING, BUILDING ENTRANCES, AISLES, STORAGE, CONTAINER REMOVAL, SERVICE, AND/OR TRUCK/TRAILER RENTAL AREAS, IT SHALL BE DOWN-DIRECTED, SHIELDED/HOODED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO STREET TRAFFIC OR TO THE LIVING ENVIRONMENT.
3. THE AMOUNT OF LIGHT REQUIRED FOR PUBLIC PARKING AND TRUCK/TRAILER RENTAL AREAS SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPT. OF PUBLIC WORKS.
4. LIGHTING TO BE DIRECTED AWAY FROM RESIDENTIAL AREAS.

CAMERA/LIGHT POLE DETAILS

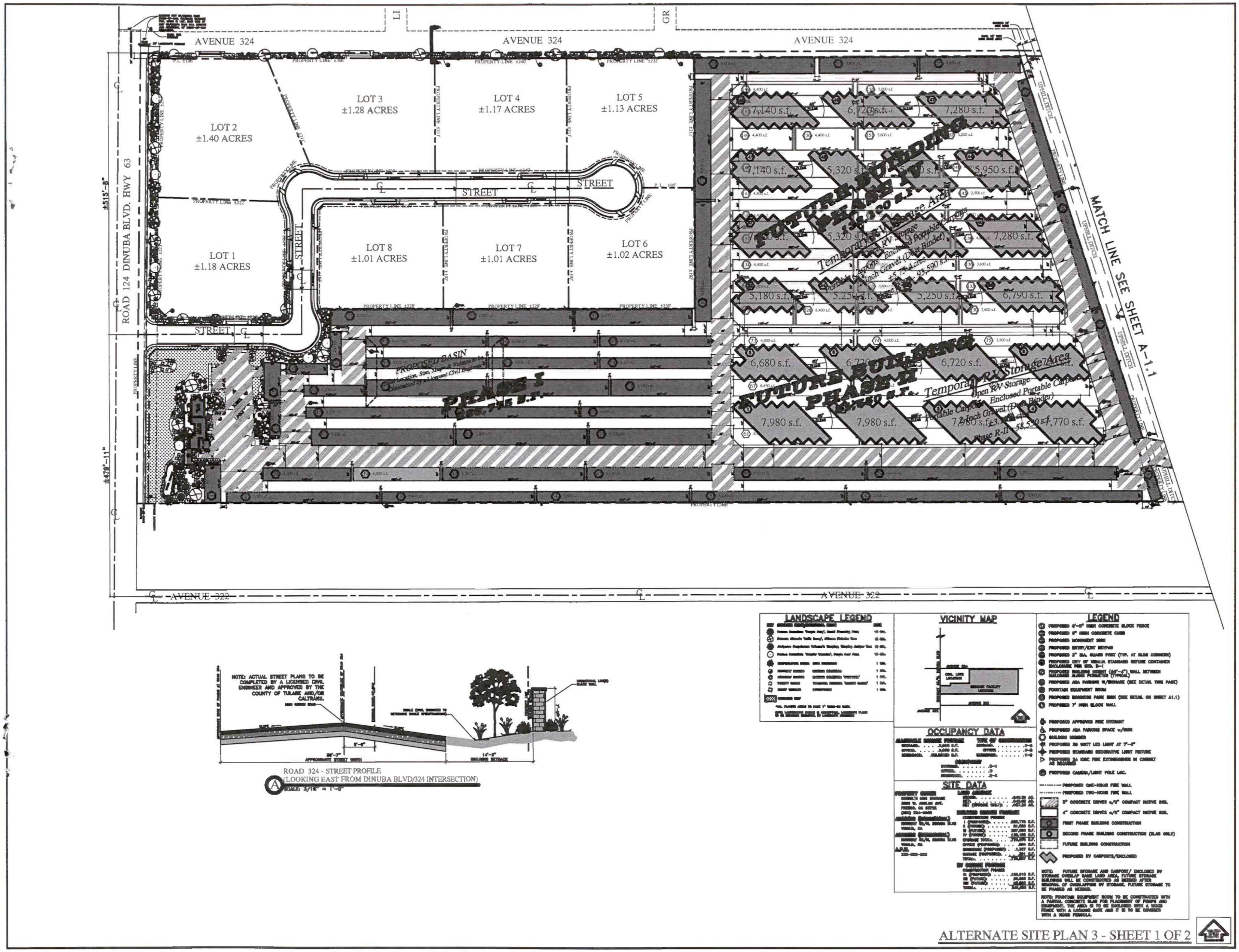
ALTERNATE SITE PLAN 2 - SHEET 1 OF 2

REVISIONS:

DERREL'S MINI STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 274-9900

APPROVALS

October 18, 2021
Scale 1" = 60'-0"
Drawn By DB
Project
Alt. Site Plan 2
Sheet 2 of 2
Tulare Co
Hwy 63
Sheet
A-1.1



REVISIONS:

DERREL'S MINI STORAGE

3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

APPROVALS

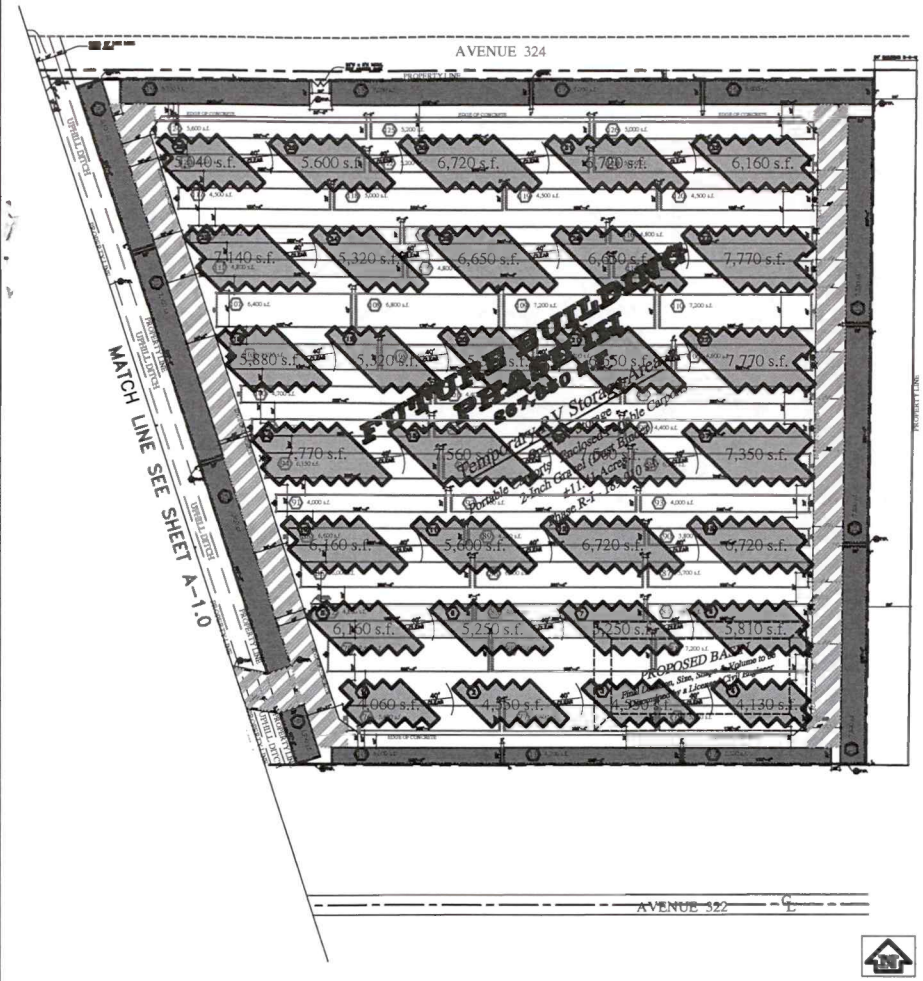
October 18, 2021

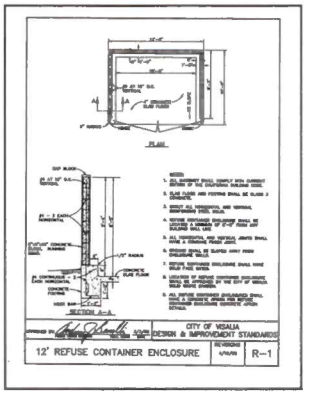
1" = 80'-0"

DB

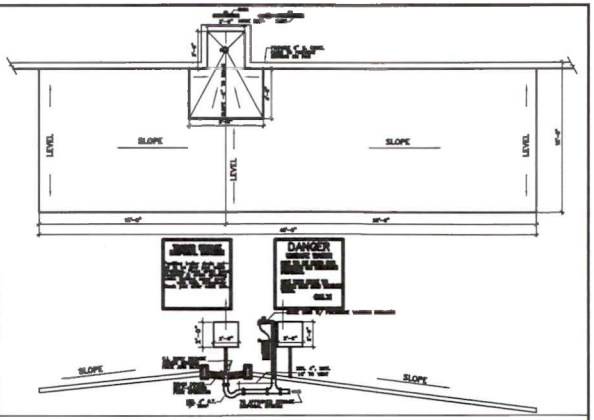
Alt. Site Plan 3
Sheet 1 of 2
Tulare Co
Hwy 63

A-1.0

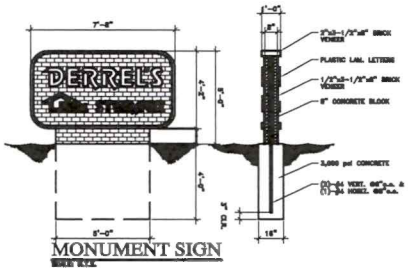




TRASH ENCLOSURE DETAILS

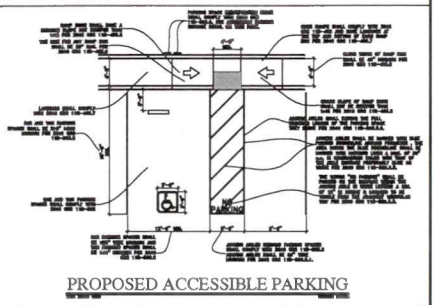


RV DUMP STATION DETAILS



MONUMENT SIGN

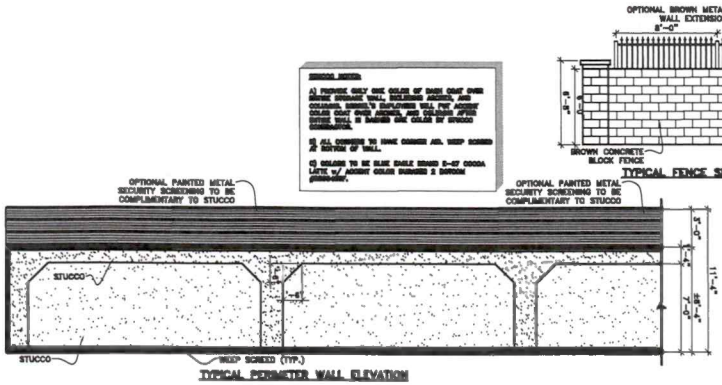
MONUMENT SIGN DETAILS

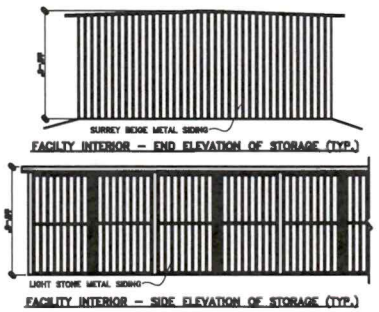


PROPOSED ACCESSIBLE PARKING

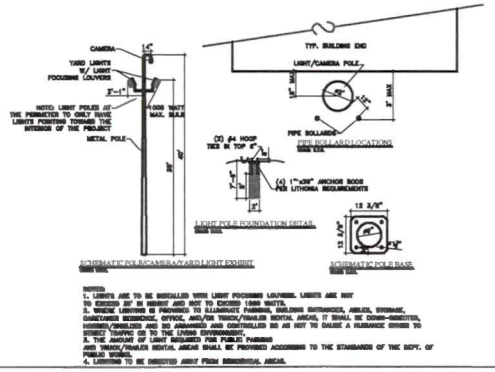
ADA PARKING DETAILS

BUSINESS PARK SIGN (CONCEPTUAL)





STORAGE BUILDING/BLOCK WALL ELEVATIONS & DETAILS



CAMERA/LIGHT POLE DETAILS

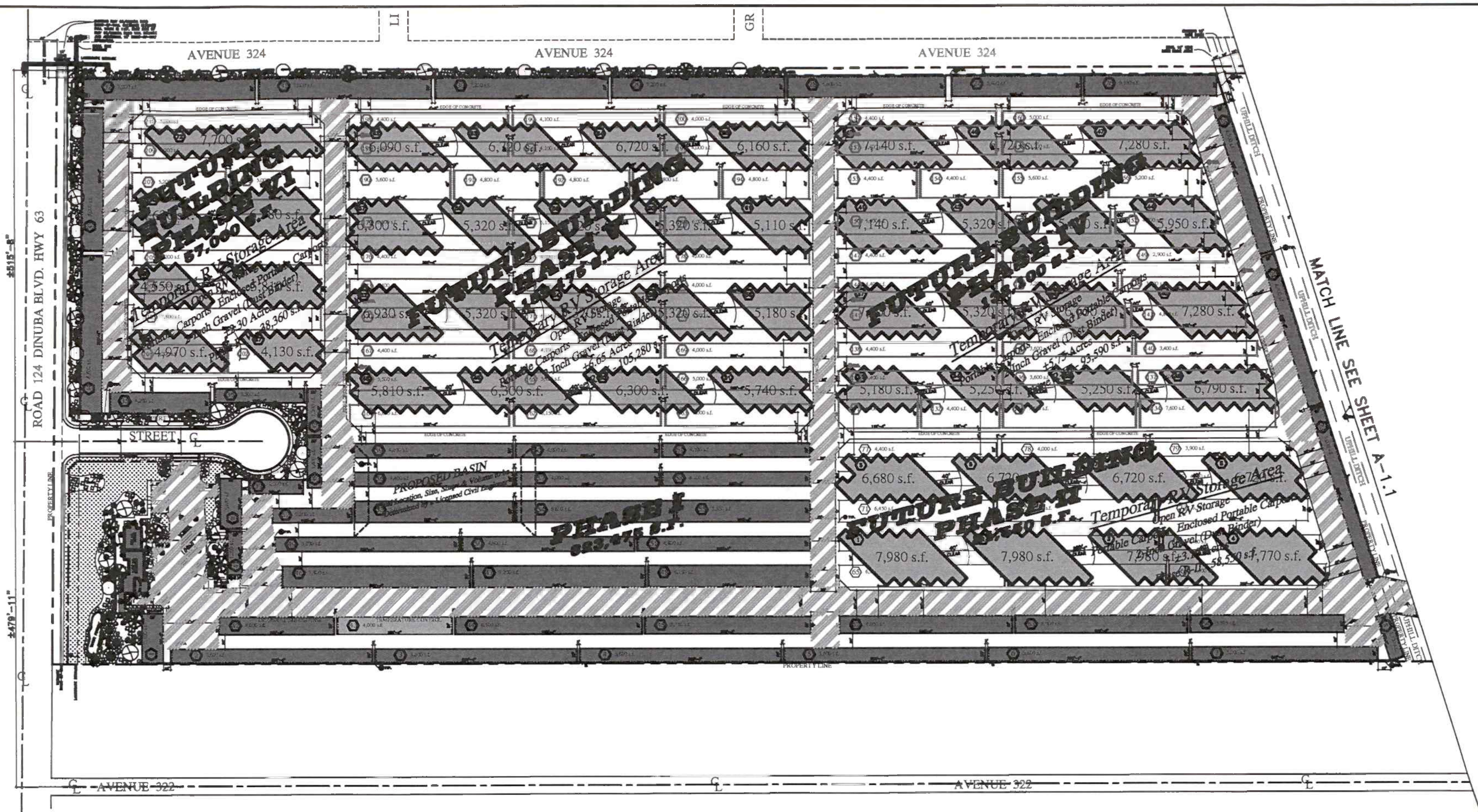
ALTERNATE SITE PLAN 3 - SHEET 1 OF 2

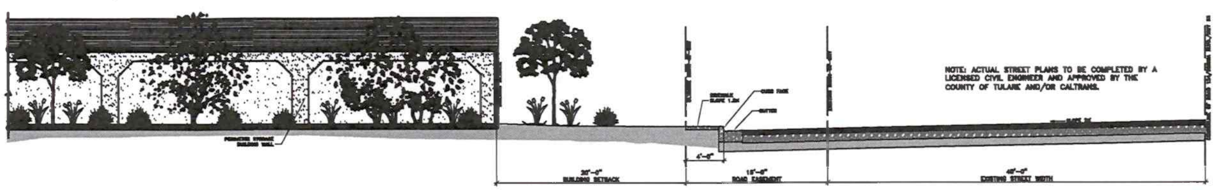
REVISIONS:

DERREL'S MINI STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

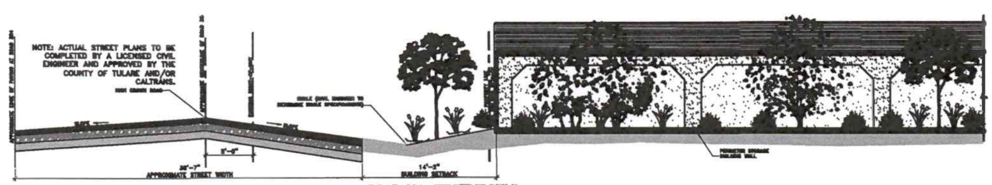
APPROVALS

Date: October 18, 2021
Scale: 1" = 60'-0"
Drawn By: DB
Project: Alt. Site Plan 3 Sheet 2 of 2 Tulare Co Hwy 63
Sheet: A-1.1





ROAD 124 DINUBA BLVD. HWY 63 - STREET PROFILE
(A) (LOOKING SOUTH FROM NORTH PROPERTY LINE)

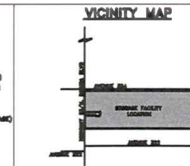


ROAD 324 - STREET PROFILE
(B) (LOOKING EAST FROM DINUBA BLVD/324 INTERSECTION)

LANDSCAPE LEGEND

LEGEND

VICINITY MAP



OCCUPANCY DATA

SITE DATA

ALTERNATE SITE PLAN 4 - SHEET 1 OF 2

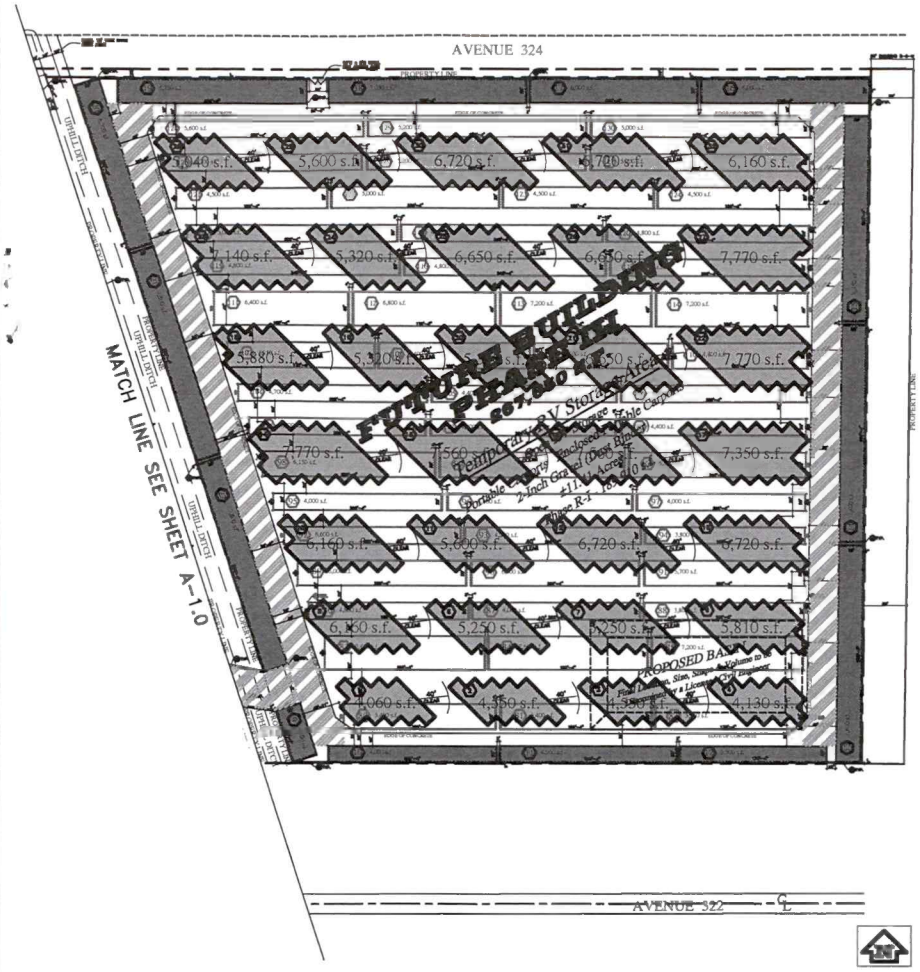
REVISIONS:

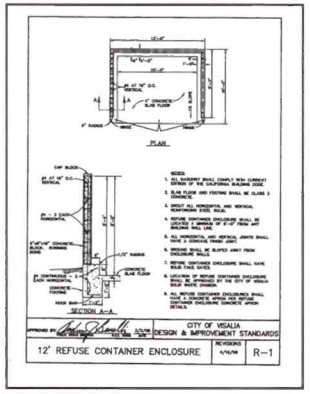
DERREL'S MINI STORAGE

3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

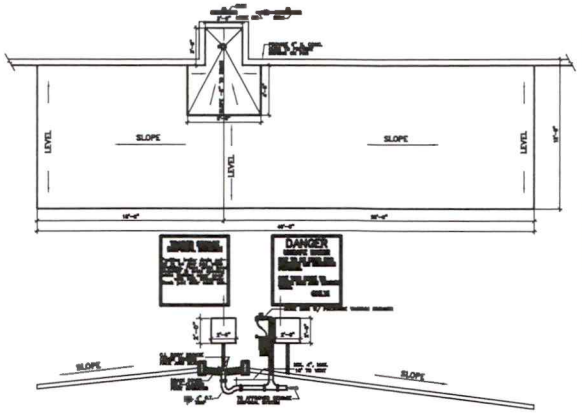
APPROVALS

Date: October 20, 2021
Scale: 1" = 60'-0"
Drawn By: DB
Project: Alt. Site Plan 4, Sheet 1 of 2, Tulare Co, Hwy 63
Sheet: A-1.0

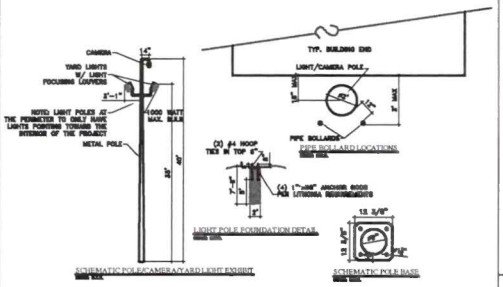




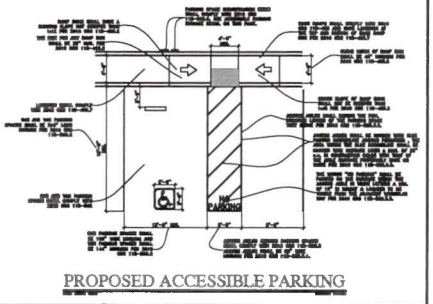
TRASH ENCLOSURE DETAILS



RV DUMP STATION DETAILS

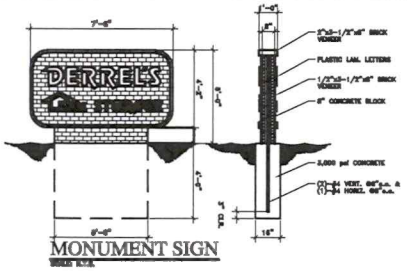


CAMERA/LIGHT POLE DETAILS



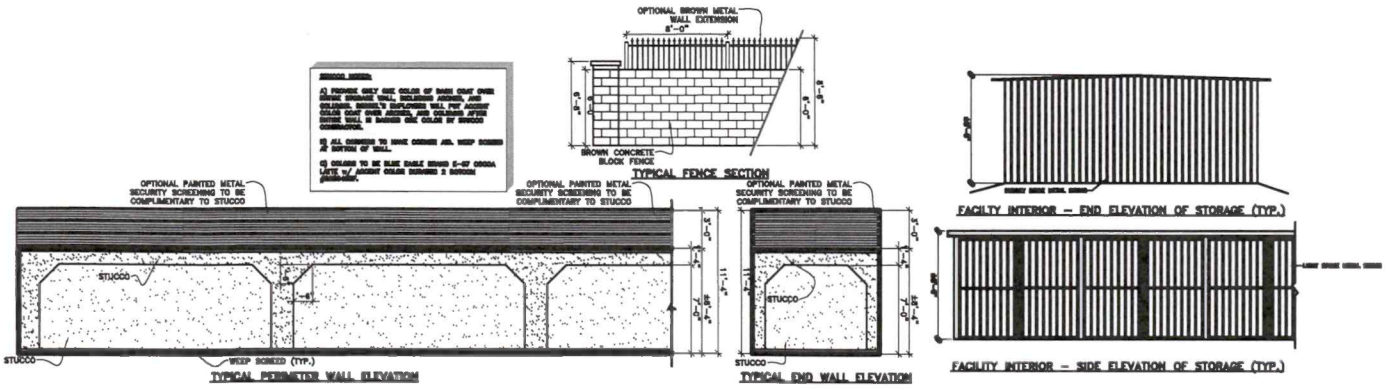
PROPOSED ACCESSIBLE PARKING

ADA PARKING DETAILS



MONUMENT SIGN

MONUMENT SIGN DETAILS



STORAGE BUILDING/BLOCK WALL ELEVATIONS & DETAILS

ALTERNATE SITE PLAN 4 - SHEET 1 OF 2

REVISIONS:

DERREL'S MINI STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

APPROVALS

Date	October 20, 2021
Scale	1" = 60'-0"
Drawn By	DB
Project	Alt. Site Plan 4 Sheet 2 of 2 Tulare Co Hwy 63
Sheet	A-1.1

RESOURCE MANAGEMENT AGENCY

5961 South Mooney Blvd.
Visalia, CA. 93277
Phone (559) 624-7000
Fax (559) 730-2653

RECEIPT

RECEIPT NUMBER: TRC-047586-15-11-2021

PAYMENT DATE: 11/15/2021 11:42:53AM

PLAN NUMBER: PZC21007

APPLICATION TYPE: Zone Change

OWNER: Crooked Creek Ranch Inc

PAYEE: Derrel's Mini Storage Inc

APPLICANT: Greg Dowds

TYPE OF PAYMENT: Fee Payment

PAYMENT METHOD: Check

PARCEL NUMBER: 079-100-023

CHECK/MONEY ORDER NO: 153703

SITE ADDRESS: SE of Avenue 324 and Highway 63, Visalia

ACCOUNT ITEM LIST

Fee Name	Account Number	Fee No	Paid Amount
Computer Maintenance Fee	00123051204218	00274941	$10.00
DEPOSIT Zone Change - Initiation	00123061105421	00274943	$3,000.00
Request to Authorize Zone Change Application [ENG]	01422523905421	00274942	$323.00

TOTAL PAYMENT: $3,333.00
TOTAL PAID FROM CURRENCY: $3,333.00

Elementary School District:

High School District:

RECEIPT ISSUED BY: MMDelgado **LOCATION:** Visalia 1 **DATE PRINTED:** 11/15/2021 **TIME:** 11:43 am

RESOURCE MANAGEMENT AGENCY

5961 South Mooney Blvd.
Visalia, CA. 93277
Phone (559) 624-7000
Fax (559) 730-2653

RECEIPT

RECEIPT NUMBER: TRC-047585-15-11-2021

PAYMENT DATE: 11/15/2021 11:41:54AM

PLAN NUMBER: GPI21003

APPLICATION TYPE: General Plan Initiation

OWNER: Crooked Creek Ranch Inc

PAYEE: Derrel's Mini Storage Inc

APPLICANT: Greg Dowds

TYPE OF PAYMENT: Fee Payment

PAYMENT METHOD: Check

PARCEL NUMBER: 079-100-023

CHECK/MONEY ORDER NO: 153703

SITE ADDRESS: SE of Avenue 324 and Highway 63, Visalia

ACCOUNT ITEM LIST

Fee Name	Account Number	Fee No	Paid Amount
Computer Maintenance Fee	00123051204218	00274936	$10.00
DEPOSIT General Plan - Initiation	00123061105421	00274939	$5,000.00
Request to Initiate GPA [ENG]	01422523905421	00274937	$250.00
Request to Initiate GPA [EVH]	00114260115421	00274938	$61.00

TOTAL PAYMENT: $5,321.00
TOTAL PAID FROM CURRENCY: $5,321.00

Elementary School District:

High School District:

RECEIPT ISSUED BY: MMDelgado **LOCATION:** Visalia 1 **DATE PRINTED:** 11/15/2021 **TIME:** 11:45 am

PROJECT REVIEW COMMITTEE
CONSULTATION AND FACT SHEET

Project Number: PRC 21-050	**Today's Date: 7/12/2021**
Applicant/Address: Greg Dowds 3500 S. Tamarack St. Visalia CA 93277 559-805-0985 gdowds@aol.com	**PRC Date: 7/22/2021** Please respond by July 20, 2021.

Agent: None
Property Owner - Melinda Bergreen-Crooked Creek Ranch, Inc., P.O. Box 774, Visalia CA 93279, 559-733-0124, crookedcreekranchinc@gmail.com

Planner: April Hill	**Email:** ahill@tularecounty.ca.gov	**Phone:** 559-624-7108

Consultation List:

- ☒ Public Works/Eng.- Craig Anderson
- ☒ Public Works – Roxana Mendez
- ☒ Fire Department – Gilbert Portillo
- ☒ Environmental Health – Ted Martin
- ☒ Building Permits – Kevin Sullivan
- ☒ Code Compliance – Michael Grove
- ☒ RMA Associate Director - Michael Washam
- ☒ Project Processing Division - Aaron Bock
- ☒ Chief Environmental Planner - Hector Guerra
- ☒ Economic Development Manager – Julieta Martinez
- ☒ Other (City, Town Council, etc.): City of Visalia, Caltrans

Project Description: Mini-storage and recreational vehicle storage facility and possible Business Park or residential subdivision, on a 49-acre site.
The applicant provided four alternative site plans, for phased development.
Derrel's Mini Storage provided a Caltrans response letter and a Phase I Environmental Site Assessment prepared by Krazan & Associates. (See attached.) The application proposes water service from Cal-Water and septic tank/leach line system(s).

Location: On the southeast corner of Avenue 324 and State Route 63, Patterson Tract, approximately 0.58 mile north of Visalia City Limits. (APN 079-100-023)

General Plan Designation and Consistency Finding	Valley Agricultural. Consistent with an approved Zone Change/General Plan Amendment Initiations, Zone Change to C-3 (Service Commercial), General Plan Amendment to Service Commercial, and Subdivision Map. The County plans to prepare a Community Plan for Patterson Tract in the near future.
Plan Area and Boundary Type:	Inside the Patterson Tract Urban Development Boundary and Visalia Urban Area Boundary, designated Rural Residential.
Development subject to MOU with city?	Yes, per the City of Visalia and Tulare County Memorandum of Understanding signed 11/19/2012. Development may occur on currently zoned non-agricultural land subject to PF 4.19 and 4.21, with exceptions listed in PF 4.18 of the Tulare County General Plan. (The exceptions do not apply to the proposed project.) Any future development project is subject to the Rural Valley Lands Plan (RVLP). (A RVLP analysis is being prepared.) Infrastructure planning as per PF4.14 of the General Plan will honor adopted City facility plans, plan lines, setback standards and facility plans. *Staff note: The applicant plans construction to city standards with monument signs and 25 foot landscape strip.* Policy PF-4.19 regarding Future Land Use Entitlements in a CACUAB states that large urban-style projects of non-residential projects two acres or larger will use uniform urban development standards, financing mechanism, consent to annexation, application of reciprocal development impact fees, and city streets/utility setbacks/disclosure requirements.

	Policy PF-4.21 states that the County may work with an individual city to ensure that the requirements of the RVLP will apply to applications for special use permits, variances, or divisions of land except in those areas that overlap with a County unincorporated UDB. 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.
Entitlement, Zoning Designation and Consistency Finding:	R-O (Single Family Estate). Consistent with approved Zone Change/ General Plan Initiations, Zone Change to the C-3 Zone, General Plan Amendment, and Subdivision Map. A Developer Agreement is an option. The C-3 Zone allows by right mini-warehouses.
Agricultural Preserve/Contract?	No.
Preliminary Environmental Review Determination:	To be determined.
Subdivision Ordinance/ State Map Act Consistency:	To be determined.
Other Facts: (history of site, flood zone, airport, hazard zones, water test for wells, etc.	The application describes a Derrel's Storage facility with 3 employees, operating hours of 7 days/week, 7:00AM-7:00PM. A future business park could have 40-100 employees. The site is currently contains a walnut orchard. To the north and west are commercial and residential uses, with some agriculture. To the south are rural residences. To the east are agricultural uses. The Uphill Ditch runs through the site. The Board of Supervisors approved Zone Change PZ 79-031 to change from R-A-43 to R-O on 1/8/1980 by Ordinance 1537, with a correction on 11/10/1982, for Rueben Gruber/Quad. The Planning Commission recommended approval of TSM 677 with an EIR on 4/24/1991 via Resolution #6892 & 6893. The Board of Supervisors approved on 6/4/1991 via Resolution #91-0617, rescinded approval on 7/2/1991 and approved on 7/16/1991. The Board approved two year extension on 8/18/1998 to 7/16/1999. The map expired. Two undescribed commercial building permits were approved in 1975 (AZ7757 & AZ7931). Encroachment Permit ENC1900326 was approved on 9/25/2019 to install one 15-foot wide asphalt concrete drive approach on the west side of Road 130. Owners are Atkins Family LTD Partnership. A deed was recorded on 09/07/1995 as Document No. 95-59438. Supervisor District 4, in Visalia Unified School District. Soil is Grangeville Sandy Loam, Prime Class I if irrigated, with low shrink-swell and moderate septic tank absorption.

Please review this proposal and forward electronically any comments and/or recommendations, along with any suggested development requirements, conditions of approval, design criteria, and/or improvement standards that you feel are necessary and/or relevant to this proposal prior to _July 20, 2021_, so that the information can be included for discussion at the PRC meeting.

Attachments: Application, Site Plans, Caltrans Comments, Phase I Environmental Site Assessment

TULARE COUNTY RESOURCE MANAGEMENT AGENCY – ECONOMIC DEVELOPMENT & PLANNING BRANCH

April Hill

_____ _7/12/2021_____

April Hill, Project Planner Date

TULARE COUNTY RESOURCE MANAGEMENT AGENCY

APPLICATION

GENERAL INFORMATION / COVER SHEET

PROJECT REVIEW COMMITTEE

General Information:

Applicant Greg Dowds

Mailing Address 3500 S. Tamarack St City Visalia State ca Zip 93277

Phone _____ Cell Phone 559-805-0985 E-Mail gdowds@aol.com

Property Owner *(if different)* Melinda Bergreen-Crooked Creek Ranch, Inc.

Mailing Address P.O. box 774 City Visalia State ca Zip 93279

Phone 559-733-0124 Cell Phone _____ E-Mail crookedcreekranchinc@gmail.com

Agent *(if applicable)* _____

Mailing Address _____ City _____ State ___ Zip _____

Phone _____ Cell Phone _____ E-Mail _____

Site Address: _____ **City/Town:** Visalia

Physical Location of Site (cross streets & nearest community): Southeast corner of Ave.324 & Hwy 63

Assessor's Parcel No.: 079-100-023-000

THIS SPACE FOR PERMIT CENTER STAFF USE ONLY

Project Number: PRC 21-050 **Supervisor District:** 4 **Economic Development:** Yes

Current Zoning: R-O **General Plan Land Use:** Visalia UAB **UAB/UDB/HDB/MSC:** Yes ☒ No ☐

Project Description Proposed mini storage, RV storage and possible business park

Agricultural Preserve ***(if applicable)*** **– Preserve No.** N/A **Contract No.** N/A

Filing Fee(s): $601.00 **Total Amount Paid:** $601.00 **Payment Type:** Check

Date Received: 6/28/21 **Existing Entitlements/References:** _____

Application Received/Reviewed by: JAS

PERMIT CENTER HOURS: MONDAY – THURSDAY 9:00 A.M. TO 4:30 P.M. FRIDAY 9 A.M. -11 A.M.

TULARE COUNTY RESOURCE MANAGEMENT AGENCY

****5961 S. Mooney Blvd. Visalia, CA 93277 ** PHONE: 559-624-7000 ****

PLEASE FILL OUT THE FOLLOWING INFORMATION COMPLETELY

1. Proposed use of site? Mini Storage, RV storage and a possible Business Park ranging from 8
Each lot is approx. 1 ac.

Please attach an operational statement stating exactly and in detail what is intended to be done on, or with, the property.

2. Parcel or Lot Size(s) *(in acres or sq. ft. as appropriate)*: 49 ac. site

3. How much area of the parcel is being developed or utilized for the proposed use? 100%

4. Present use of the project site? agriculture and current zoning is R-O

5. Employees: Indicate the total number of employees and shifts per employee.
Have info. re. Derrel's Storage 3 employees Storage-Estimate 5 employees/site=40-100 for

6. Days and Hours of Operation *(if seasonal, include months of operation)*:
Storage:7 days/week 7:00am-7:00pm-for Derrel's

7. Parking: Specify the number of on-site parking spaces, including the location, size, and type of surfacing.
7 parking spaces for Storage and each lot will be subject to review prior to development and

8. Describe the project site, prior to the proposed use, including all above and below ground developed improvements *(residences, outbuildings, barns, sheds, covers, shop buildings, septic tank-leach line systems, domestic/agricultural wells, fuel storage tanks, etc.),* including the size of each.
1 agricultural well

9. Describe the slopes (%) and general terrain of the subject site: slope less than 1%

10. Trees: identify the type and size of any large trees on site. walnut crop

11. Water courses: identify the type and location of any on-site or nearby water courses *(rivers, canals, ditches, streams, natural drainage channels, creeks, etc.)*. The Uphill Ditch runs through the site on th
portion.

12. Describe the character and land use of the surrounding properties (orchards, vineyards, row crops, pasture, open space, water courses, railroads, roads, rural residential, subdivisions, commercial, schools, churches, vacant, city or county boundary):

DIRECTION	CHARACTER/LAND USE
North	Commercial and residential uses
South	residential
East	agricultural
West	commercial and residential and some agricultural uses

13. Liquid waste disposal *(please check appropriate box)*:

- ☒ Septic Tank-Leach Lines: Size of tank 2,000 gallons & length of lines 125 ft.
- ☐ Seepage Pit - Size_____
- ☐ Community System – Name:_____
- ☐ Aerobic tank - Size of tank _____

14. Water supply *(please check appropriate box)*:

- ☐ Domestic Well – Size of pump_____ Gallons per minute _____
- ☐ Irrigation Well: _____
- ☐ Irrigation District – Name: _____
- ☐ Private Water Company – Name: _____
- ☒ Community System – Name: Cal-Water

15. Solid Waste Disposal: _____

16. Source of energy *(please check appropriate box)*:

- ☒ Electricity – Company name: Southern Cal. Edison
- ☒ Natural Gas – Company name: Southern Cal. Gas
- ☐ Propane: Size of tank _____ Provider _____

17. Will the project require the development of public service facilities *(roads, sewer lines, water lines, etc.)?* If so, describe the required development: Possible fully serviced road (cul-de-sac). There alternative site plans-1 is exclusively storage, the 3 others have a business park ranging fro

18. Provide any additional information that may be helpful in evaluating this request. *(Use the back of this application or attach a separate sheet.)*

OWNER'S AFFIDAVIT

(Must be signed by property owner)

STATE OF CALIFORNIA)
COUNTY OF TULARE) SS.

I, (We,) the undersigned, say:

I (We) own property involved in this application and I (we) have completed this application and other documents and maps required hereby to the best of my (our) ability and the statements and information above referred to are, in all respects, true and correct to the best of my (our) knowledge and belief. I (We) declare under penalty of perjury that the foregoing is true and correct.

Executed on June 14, 2021, 20__, at Visalia, CA

Property Owner:

Name: Atkins Family LP Signature: Melinda Bergren

Address: P.O. Box 774 Visalia State: CA Zip: 93279

Optional – additional property owner:

Name:_____ Signature:_____

Address: _____ State: _____ Zip: _____

If there is an agent, title company, or prospective buyer who desires notification of the action taken on this application, please enter name here.

Name: Greg Dowds

Relationship: Agent/Applicant

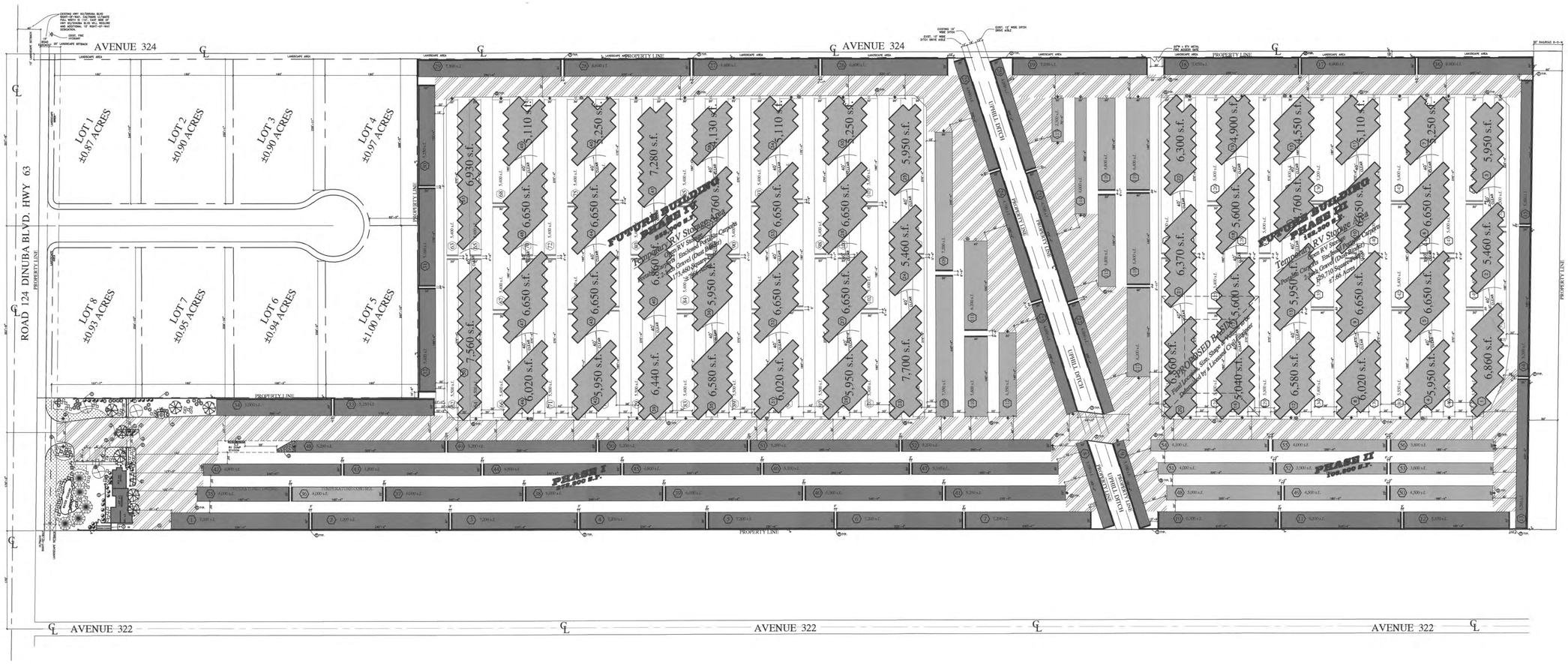
Address: 3500 S. Tamarack St., Visalia

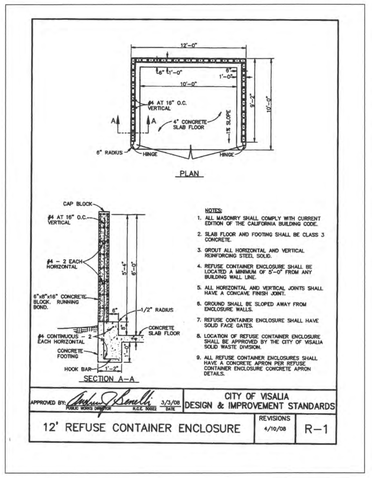
State: CA Zip: 93277

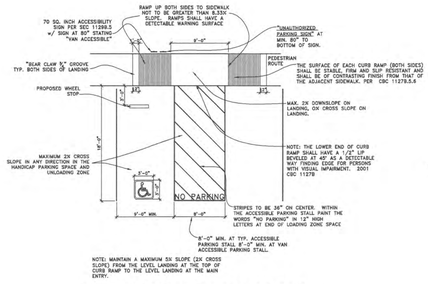
Telephone: 559-805-0985

FAX No.: _____

Signed: Melinda Bergren Date: June 14, 2021

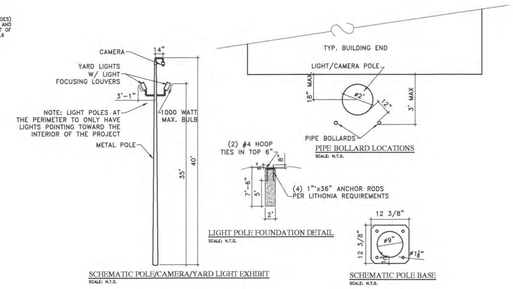




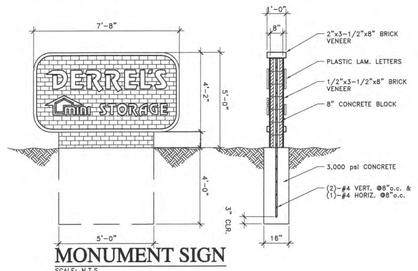


PROPOSED ADA PARKING

SCALE: N.T.S.



NOTES:
1. LIGHTS ARE TO BE INSTALLED WITH LIGHT FOCUSING LOUVERS. LIGHTS ARE NOT TO EXCEED 35' IN HEIGHT AND NOT TO EXCEED 1000 WATTS.
2. WHERE LIGHTING IS PROVIDED TO ILLUMINATE PARKING, BUILDING ENTRANCES, AISLES, STORAGE, CARETAKER RESIDENCE, OFFICE, AND/OR TRUCK/TRAILER RENTAL AREAS, IT SHALL BE DOWN-DIRECTED, HOODED/SHIELDED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO STREET TRAFFIC OR TO THE LIVING ENVIRONMENT.
3. THE AMOUNT OF LIGHT REQUIRED FOR PUBLIC PARKING AND TRUCK/TRAILER RENTAL AREAS SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPT. OF PURKS.
4. LIGHTING TO BE DIRECTED AWAY FROM RESIDENTIAL AREAS.



MONUMENT SIGN

SCALE: N.T.S.

LEGEND

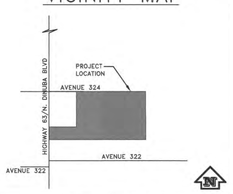
1. 6'-0" HIGH CONCRETE BLOCK FENCE
2. 6" HIGH CONCRETE CURB
3. MONUMENT SIGN
4. ENTRY/EXIT KEYPAD
5. 3" DIA. STEEL GUARD POST (TYP. AT BLDG CORNERS)
6. CITY OF VISALIA STANDARD REFUSE CONTAINER ENCLOSURE PER STD. R-1
7. BUILDING HEIGHT (±8'-4") WALL BETWEEN BUILDINGS ALONG PERIMETER (TYPICAL)
8. ADA PARKING W/ SIGNAGE
9. PROPOSED PYLON SIGN

- APPROVED FIRE HYDRANT
- H.C. PARKING SPACE w/SIGN
- BUILDING NUMBER
- 150 WATT HIGH PRESSURE SODIUM LIGHT AT 7'-6"
- STANDARD DECORATIVE LIGHT FIXTURE
- 2A IOBC FIRE EXSTINGUISHER IN CABINET AS REQUIRED
- CAMERA/LIGHT POLE LOC. NOTE: NO LIGHTS SHALL BE POINTED TOWARDS THE EAST
- PROPOSED TWO-HOUR FIRE WALL
- 5" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
- 4" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
- FIRST PHASE BUILDING CONSTRUCTION
- SECOND PHASE BUILDING CONSTRUCTION (SLAB ONLY)
- FUTURE BUILDING CONSTRUCTION
- PROPOSED RV CARPORTS/ENCLOSED

NOTE: FUTURE STORAGE AND CARPORT/ ENCLOSED RV STORAGE OVERLAP SAME LAND AREA, FUTURE STORAGE BUILDINGS WILL BE CONSTRUCTED AS NEEDED AFTER REMOVAL OF OVERLAPPING RV STORAGE. FUTURE STORAGE TO BE PHASED AS NEEDED.

NOTE: FOUNTAIN EQUIPMENT ROOM TO BE CONSTRUCTED WITH A PARTIAL CONCRETE SLAB FOR PLACEMENT OF PUMPS AND EQUIPMENT. THE AREA IS TO BE ENCLOSED WITH A WOOD FENCE WITH A LOCKING GATE AND IT IS TO BE COVERED WITH A WOOD PERGOLA.

VICINITY MAP



OCCUPANCY DATA

ALLOWABLE SQUARE FOOTAGE
STORAGE: 8,000 S.F.
OFFICE: 8,000 S.F.
RESIDENCE: UNLIMITED S.F.

TYPE OF CONSTRUCTION
STORAGE: V-B
OFFICE: V-B
RESIDENCE: V-B

OCCUPANCY
STORAGE: S-1
OFFICE: B
RESIDENCE: R-3

SITE DATA

PROPERTY OWNER
DERREL'S MINI STORAGE
3265 W. ASHLAN AVE.
FRESNO, CA 93722
(559) 224-9900

ADDRESS (COMMERCIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

ADDRESS (RESIDENTIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

A.P.N.
XXX-XXX-XXX

LAND ACREAGE
GROSS: ±49.29 AC.
NET: ±49.00 AC.

BUILDING SQUARE FOOTAGE
CONSTRUCTION PHASES
I (PROPOSED): 278,800 S.F.
II (PROPOSED SLABS): 106,800 S.F.
III (FUTURE): 182,300 S.F.
IV (FUTURE): 255,000 S.F.
STORAGE TOTAL: 822,900 S.F.
OFFICE (PROPOSED): 804 S.F.
RESIDENCE (PROPOSED): 1,327 S.F.
GARAGE (PROPOSED): 391 S.F.
TOTAL: 825,422 S.F.

RV SQUARE FOOTAGE
CARPORTS/ENCLOSED 303,170 S.F.

LANDSCAPE LEGEND

KEY	COMMON NAME/BOTANICAL NAME		SIZE
	Prunus Cerasifera 'Purple Pony', Dwarf Flowering Plum		15 GAL.
	Pistacia Chinesis 'Keith Davey', Chinese Pistache Tree		15 GAL.
	Juniperus Scopolorum Tolleson's Weeping, Weeping Juniper Tree		15 GAL.
	Prunus Cerasifera 'Krauter Vesuvius', Purple Leaf Plum		15 GAL.
	RHAPHIOLEPSIS INDICA	INDIA HAWTHORN	1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA	1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA 'COMPACTA'	1 GAL.
	SOCIETY GARLIC	TULBAGHIA VIOLECEA 'SOCIETY GARLIC'	1 GAL.
	DWARF WHEELER	PITTOSPORUM	1 GAL.
	SYNTHETIC TURF		

*ALL PLANTER AREAS TO HAVE 1" WALK-ON BARK.

NOTE: LANDSCAPING SHOWN IS CONCEPTUAL. LANDSCAPE PLANS TO BE SEPARATE SUBMITTAL BY LANDSCAPE ARCHITECT

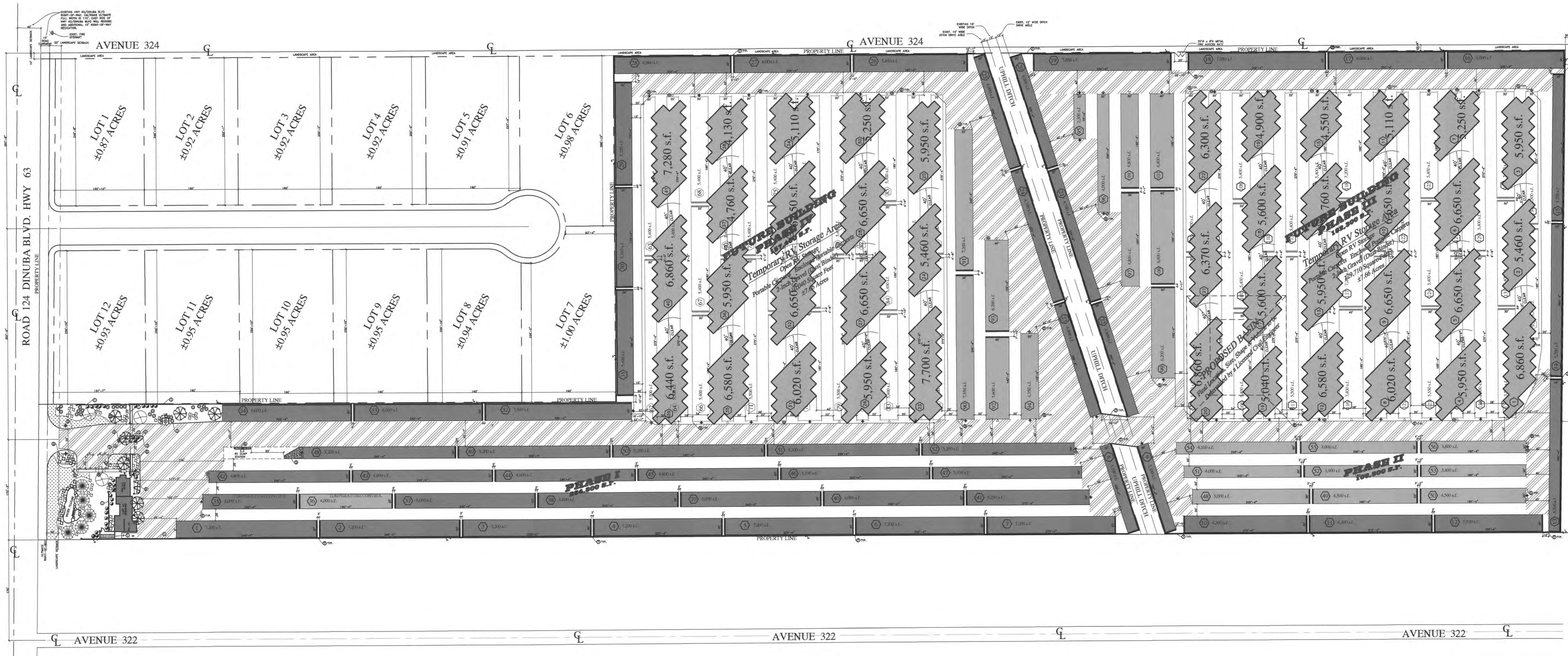
SITE PLAN

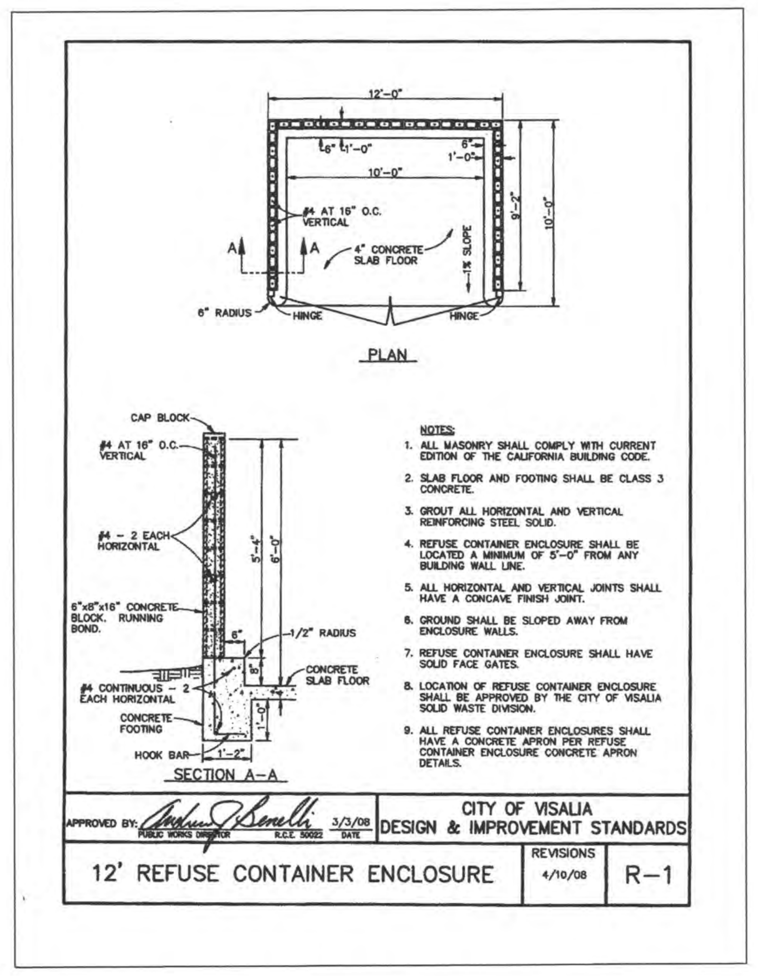
REVISIONS:

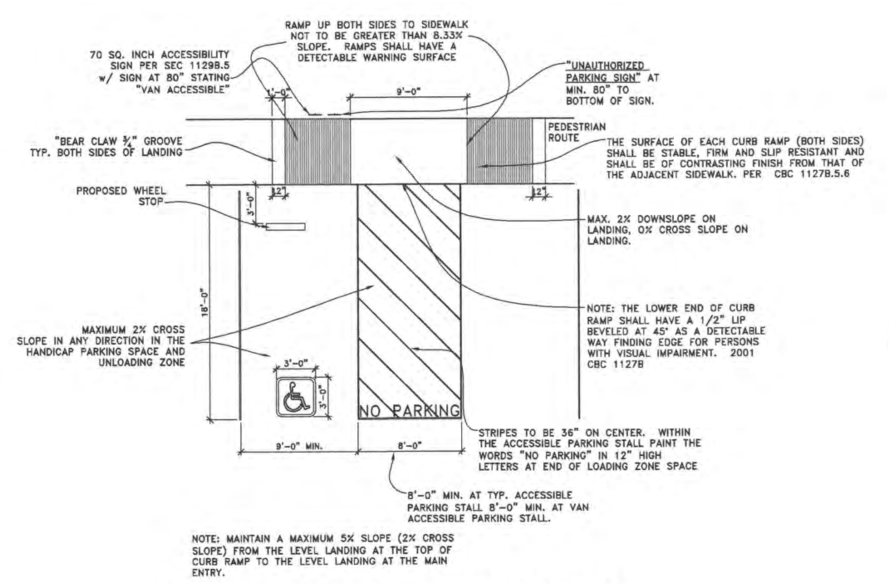
DERREL'S mini STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

APPROVALS

C:\My Documents\CADfiles\Projects\Hwy 63\A1.dwg
Date: June 8, 2021
Scale: 1" = 80'-0"
Drawn By: DB
Project: Site Plan Tulare Co Hwy 63
Sheet: A-1

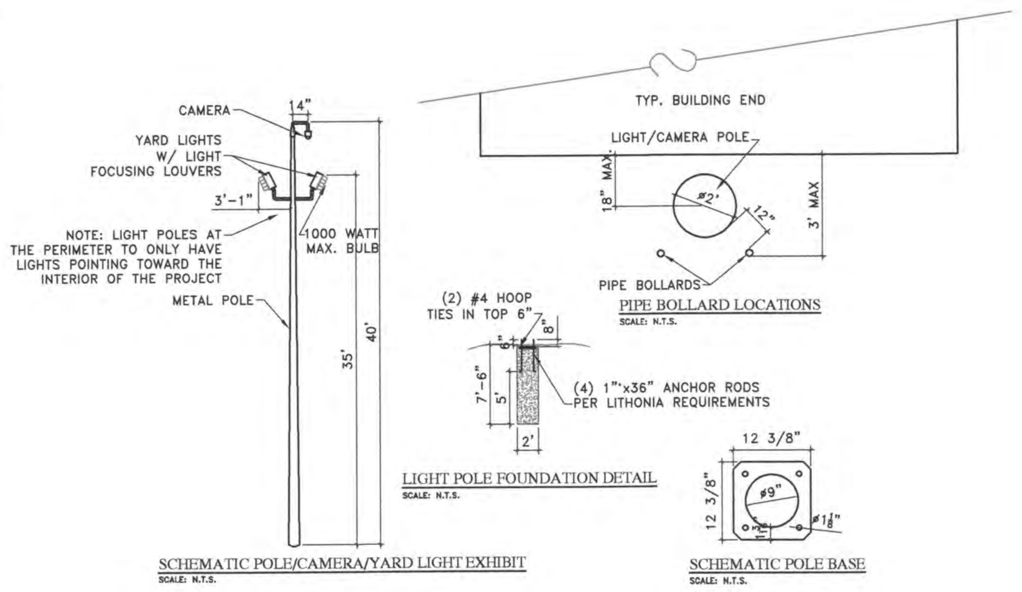




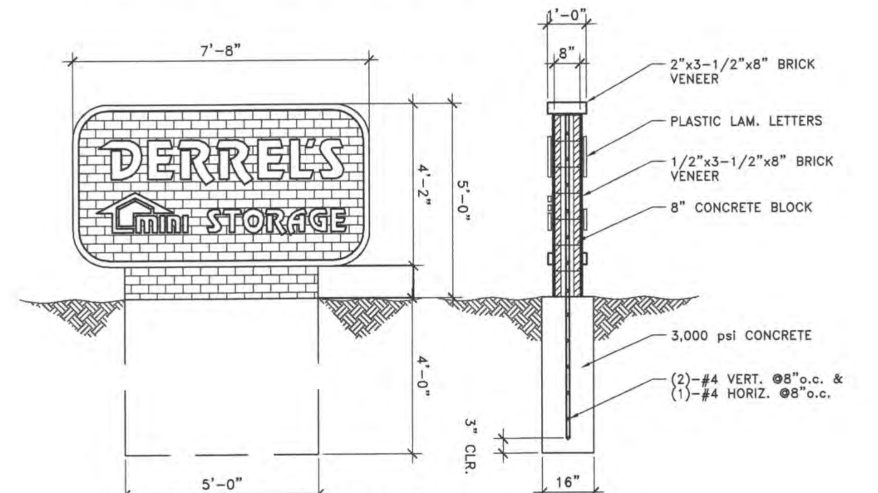


PROPOSED ADA PARKING

SCALE: N.T.S.



NOTES:
1. LIGHTS ARE TO BE INSTALLED WITH LIGHT FOCUSING LOUVERS. LIGHTS ARE NOT TO EXCEED 35' IN HEIGHT AND NOT TO EXCEED 1000 WATTS.
2. WHERE LIGHTING IS PROVIDED TO ILLUMINATE PARKING, BUILDING ENTRANCES, AISLES, STORAGE, CARETAKER RESIDENCE, OFFICE, AND/OR TRUCK/TRAILER RENTAL AREAS, IT SHALL BE DOWN-DIRECTED, HOODED/SHIELDED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO STREET TRAFFIC OR TO THE LIVING ENVIRONMENT.
3. THE AMOUNT OF LIGHT REQUIRED FOR PUBLIC PARKING AND TRUCK/TRAILER RENTAL AREAS SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPT. OF PUBLIC WORKS.
4. LIGHTING TO BE DIRECTED AWAY FROM RESIDENTIAL AREAS.



MONUMENT SIGN

SCALE: N.T.S.

LEGEND

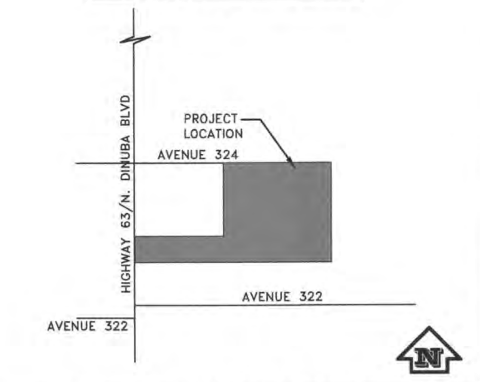
1. 6'-0" HIGH CONCRETE BLOCK FENCE
2. 6" HIGH CONCRETE CURB
3. MONUMENT SIGN
4. ENTRY/EXIT KEYPAD
5. 3" DIA. STEEL GUARD POST (TYP. AT BLDG CORNERS)
6. CITY OF VISALIA STANDARD REFUSE CONTAINER ENCLOSURE PER STD. R-1
7. BUILDING HEIGHT (±8'-4") WALL BETWEEN BUILDINGS ALONG PERIMETER (TYPICAL)
8. ADA PARKING W/ SIGNAGE
9. PROPOSED PYLON SIGN

- APPROVED FIRE HYDRANT
- H.C. PARKING SPACE w/SIGN
- BUILDING NUMBER
- 150 WATT HIGH PRESSURE SODIUM LIGHT AT 7'-6"
- STANDARD DECORATIVE LIGHT FIXTURE
- 2A IOBC FIRE EXSTINGUISHER IN CABINET AS REQUIRED
- CAMERA/LIGHT POLE LOC. NOTE: NO LIGHTS SHALL BE POINTED TOWARDS THE EAST
- PROPOSED TWO-HOUR FIRE WALL
- 5" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
- 4" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
- FIRST PHASE BUILDING CONSTRUCTION
- SECOND PHASE BUILDING CONSTRUCTION (SLAB ONLY)
- FUTURE BUILDING CONSTRUCTION
- PROPOSED RV CARPORTS/ENCLOSED

NOTE: FUTURE STORAGE AND CARPORT/ ENCLOSED RV STORAGE OVERLAP SAME LAND AREA, FUTURE STORAGE BUILDINGS WILL BE CONSTRUCTED AS NEEDED AFTER REMOVAL OF OVERLAPPING RV STORAGE. FUTURE STORAGE TO BE PHASED AS NEEDED.

NOTE: FOUNTAIN EQUIPMENT ROOM TO BE CONSTRUCTED WITH A PARTIAL CONCRETE SLAB FOR PLACEMENT OF PUMPS AND EQUIPMENT. THE AREA IS TO BE ENCLOSED WITH A WOOD FENCE WITH A LOCKING GATE AND IT IS TO BE COVERED WITH A WOOD PERGOLA.

VICINITY MAP



LANDSCAPE LEGEND

KEY	COMMON NAME/BOTANICAL NAME	SIZE
	Prunus Cerasifera 'Purple Pony', Drawf Flowering Plum	15 GAL.
	Pistacia Chinesis 'Keith Davey', Chinese Pistache Tree	15 GAL.
	Juniperus Scopolorum Tolleson's Weeping, Weeping Juniper Tree	15 GAL.
	Prunus Cerasifera 'Krauter Vesuvius', Purple Leaf Plum	15 GAL.
	RHAPHIOLEPSIS INDICA INDIA HAWTHORN	1 GAL.
	HEAVENLY BAMBOO NANDINA DOMESTICA	1 GAL.
	HEAVENLY BAMBOO NANDINA DOMESTICA 'COMPACTA'	1 GAL.
	SOCIETY GARLIC TULBAGHIA VIOLECEA 'SOCIETY GARLIC'	1 GAL.
	DWARF WHEELER PITTOSPORUM	1 GAL.
	SYNTHETIC TURF	

*ALL PLANTER AREAS TO HAVE 1" WALK-ON BARK.

NOTE: LANDSCAPING SHOWN IS CONCEPTUAL, LANDSCAPE PLANS TO BE SEPARATE SUBMITTAL BY LANDSCAPE ARCHITECT

OCCUPANCY DATA

ALLOWABLE SQUARE FOOTAGE
STORAGE: 8,000 S.F.
OFFICE: 8,000 S.F.
RESIDENCE: UNLIMITED S.F.

TYPE OF CONSTRUCTION
STORAGE: V-B
OFFICE: V-B
RESIDENCE: V-B

OCCUPANCY
STORAGE: S-1
OFFICE: B
RESIDENCE: R-3

SITE DATA

PROPERTY OWNER
DERREL'S MINI STORAGE
3265 W. ASHLAN AVE.
FRESNO, CA 93722
(559) 224-9900

ADDRESS (COMMERCIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

ADDRESS (RESIDENTIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

A.P.N.
XXX-XXX-XXX

LAND ACREAGE
GROSS: ±49.29 AC.
NET: ±49.00 AC.

BUILDING SQUARE FOOTAGE
CONSTRUCTION PHASES
I (PROPOSED): 284,800 S.F.
II (PROPOSED SLABS): 106,800 S.F.
III (FUTURE): 182,300 S.F.
IV (FUTURE): 157,400 S.F.
STORAGE TOTAL: 731,300 S.F.
OFFICE (PROPOSED): 804 S.F.
RESIDENCE (PROPOSED): 1,327 S.F.
GARAGE (PROPOSED): 391 S.F.
TOTAL: 733,822 S.F.

RV SQUARE FOOTAGE
CARPORTS/ENCLOSED 239,750 S.F.

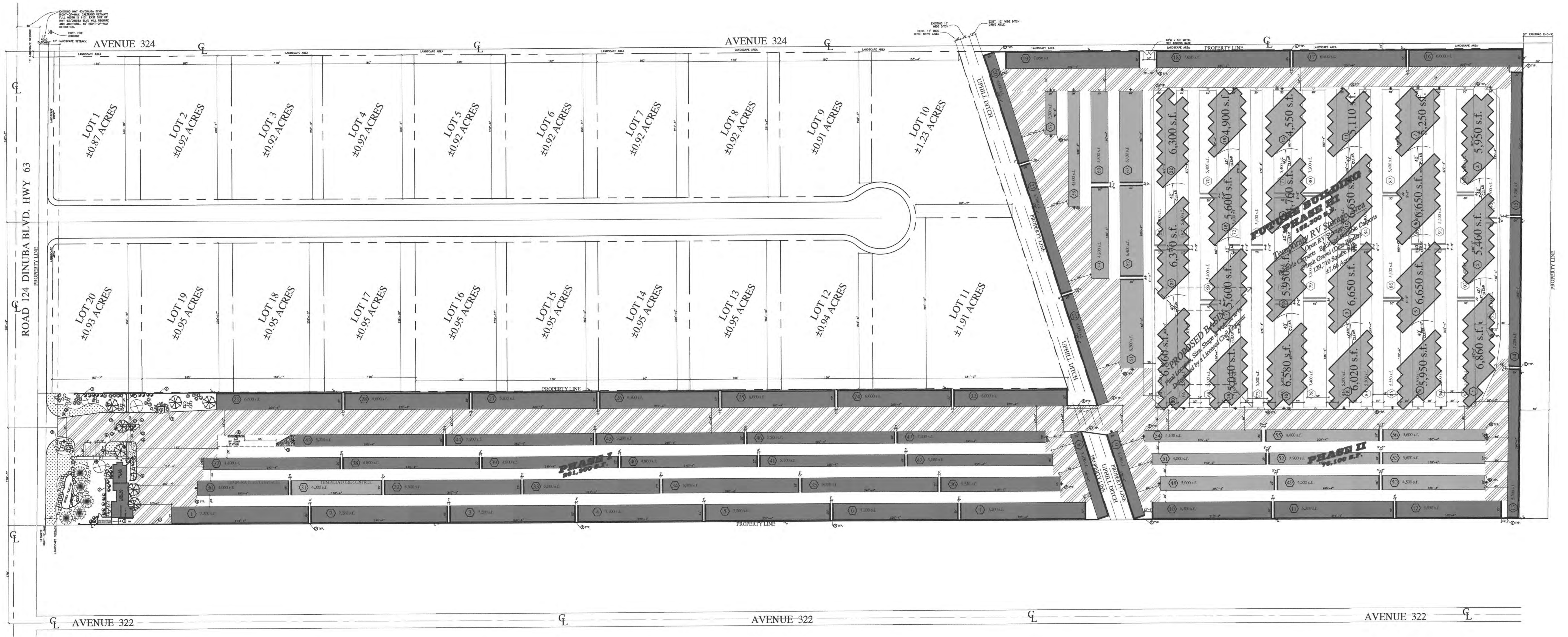
SITE PLAN

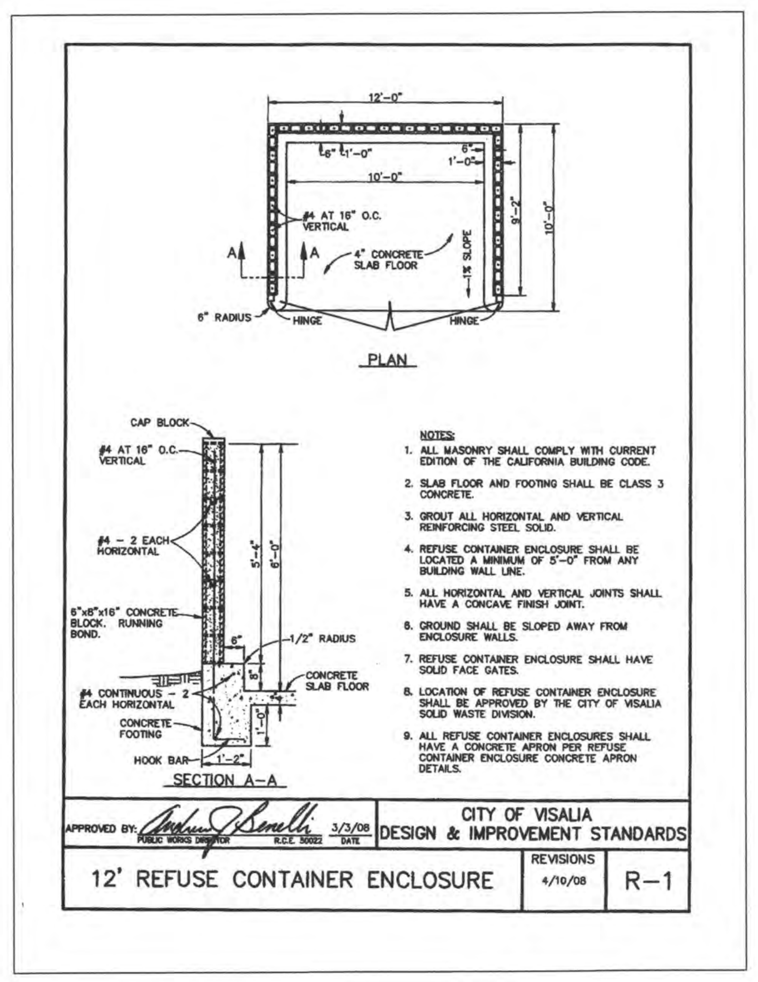
REVISIONS:

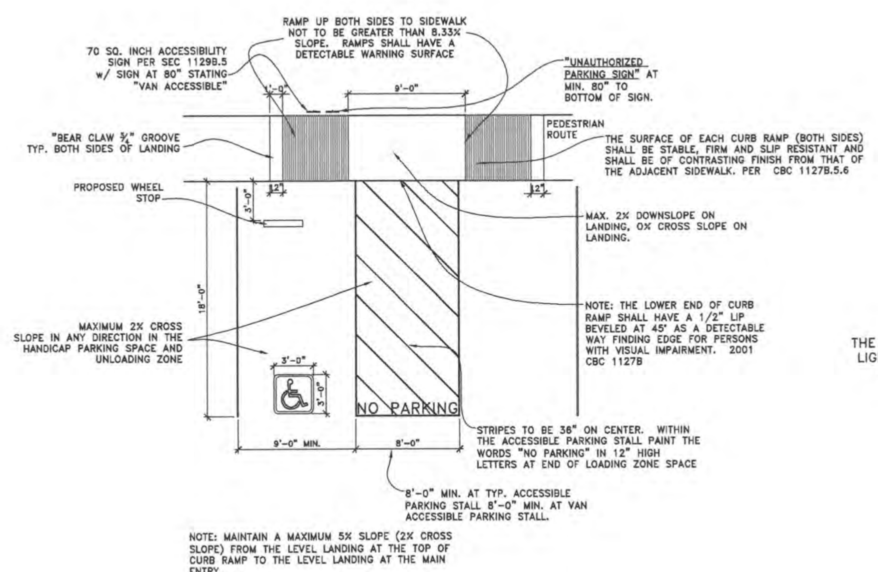
DERREL'S mini STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

APPROVALS

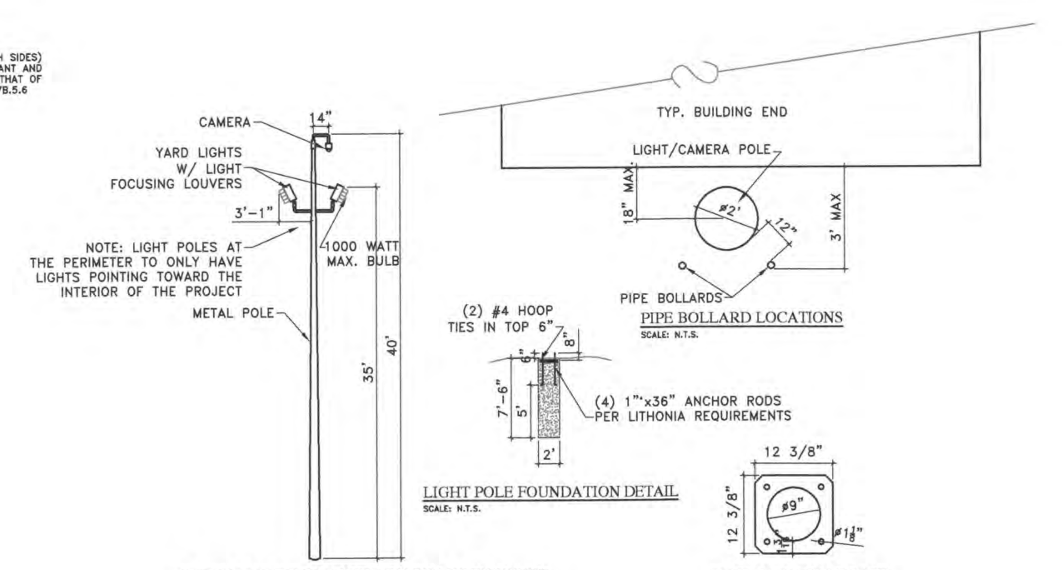
C:\My Documents\CADfiles\Projects\Hwy 63\A1.dwg
Date: June 8, 2021
Scale: 1" = 80'-0"
Drawn By: DB
Project: Site Plan Tulare Co Hwy 63
Sheet: A-1







PROPOSED ADA PARKING
SCALE: N.T.S.



SCHEMATIC POLE/CAMERA/YARD LIGHT EXHIBIT
SCALE: N.T.S.

PIPE BOLLARD LOCATIONS
SCALE: N.T.S.

LIGHT POLE FOUNDATION DETAIL
SCALE: N.T.S.

SCHEMATIC POLE BASE
SCALE: N.T.S.

NOTES:
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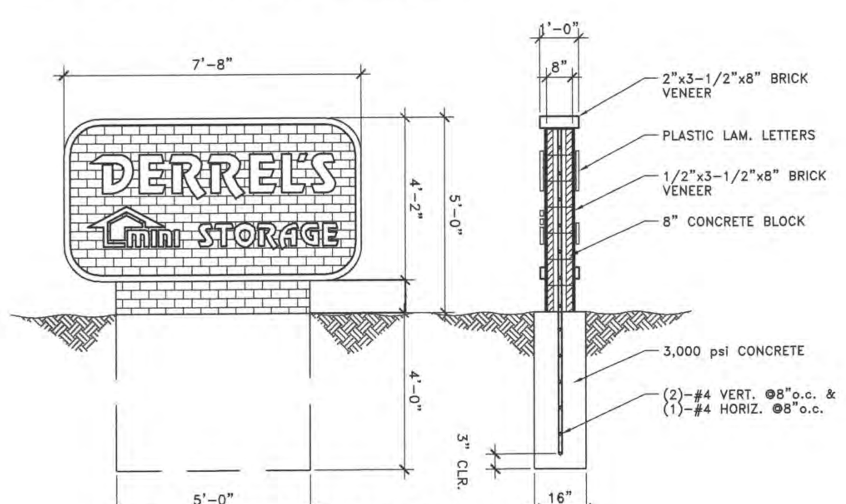

MONUMENT SIGN
SCALE: N.T.S.

LEGEND

1. PROPOSED 6'-0" HIGH CONCRETE BLOCK FENCE
2. PROPOSED 6" HIGH CONCRETE CURB
3. PROPOSED MONUMENT SIGN
4. PROPOSED ENTRY/EXIT KEYPAD
5. PROPOSED 3" DIA. GUARD POST (TYP. AT BLDG CORNERS)
6. PROPOSED CITY OF VISALIA STANDARD REFUSE CONTAINER ENCLOSURE PER STD. R-1
7. PROPOSED BUILDING HEIGHT (±8'-4") WALL BETWEEN BUILDINGS ALONG PERIMETER (TYPICAL)
8. PROPOSED ADA PARKING W/SIGNAGE (SEE DETAIL THIS PAGE)
9. PROPOSED PYLON SIGN - SEE DETAIL THIS PAGE

- PROPOSED APPROVED FIRE HYDRANT
- PROPOSED H.C. PARKING SPACE w/SIGN
- BUILDING NUMBER
- PROPOSED 30 WATT LED LIGHT AT 7'-6"
- PROPOSED STANDARD DECORATIVE LIGHT FIXTURE
- PROPOSED 2A IOBC FIRE EXTINGUISHER IN CABINET AS REQUIRED
- PROPOSED CAMERA/LIGHT POLE LOC. NOTE: NO LIGHTS SHALL BE POINTED TOWARDS THE EAST
- PROPOSED TWO-HOUR FIRE WALL
- 5" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
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- SECOND PHASE BUILDING CONSTRUCTION (SLAB ONLY)
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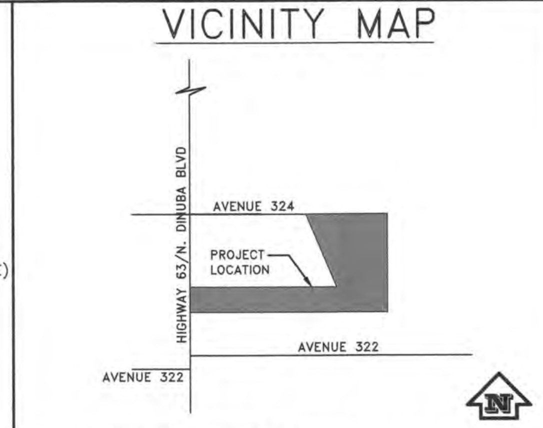
VICINITY MAP



OCCUPANCY DATA

ALLOWABLE SQUARE FOOTAGE		TYPE OF CONSTRUCTION	
STORAGE:	8,000 S.F.	STORAGE:	V-B
OFFICE:	8,000 S.F.	OFFICE:	V-B
RESIDENCE:	UNLIMITED S.F.	RESIDENCE:	V-B

OCCUPANCY

STORAGE:	S-1
OFFICE:	B
RESIDENCE:	R-3

SITE DATA

PROPERTY OWNER
DERREL'S MINI STORAGE
3265 W. ASHLAN AVE.
FRESNO, CA 93722
(559) 224-9900

ADDRESS (COMMERCIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

ADDRESS (RESIDENTIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

A.P.N.
XXX-XXX-XXX

LAND ACREAGE

GROSS:	±49.29 AC.
NET:	±49.00 AC.

BUILDING SQUARE FOOTAGE

CONSTRUCTION PHASES	
I (PROPOSED):	261,900 S.F.
II (PROPOSED SLABS):	76,100 S.F.
III (FUTURE):	182,300 S.F.
STORAGE TOTAL:	520,300 S.F.
OFFICE (PROPOSED):	804 S.F.
RESIDENCE (PROPOSED):	1,327 S.F.
GARAGE (PROPOSED):	391 S.F.
TOTAL:	522,822 S.F.

RV SQUARE FOOTAGE

CARPORTS/ENCLOSED	129,710 S.F.

LANDSCAPE LEGEND

KEY	COMMON NAME/BOTANICAL NAME		SIZE
	Prunus Cerasifera 'Purple Pony', Drawf Flowering Plum		15 GAL.
	Pistacia Chinesis 'Keith Davey', Chinese Pistache Tree		15 GAL.
	Juniperus Scopolorum Tolleson's Weeping, Weeping Juniper Tree		15 GAL.
	Prunus Cerasifera 'Krauter Vesuvius', Purple Leaf Plum		15 GAL.
	RHAPHIOLEPSIS INDICA	INDIA HAWTHORN	1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA	1 GAL.
	HEAVENLY BAMBOO	NANDINA DOMESTICA 'COMPACTA'	1 GAL.
	SOCIETY GARLIC	TULBAGHIA VIOLECEA 'SOCIETY GARLIC'	1 GAL.
	DWARF WHEELER	PITTOSPORUM	1 GAL.
	SYNTHETIC TURF		

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SITE PLAN

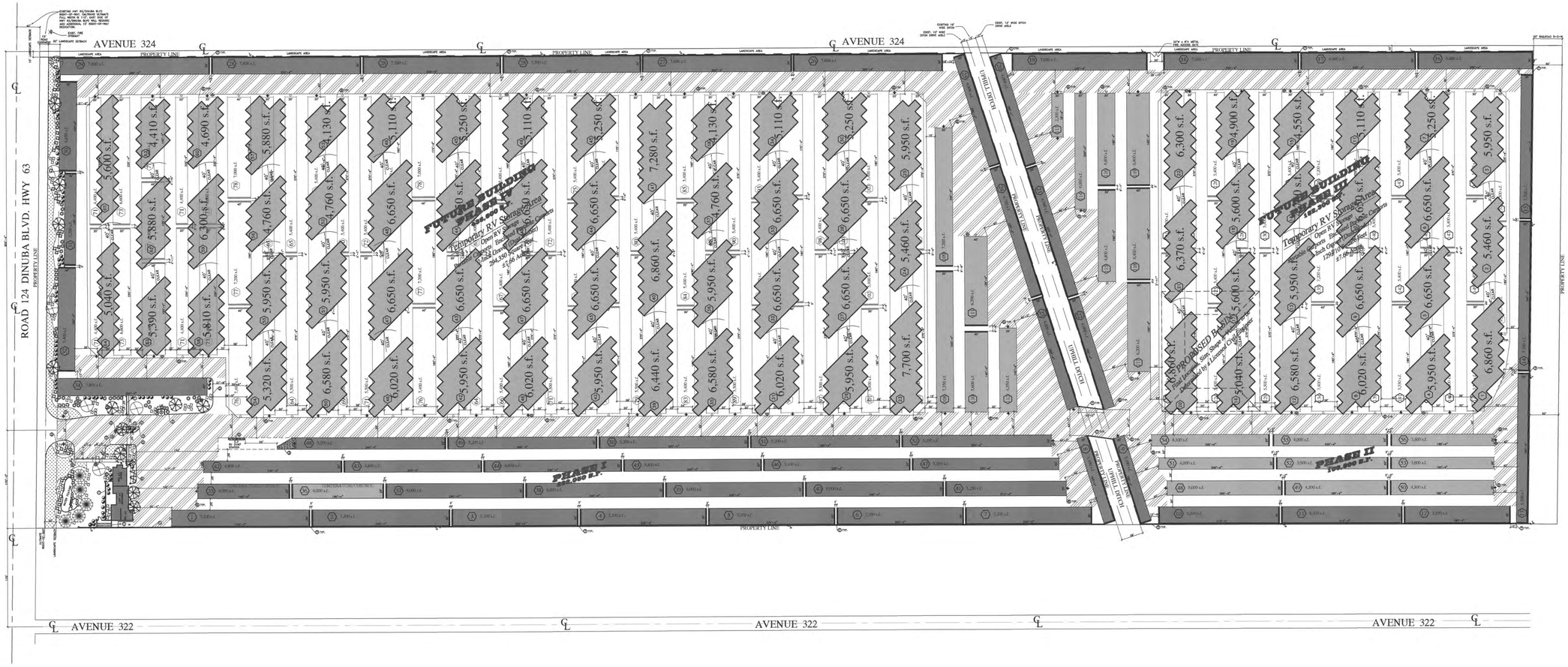
REVISIONS:

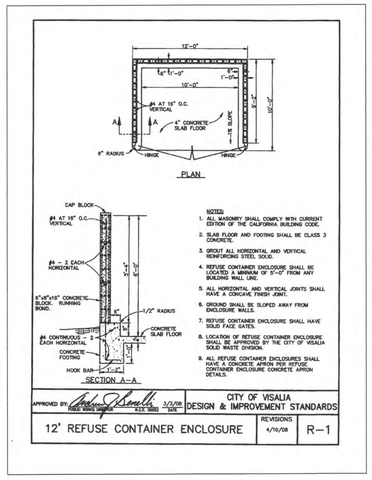
DERREL'S mini STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

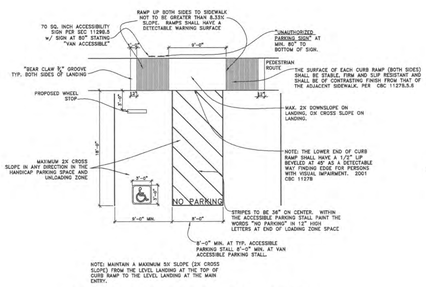
APPROVALS

C:\My Documents\CADfiles\Projects\Hwy 63\A1.dwg

Date:	June 8, 2021
Scale:	1" = 80'-0"
Drawn By:	DB
Project:	Site Plan Tulare Co Hwy 63
Sheet:	A-1

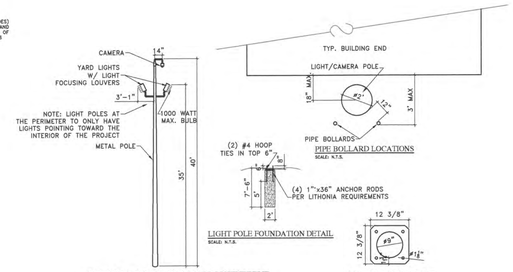






PROPOSED ADA PARKING

SCALE: N.T.S.



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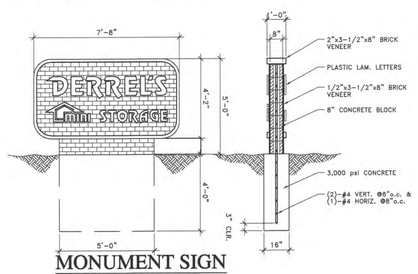

MONUMENT SIGN

SCALE: N.T.S.

LEGEND

1. 6'-0" HIGH CONCRETE BLOCK FENCE
2. 6" HIGH CONCRETE CURB
3. MONUMENT SIGN
4. ENTRY/EXIT KEYPAD
5. 3" DIA. STEEL GUARD POST (TYP. AT BLDG CORNERS)
6. CITY OF VISALIA STANDARD REFUSE CONTAINER ENCLOSURE PER STD. R-1
7. BUILDING HEIGHT (±8'-4") WALL BETWEEN BUILDINGS ALONG PERIMETER (TYPICAL)
8. ADA PARKING W/ SIGNAGE
9. PROPOSED PYLON SIGN
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- CAMERA/LIGHT POLE LOC. NOTE: NO LIGHTS SHALL BE POINTED TOWARDS THE EAST
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- 5" CONCRETE DRIVES o/6" COMPACT NATIVE SOIL
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- SECOND PHASE BUILDING CONSTRUCTION (SLAB ONLY)
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NOTE: FUTURE STORAGE AND CARPORT/ ENCLOSED RV STORAGE OVERLAP SAME LAND AREA, FUTURE STORAGE BUILDINGS WILL BE CONSTRUCTED AS NEEDED AFTER REMOVAL OF OVERLAPPING RV STORAGE. FUTURE STORAGE TO BE PHASED AS NEEDED.

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VICINITY MAP

OCCUPANCY DATA

ALLOWABLE SQUARE FOOTAGE		TYPE OF CONSTRUCTION	
STORAGE:	8,000 S.F.	STORAGE:	V-B
OFFICE:	8,000 S.F.	OFFICE:	V-B
RESIDENCE:	UNLIMITED S.F.	RESIDENCE:	V-B

OCCUPANCY
STORAGE: S-1
OFFICE: B
RESIDENCE: R-3

SITE DATA

PROPERTY OWNER
DERREL'S MINI STORAGE
3265 W. ASHLAN AVE.
FRESNO, CA 93722
(559) 224-9900

ADDRESS (COMMERCIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

ADDRESS (RESIDENTIAL)
HIGHWAY 63/N. DINUBA BLVD
VISALIA, CA

A.P.N.
XXX-XXX-XXX

LAND ACREAGE
GROSS: ±49.29 AC.
NET: ±49.00 AC.

BUILDING SQUARE FOOTAGE
CONSTRUCTION PHASES
I (PROPOSED): 292,050 S.F.
II (PROPOSED SLABS): 106,800 S.F.
III (FUTURE): 182,300 S.F.
IV (FUTURE): 435,600 S.F.
STORAGE TOTAL: 1,016,750 S.F.
OFFICE (PROPOSED): 804 S.F.
RESIDENCE (PROPOSED): 1,327 S.F.
GARAGE (PROPOSED): 391 S.F.
TOTAL: 1,019,272 S.F.

RV SQUARE FOOTAGE
CARPORTS/ENCLOSED 424,060 S.F.

LANDSCAPE LEGEND

KEY	COMMON NAME/BOTANICAL NAME		SIZE
	Prunus Cerasifera 'Purple Pony', Dwarf Flowering Plum		15 GAL.
	Pistacia Chinesis 'Keith Davey', Chinese Pistache Tree		15 GAL.
	Juniperus Scopulorum Tolleson's Weeping, Weeping Juniper Tree		15 GAL.
	Prunus Cerasifera 'Krauter Vesuvius', Purple Leaf Plum		15 GAL.
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	HEAVENLY BAMBOO	NANDINA DOMESTICA 'COMPACTA'	1 GAL.
	SOCIETY GARLIC	TULBAGHIA VIOLACEA 'SOCIETY GARLIC'	1 GAL.
	DWARF WHEELER	PITTOSPORUM	1 GAL.
	SYNTHETIC TURF		

*ALL PLANTER AREAS TO HAVE 1" WALK-ON BARK.

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SITE PLAN

REVISIONS:

DERREL'S mini STORAGE
3265 W ASHLAN AVE FRESNO CA 93722 (559) 224-9900

APPROVALS

C:\My Documents\CADfiles\Projects\Hwy 63\A1.dwg
Date: June 8, 2021
Scale: 1" = 80'-0"
Drawn By: DB
Project: Site Plan Tulare Co Hwy 63
Sheet: A-1

DISCLAIMER

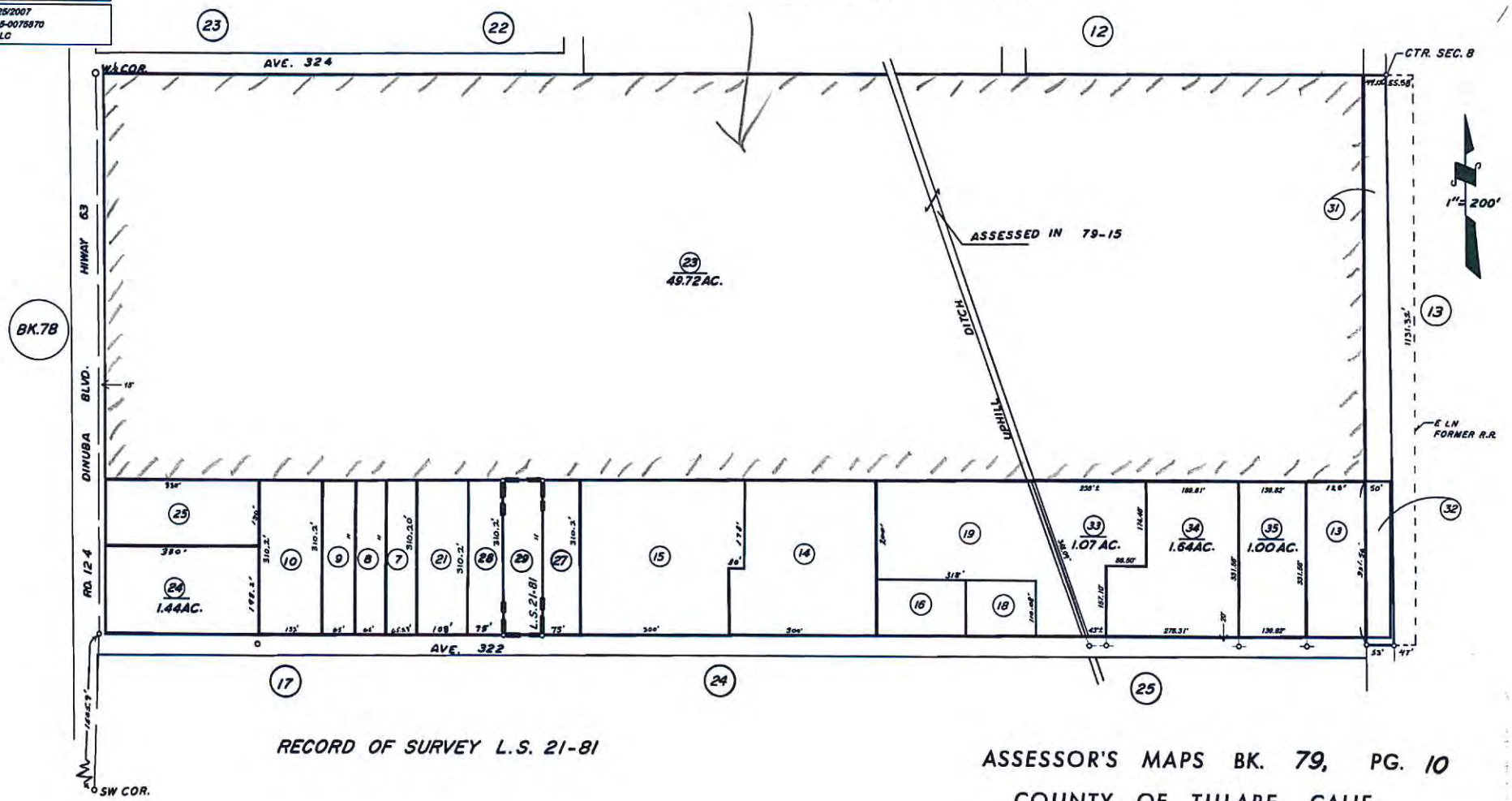
THIS MAP WAS PREPARED FOR LOCAL PROPERTY ASSESSMENT PURPOSES ONLY. THE PARCELS SHOWN HEREON MAY NOT COMPLY WITH STATE AND LOCAL SUBDIVISION ORDINANCES. NO LIABILITY IS ASSUMED FOR THE USE OF THE INFORMATION HEREON.

REVISED: 09/25/2007
REASON: 2005-0075870
CAD TECH: JLC

POR. N½ OF SW¼ SEC. 8, T.18S., R.25E., M. D. B. & M.

TAX CODE AREA **079-10**
153-046

Site of PRC 21-050



RECORD OF SURVEY L.S. 21-81

ASSESSOR'S MAPS BK. 79, PG. 10
COUNTY OF TULARE, CALIF.

NOTE — ASSESSOR'S BLOCK NUMBERS SHOWN IN ELLIPSES
ASSESSOR'S PARCEL NUMBERS SHOWN IN CIRCLES

3-28-63 CS
2-19-62 TN

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

June 14, 2021

06-TUL-63-11.49
PRELIM REVIEW
DERREL'S MINI STORAGE
GTS #: 32014

SENT VIA EMAIL

Mr. Dean Bouma
Derrel's Mini Storage, Inc.
3239 W. Ashlan Avenue
Fresno, CA 93722
Email: dbouma@derrels.com

Dear Mr. Bouma:

Caltrans has completed a preliminary review of the site plan for a Proposed Derrel's Mini Storage facility (Project) on the southeast 26-acre portion of a 49.72-acre site. The Project site is located on the south east corner of State Route (SR) 63 and Avenue 324, approximately 2 miles north of the City of Visalia, north of the St. Johns River.

- The site plan indicates the Project would have 230 feet of frontage along SR 63.
- The remainder of the site appears to be planned for a future 20 lot subdivision, that is not part of the current Project.
- This segment of SR 63 within the vicinity of the Project, is a 2-lane conventional highway with a posted speed limit of 55 mph.
- The SR 63 intersection with Avenue 324 is a three-legged intersection with a stop control on Avenue 324, which requires the traffic on Avenue 324 to stop and yield to mainline traffic on SR 63, before entering the highway.
- Avenue 324 is a local road that provides limited mobility and access to some residential and farm areas.

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

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

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

Stopping sight distance:

1. The site plan submitted shows two driveways accessing SR 63. The southern driveway provide access to the proposed Project (Mini Storage). The northern driveway would be serving the future 20-lot development.

2. The driveways are spaced approximately 357 feet apart (measured center to center).

3. The northern driveway closest to the intersection with Avenue 324 would be situated approximately 297 feet south of this intersection.

4. Given the posted speed limit of 55 mph, Caltrans preferred upstream functional spacing is 655 feet between an intersection and the upstream driveway, measured near-side to near-side (please refer to Transportation Research Board (TRB) Access Management Manual, 2nd Edition, Exhibits 14.3, 14.4).

5. However, based on the stopping sight distance, Caltrans would <u>require 500 feet</u> minimum spacing be maintained from the intersection to the upstream driveway.

Access connection:

6. Given the posted speed limit of 55 mph, a driveway should not be spaced closer than 495 feet from an adjacent driveway (refer to TRB Access Management Manual, 2nd Edition, Exhibit 15-19).

7. Caltrans in its effort to minimize traffic conflicts attempts to limit the number of access points to the main line. Restricting or keeping access connections to the minimum spacing would help preserve the safety, operation, and functional integrity of the state highway.

8. Avenue 324 does not extend the entire length of the site's northern boundary and cannot provide access to SR 63 via Avenue 324 for the proposed Project.

9. Caltrans has determined that the 49.72-acre site should be permitted 1 driveway access connection to SR 63.

10. Caltrans recommends that access to SR 63 for the proposed future 20-lot residential subdivision should be relocated to Avenue 324.

Driveway design:

11. Caltrans requires the design of a driveway accessing the State Highway System to be based on the following:
    a) the typical design vehicle using the driveway,
    b) traffic volumes anticipated to enter and exit the driveway,
    c) driveway be sloped away from the highway to prevent stormwater and any other debris from flowing onto the traveled lanes and shoulders.

12. For design guidelines on a typical rural driveway within the State's right of way, please refer to Caltrans' Encroachment Permits Manual, Appendix J.

13. Turning templates of the largest vehicle that will regularly use the driveway should be prepared and submitted for Caltrans review.

14. The available corner sight distance should be determined and indicated on the site plan. A clear line of sight should be maintained between the driver of a vehicle stopped on the driveway and the driver of an approaching vehicle on the major road. There should be no sight obstruction within the clear sight triangles. For corner sight distance guidelines, please refer to Highway Design Manual (HDM) Index 405.1.

Right-of-Way:

15. According to the Caltrans Transportation Concept Report (TCR), this segment of SR 63 in the vicinity of the proposed project is currently planned as a 2-lane conventional highway and ultimately planned to be a 4-lane facility within a total of 110 feet of right-of-way (55 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 63 existing at 80 feet with 40 feet from the centerline on the east side of SR 63.

16. A Right-of-Way (ROW) Dedication in Fee Title to Caltrans for 15 feet of right-of-way is needed to accommodate the ultimate configuration of SR 63. Dedications required by the Lead Agency need to be shown on a revised site plan and forwarded for our review. Right-of-way dedicated to the State due to the proposed project or work proposed in the State right-of-way, will need to be dedicated and conveyed to the State (in a form approved by the State) before an encroachment permit is issued for any work in the State right-of-way. A summary of the requirements for right-of-way dedications is enclosed.

General:

17. Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.

18. No water from the proposed project shall flow into the State right-of-way without approval from the District Hydraulic Engineer.

19. The project is proposing a 20-foot high advertising sign.

20. Advertising signs within the immediate area outside the State right-of-way need to be cleared through the Caltrans Division of Traffic Operations, Office of Outdoor Advertising. The project proponent must construct and maintain the advertising signs without access to the State Routes. Please contact the Outdoor Advertising Program, P.O. Box 942874, MS-36, Sacramento, CA 94274-0001, Phone (916) 654-6473, FAX (916) 651-9359 for additional information or to obtain a sign permit application. Additional information on Caltrans Outdoor Advertising Permit requirements may also be found on the Internet at www.dot.ca.gov/hq/oda.

21. Caltrans has no major improvement projects along this segment of SR 63 per the Status of Projects (SOP) report.

22. 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 project proponent continue to work with the County of Tulare to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes for its employees.

23. Caltrans recommends the project provide charging stations for electric vehicles as part of the statewide efforts to reduce greenhouse gas emissions.

24. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an

encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit.

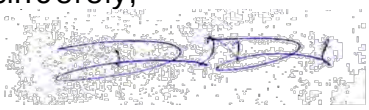
25. Prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. To schedule this meeting, please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, **at (559) 383-5047 or (559) 383-5235.**

- **Please review the permit application - required document checklist at:** https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=TR0402&distpath=MAOTO&brapath=PERM.

- **Please also review the permit application - processing checklist at:** https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/tr-0416-applicable-review-process-checklist.pdf.

If you have any other questions, please call me at (559) 981-1041.

Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning – South

June 3, 2021 Project No. 014-21089

Ms. Karen Kendall
Derrel's Mini Storage
3239 West Ashlan Avenue
Fresno, California 93722
kkendall@derrels.com

RE: Phase I Environmental Site Assessment
Derrel's Mini Storage Tulare County
Highway 63 and Avenue 324
Visalia, California 93291

Dear Ms. Kendall:

Krazan & Associates, Inc., (Krazan) completed a Phase I Environmental Site Assessment at the referenced site summarized in a report dated June 2, 2021. We appreciate the opportunity to serve your environmental due diligence needs. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOC) and site development issues are presented:

PAOC

- Krazan's review of historical aerial photographs indicates that residential and farm-type structures were located in the northwestern portion of the subject site from at least 1937 to at least 1952, and that the subject site was in different stages of agricultural production and fallow land from at least 1937 to the present. Historical uses of the subject site prior to 1937 were not reasonably ascertainable utilizing the standard historical references consulted during this assessment, and it is therefore unknown how long the subject site was developed with structures prior to 1937. Underground storage tanks (USTs) on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Krazan's experience with such properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA and despite the subsequent cultivation of crops in the former farm area. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the former on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site in a historical agricultural setting is unknown.

For a higher level of due diligence to assess the presence or absence of USTs in the area of the former on-site dwelling and farm structures, Krazan recommends conducting a Phase II Limited Subsurface Survey (LSS) in the inferred area of the former on-site structures to assess the presence or absence of subsurface metallic anomalies characteristic of underground storage tanks.

Site Development Issues

- An agricultural water well was observed on the subject site. No information regarding analytical testing or construction of the on-site well was found during the course of this investigation. If the on-site agricultural water well is not to be used during any future development of the subject site, it should be properly abandoned/destroyed in accordance with state and local guidelines.

- Krazan's review of historical aerial photographs indicates that a rural residential dwelling was historically located on the subject site from at least 1937 to at least 1952. A domestic water well and septic system may have been associated with the former on-site dwelling. If any domestic water wells or septic systems are identified in any future development of the subject site, they should be properly abandoned/destroyed in accordance with state and local guidelines.

If you have any questions regarding the information presented in this report, please call me at (559) 348-2200.

Respectfully Submitted,
KRAZAN & ASSOCIATES, INC.

Arthur C. Farkas, REA No. 07818
Environmental Professional

ACF/mlt

PHASE I ENVIRONMENTAL
SITE ASSESSMENT
DERREL'S MINI STORAGE TULARE COUNTY
HIGHWAY 63 AND AVENUE 324
VISALIA, CALIFORNIA 93291

Pursuant to ASTM E 1527-13

Project No. 014-21089
June 3, 2021

Prepared for:
Ms. Karen Kendall
Derrel's Mini Storage
3239 West Ashlan Avenue
Fresno, California 93722
(559) 224-9900

Prepared by:
Krazan & Associates, Inc.
215 West Dakota Avenue
Clovis, California 93612
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Krazan & ASSOCIATES, INC.
SITE DEVELOPMENT ENGINEERS

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June 3, 2021 Project No. 014-21089

PHASE I ENVIRONMENTAL SITE ASSESSMENT
DERREL'S MINI STORAGE TULARE COUNTY
HIGHWAY 63 AND AVENUE 324
VISALIA, CALIFORNIA 93291

1.0 EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the proposed Derrel's Mini Storage Tulare County property located southeast of Highway 63 and Avenue 324 near the City of Visalia, California, Tulare County. It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report. Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-13.

ASTM E 1527-13 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Krazan's findings of this Phase I ESA revealed no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13. However, a potential area of concern (PAOC) regarding possible underground storage tank usage on a rural residential dwelling and associated farm structures formerly

located on the property and two site development issues were identified. The PAOC and site development issues are discussed in detail in Section 8.0 of this report.

2.0 PURPOSE AND SCOPE OF ASSESSMENT

2.1 Purpose

According to ASTM E 1527-13, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products.* As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner, contiguous property owner,* or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *landowner liability protections,* or *LLPs*): that is, the practice that constitutes *all appropriate inquiries* into the previous ownership and uses of the *property* consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

2.2 Scope of Work

The Phase I ESA includes the following scope of work: a) a site reconnaissance of existing on-site conditions and observations of adjacent property uses, b) a review of user-provided documents c) a review of historical aerial photographs, a review of pertinent building permit records, city directories, historical Sanborn Fire Insurance Maps (SFIMs), and interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, d) a review of local regulatory agency records, and e) a review of local, state, and federal regulatory agency lists compiled by Environmental Data Resources, Inc. (EDR). The scope of work for this Phase I ESA conforms to ASTM E 1527-13. Krazan was provided written authorization to conduct the Phase I ESA by Ms. Karen Kendall with Derrel's Mini Storage on May 4, 2021, in Krazan's April 27, 2021 Proposal/Cost Estimate No. P21-190.

3.0 SITE DESCRIPTION

The subject site is located southeast of Highway 63 and Avenue 324 near the City of Visalia, California. The subject site consists of one parcel measuring approximately 49.72 acres with the

associated Tulare County Assessor's Parcel Number (APN) of 079-100-023. The subject site is currently utilized for the cultivation of an orchard.

General property information and property use are summarized in the following Table I. Refer to Figures No. 1 – 4 following the Reference Section.

TABLE I
Subject Site Information Summary

Current Owner:	The Atkins Family Limited Partnership
Assessor's Parcel Number:	079-100-023
Address:	No Current Address
Historical Address:	None
General Location:	Southeast of Highway 63 and Avenue 324
Acreage:	Approximately 49.72 acres
Existing Use:	Orchard
Number of Buildings:	None
Original Construction Date:	N/A
Proposed Use:	Mini Storage Facility
Topographic Map:	U.S. Geological Survey, 7.5 minute Monson, California topographic quadrangle map, dated 1949, photorevised 1969
Topographic Map Location:	Southwest quarter of Section 8, Township 18 South, Range 25 East, Mount Diablo Baseline and Meridian
Latitude/Longitude:	36.377179° / –119.292293°
Topography:	Relatively flat, approximately 330 feet above mean sea level
Approximate Depth to Groundwater:	105 feet below ground surface (bgs), State of California Department of Water Resources (DWR)*
Regional Groundwater Flow Direction:	West/Southwest, DWR

State of California, Department of Water Resources, *Sustainable Groundwater Management Act (SGMA) Data Viewer, Spring 2018*.

3.1 Geology and Hydrogeology

The subject site is located within the San Joaquin Valley, a broad structural trough bound by the Sierra Nevada and Coast Ranges of California. The San Joaquin Valley, which comprises the southern portion of the Great Valley of California, has been filled with several thousand feet of sedimentary deposits. Sediments in the eastern valley, derived from the erosion of the Sierra Nevada, have been deposited by major to minor west-flowing drainages and their tributaries. Near-surface sediments are dominated by sands and silty sands with lesser silts, minor clays, and gravel. The sedimentary deposits in the region form large coalescing alluvial fans with gentle slopes. The groundwater in the area is reported to be first encountered at a depth of approximately 105 feet bgs. The groundwater flow direction in the area of the subject site is generally towards the west/southwest.

4.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject site and surrounding properties, was conducted by Mr. Ken Sani, Krazan's Environmental Assessor, on June 1, 2021. Krazan's Environmental Assessor was unaccompanied during the site reconnaissance. The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions, including hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

4.1 Observations

The following Table II summarizes conditions encountered during our site reconnaissance. A discussion of visual observations follows the table below. Refer to the Site Map (Figure No. 3) and color photographs following the text for the locations of items discussed in this section of the report.

TABLE II
Summary of Site Reconnaissance

Feature	Observed	Not Observed
Structures (existing)		X
Evidence of Past Uses (foundations, debris)		X
Hazardous Substances and/or Petroleum Products (including containers)		X
Aboveground Storage Tanks (ASTs)		X
Underground Storage Tanks (USTs) or Evidence of USTs		X
Evidence of Underground Pipelines		X
Strong, Pungent, or Noxious Odors		X
Pools of Liquid Likely to be Hazardous Materials or Petroleum Products		X
Drums		X
Unidentified Substance Containers		X
Potential Polychlorinated Biphenyl (PCB)-Containing Equipment		X
Subsurface Hydraulic Equipment		X
Heating/Ventilation/Air conditioning (HVAC)		X
Stains or Corrosion on Floors, Walls, or Ceilings		X
Floor Drains, Sumps, or Oil/Water Clarifiers		X
Storm Drains		X
Pits, Ponds, or Lagoons		X
Stained Soil and/or Pavement		X
Soil Piles		X
Stressed Vegetation		X
Waste or Wastewater (including stormwater) Discharges to Surface/ Surface Waters		X
Wells (irrigation, domestic, dry, injection, abandoned, monitoring wells)	X	
Septic Systems		X

The subject site comprises approximately 49.72 acres with the associated Tulare County APN of 079-100-023. The subject site is currently utilized for the cultivation of walnut orchards. Refer to Figure No. 3, Site Map, for locations of the following referenced on-site features:

- The subject site was observed to be utilized for agricultural purposes (the cultivation of walnut orchards). No evidence of hazardous materials storage/waste was observed at the subject site (See photos 1, 3, 5, and 6).

- An active agricultural water well with an associated pump and concrete irrigation standpipe enclosed within a gated chain link fence was observed in the northwestern portion of that area of the subject site lying east of the Uphill Canal (See photo 4). No evidence of hazardous materials storage/waste was observed on the concrete pad beneath and adjacent to the agricultural water well. No information regarding analytical testing or construction of the on-site well was found during the course of this investigation.

- During the visual observations of the subject site, exposed surface soils did not exhibit obvious signs of discoloration. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the areas observed. No standing water or major depressions were observed on the subject site.

- No high-voltage, tower-mounted electrical transmission lines were observed on or in the vicinity of the subject site.

4.2 Utilities

Based on Krazan's research, the following Table III summarizes companies/municipalities that will provide utility services to the subject site upon annexation:

TABLE III
Municipal Service / Utility Providers

Electricity	Southern California Edison
Natural Gas	Southern California Gas
Potable Water	City of Visalia*
Sanitary Sewer	City of Visalia

*It is the responsibility of the City of Visalia to provide customers with potable water in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water.

4.3 Adjacent Streets and Property Usage

The following Table IV summarizes the current adjacent roads and adjacent property uses observed during the site reconnaissance:

TABLE IV
Adjacent Streets and Property Use

Direction	Adjacent Street	Adjacent Property Use
North	Avenue 324 (portion)	Rural Residential
South	None	Rural Residential
East	None	Agricultural
West	Highway 63 (Dinuba Boulevard)	Rural Residential, Agricultural

Based on the observed uses of the properties located immediately adjacent to the subject site, it is unlikely that significant quantities of hazardous materials are stored at the adjacent properties.

4.4 ASTM Non-Scope Considerations

According to ASTM E 1527-13, there may be environmental issues or conditions at the subject site that are outside the scope of the Phase I ESA practice (non-scope considerations). Some substances may be present at the subject site in quantities and under conditions that may lead to contamination of the subject site or of nearby properties but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §9601[14]). ASTM non-scope considerations are discussed below.

Asbestos-Containing Materials

Asbestos is a group of naturally occurring mineral fibers that have been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Because of its fiber strength and heat resistant properties, asbestos has been used for a wide range of manufactured goods, mostly in building materials, vehicle brakes, and heat-resistant fabrics, packaging, gaskets, and coatings. When asbestos-containing materials (ACMs) are damaged or disturbed by repair, remodeling, or demolition activities, microscopic asbestos fibers may become airborne and can be inhaled into the lungs, where they can cause significant health problems. No structures are located on the subject site. Therefore, ACMs are not considered an on-site environmental concern at this time.

Lead-Based Paint

Although lead-based paint (LBP) was banned in 1978, many building constructed prior to 1978 have paint that contains lead. Lead from paint, chips, and dust can pose serious health hazards if not addressed properly. No structures are located on the subject site. Therefore, LBP is not considered an on-site environmental concern at this time.

Mold and Moisture Intrusion

A class of fungi, molds have been found to cause a variety of health problems in humans, including allergic, toxicological, and infectious responses. Molds are decomposers of organic materials, and thrive in humid environments, and produce spores to reproduce, just as plants produce seeds. When mold spores land on a damp spot indoors, they may begin growing and digesting whatever they are growing on in order to survive. When excessive moisture or water accumulates indoors, mold growth will often occur, particularly if the moisture problem remains undiscovered or unaddressed. As such, interior areas of buildings characterized by poor ventilation and high humidity are the most common locations of mold growth. Building materials including drywall, wallpaper, baseboards, wood framing, insulation and carpeting often play host to such growth. Moisture control is the key to mold control. Molds need both food and water to survive; since molds can digest most things, water is the factor that limits mold growth. The EPA recommends the following action to prevent the amplification of mold growth in buildings:

- Fix leaky plumbing and leaks in the building envelope as soon as possible.
- Watch for condensation and wet spots. Fix source(s) of moisture problem(s) as soon as possible.
- Prevent moisture due to condensation by increasing surface temperature or reducing the moisture level in air (humidity). To increase surface temperature, insulate or increase air circulation. To reduce the moisture level in air, repair leaks, increase ventilation (if outside air is cold and dry), or dehumidify (if outdoor air is warm and humid).
- Keep heating, ventilation, and air conditioning (HVAC) drip pans clean, flowing properly, and unobstructed.
- Vent moisture-generating appliances, such as dryers, to the outside where possible.
- Maintain low indoor humidity, below 60% relative humidity (RH), ideally 30-50%, if possible.
- Perform regular building/HVAC inspections and maintenance as scheduled.
- Clean and dry wet or damp spots within 48 hours.
- Do not let foundations stay wet. Provide drainage and slope the ground away from the foundation.

No structures are currently located on the subject site. Therefore, microbial growth and moisture intrusion are not considered an on-site environmental concern at this time.

Radon

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Health Services (CDHS) maintains a statewide database of radon results in designated geographic areas. Radon detection devices are placed in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4.0 pico Curies per liter (pCi/L).

The US EPA has prepared a map to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site-specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L. Therefore, the available data suggests that the potential for radon to adversely impact the subject site appears to be low.

Wetlands

As defined by the U.S. EPA and the Department of Army, Corps of Engineers, wetlands are "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Jurisdictional wetlands are regulated under Section 404 of the Clean Water Act (1972, 1977, and 1987, and also the 1985 and 1990 Farm Bills), and are important for protection of aquatic waterfowl and species, water purification, and flood control.

According to current Corps of Engineers information, three basic criteria are currently used to define wetlands:

- Wetland hydrology - areas exhibiting surface or near-surface saturation or inundation at some point in time (greater than 12.5 percent of growing season defined on basis of frost-free days) during an average rainfall year.

- Hydrophilic vegetation - frequency of occurrence of wetland indicator plants (plant life growing in water, soil, or substrate that is periodically deficient in oxygen as a result of excessive water content).

- Hydric soil - landscape patterns identified by saturation, flooding, or ponding long enough during the growing season (generally seven days) which develop characteristic color changes in the upper part of the soil as a result of anaerobic conditions.

Based on Krazan's reconnaissance of the subject site, evidence was not apparent to suggest that the site contained a wetland. Furthermore, according to the U. S. Fish & Wildlife Service (USFWS) National Wetlands Inventory available via the USFWS Internet website, the subject site does not appear to contain a designated wetland. Therefore, at this time, regulations pertaining to wetlands do not appear to impact the subject site.

Environmental Non-Compliance Issues

No obvious material non-compliance issues were identified in connection with the subject site in the process of preparing this report.

Activity and Use Limitations

No activity and use limitations were identified in connection with the subject site in the process of preparing this report.

5.0 USER-PROVIDED INFORMATION

A review of user-provided information was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject site. A Final Title Report or Environmental Lien Search were not provided to or prepared by Krazan in conjunction with this assessment.

5.1 Title Report

A Preliminary Title Report (PTR) dated October 2, 2020, prepared for subject site by Chicago Title Company, was provided to Krazan by Ms. Karen Kendall with Derrel's Mini Storage, the Phase I ESA user. The subject site PTR was reviewed to identify potential deed restrictions, environmental liens or activity and use limitations (AULs) which may have occurred on or exist in connection with the subject site. Krazan's review of the PTR indicated no deed restrictions or environmental liens for the subject site. Additionally, as quoted from the subject site PTR, "It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land." The absence of a Final Title Report or Environmental Lien Search represents a data gap. Please refer to Appendix A for a copy of the PTR.

5.2 Phase I Environmental Site Assessment User Questionnaire

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the *Brownfields Amendments*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *all appropriate inquiry* is not complete. The user is asked to provide information or knowledge of the following:

1. Environmental cleanup liens that are filed or recorded against the site.
2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
3. Specialized knowledge or experience of the person seeking to qualify for the LLPs.
4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.
5. Commonly known or *reasonably ascertainable* information about the *property*.
6. The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.
7. The reason for preparation of this Phase I ESA.

A completed Phase I ESA user questionnaire was received from Ms. Karen Kendall with Derrel's Mini Storage, the Phase I ESA user. Please refer to Appendix B for a copy of the completed Phase I ESA user questionnaire.

According to the questionnaire responses, Ms. Kendall, to the best of her knowledge as the user of this Phase I ESA, was not aware of any environmental cleanup liens and activity or land use limitations which have been filed or recorded against the subject site and Ms. Kendall indicated that she did not have knowledge of specific chemicals being used at the subject site and/or unauthorized spills or chemical releases in connection with the subject site. Ms. Kendall also indicated that historically the subject site has been utilized for the cultivation of walnut orchards. Additionally, Ms. Kendall indicated that the reason for preparation of this Phase I ESA is related to a purchase of the property and the purchase price reasonably reflects fair market value.

6.0 SITE USAGE SURVEY

The property usage survey included assessing property history, conducting interviews with persons knowledgeable of the previous and current ownership and uses of the subject site, and reviewing local, state, and federal regulatory agency records.

6.1 Site History

A review of historical aerial photographs, a USGS topographic quadrangle map, Tulare County Building Department (TCBD) records, reasonably ascertainable city directories, a search for Sanborn fire insurance maps (SFIMs), and a Phase I ESA interview were utilized to assess the history of the subject site.

Aerial Photograph Interpretation

Historical aerial photographs dated 1937, 1952, 1969, 1977, 1984, 1994, 2009, and 2019 were reviewed to assess the history of the subject site. These photographs were obtained from Environmental Data Resources, Inc. (EDR) and Google Earth™. Aerial photograph coverage for the years between 1952 and 1969 was not reasonably ascertainable or available. The aerial photograph summary is provided in the following Table V. Please refer to Appendix C for a copy of the Historical Aerial Photographs.

TABLE V
Summary of Aerial Photograph Review

Year/Scale	Site Use	Site and Adjacent Property Observation
1937 1" = 500'	Ditch/ Rural Residential Dwelling/ Farm Structures/ Agricultural/ Undeveloped Land/ Trees	The Uphill Ditch appear to traverse the eastern portion of the subject site in a northwesterly to southeasterly direction. Additionally, a rural residential dwelling and associated farm structures appear to be located in the northwestern portion of the subject site. The remainder of the subject site lying west of the Uphill Ditch appears to be predominantly utilized for agricultural purposes. The subject site property lying east of the Uphill Ditch appears to be undeveloped land with several large trees. The subject site appears to be bounded to the east by the Atchison, Topeka, Santa Fe Railroad right-of-way, beyond which lies undeveloped land. The subject site also appears to bounded to the west by Highway 63 (Dinuba Boulevard), beyond which lies rural residential dwellings, associated farm structures and agricultural property. The adjacent property to the south appears to be occupied by rural residential dwellings, farm structures, agricultural properties, and undeveloped land.

TABLE V (continued)
Summary of Aerial Photograph Review

Year/Scale	Site Use	Site and Adjacent Property Observation
1952 1" = 500'	Ditch/ Rural Residential Dwelling/ Farm Structures/ Agricultural/ Undeveloped Land/ Trees	Conditions on the subject site and adjacent properties appear relatively similar to those noted in the 1937 aerial photograph.
1969 1" = 500'	Agricultural/ Ditch	The subject site appears to be utilized for agricultural purposes. The rural residential dwelling and associated farm structures formerly located in the northwestern portion of the subject site appear to have been removed. Conditions on the adjacent properties appear relatively similar to those noted in the 1952 aerial photograph except that the adjacent property to the east, beyond the railroad tracks, appears to be utilized for agricultural purposes.
1977 1" = 500'	Agricultural/ Ditch	Conditions on the subject site and adjacent properties appear relatively similar to those noted in the 1969 aerial photograph.
1984 1" = 500'	Fallow Land/ Ditch	The subject site appears to be fallow land. Conditions on the adjacent properties appear relatively similar to those noted in the 1977 aerial photograph.
1994 1" = 500'	Fallow Land/ Ditch	Conditions on the subject site and adjacent properties appear relatively similar to those noted in the 1984 aerial photograph.
2009 1" = 500'	Agricultural/ Ditch	The subject site still appears to be cultivated for orchards. Conditions on the adjacent properties appear relatively similar to those noted in the 1994 aerial photograph except that the railroad tracks formerly located adjacent to the east of the subject site appear to have been removed.
2019 1" = 500'	Agricultural/ Ditch	Conditions on the subject site and adjacent properties appear relatively similar to those noted in the 2009 aerial photograph.

USGS Topographic Quadrangle Map

Krazan's review of the USGS, 7.5 minute, Monson, California topographic quadrangle map dated 1949, photorevised 1969, indicates that no structures are depicted on the subject site and the Uphill Ditch traversed the subject site in a northwesterly and southeasterly direction. Refer to Figure No. 4, Topographic Map, for reference.

Tulare County Building Department

The TCBD was contacted to review building permit records for the subject site associated Tulare County APN of 079-100-023. According to a representative of the TCBD, no building permit records are on file with the TCBD for the subject site. Therefore, no permits for items such as underground

storage tanks, septic systems, building, demolition, or previous structures/features are on file with the TCBD for the subject site.

City Directories

City directories were not searched due to the current absence of structures and addresses associated with the subject site.

Sanborn Fire Insurance Maps

Krazan reviews SFIMs to evaluate prior land use of the subject site and the adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the subject site within the city limits. Krazan contracted with EDR to provide copies of available SFIMs for the subject site and the adjacent properties as far back as 1867. EDR's search of SFIMs revealed no coverage for the subject site and the adjacent properties. Please refer to Appendix D for a copy of the EDR, SFIM *Unmapped Property* report.

6.2 Interviews

Krazan conducted an interview with the owner of the subject site. The interview is designed to provide pertinent information regarding potential environmental impacts associated with the subject site.

Subject Site Owner

A Phase I ESA interview was conducted with Ms. Melinda Bergreen, a representative for the Atkins Family Limited Partnership, the owner of the subject site. The interview is designed to provide pertinent information regarding potential environmental and historical impacts associated with the subject site.

During the interview, Ms. Bergreen stated that she has been personally familiar with the subject site for the past 25 years. Ms. Bergreen indicated that the subject site has historically been utilized for the cultivation of walnut orchards. Ms. Bergreen also indicated that she believes that no environmentally persistent pesticides/herbicides have been applied to the subject site orchard since she has been familiar with the subject site. Ms. Bergreen stated that there is an agricultural water well located on the subject site.

According to Ms. Bergreen, to the best of her knowledge, no on-site treatment and/or discharge of waste; no disposal ponds; no disposal of hazardous materials; no hazardous materials spills; no environmental liens, AULs, engineering or institutional controls, no on-site leach fields, dry wells,

sumps, no buried materials or USTs, no monitoring wells, or any items of an environmental concern are associated with the subject site. Ms. Bergreen indicated that the reason for the preparation of the Phase I is in relation to a property sale and the purchase price reasonably reflects fair market value.

Previous Subject Site Owners/Occupants

An interview with a previous owner/occupant of the subject site was not reasonably ascertainable.

6.3 Agricultural Chemicals

Review of historical aerial photographs indicates that the subject site was in different stages of agricultural production and fallow land from at least 1937 to the present. Although the potential exists that environmentally persistent pesticides/herbicides were historically applied to the orchards grown on the subject site, 1) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment, 2) a representative of the owner of the subject site stated that they have not used environmentally persistent herbicides/pesticides on the subject site during the 25-year period she has been associated with the subject site, and 3) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site will be dislocated/diluted as a result of the rough grading and trenching operations in conjunction with the proposed redevelopment of the property as mini storage facility. Consequently, given the above-referenced factors and Krazan's experience in the subject site vicinity which generally indicates that the potential is low for elevated concentrations of environmentally persistent pesticides/herbicides related to agricultural cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action, despite the absence of specific data, the potential for elevated concentrations of environmentally persistent pesticides/herbicides to currently exist in the near-surface soils of the subject site at concentrations which would require regulatory action appears to be low.

6.4 Regulatory Agency Interface

A review of regulatory agency records was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and/or the adjacent properties and businesses. Regulatory records are reviewed based on the following criteria: 1) properties with known soils and/or groundwater releases considered to represent the potential for impact to the subject site that are located within 1,760 feet of the subject site for constituents of concern impacts or 528 feet of the subject site for petroleum hydrocarbon impacts; 2) properties that are adjacent or in proximity to the subject site included within the EDR regulatory database report or noted during the site reconnaissance to possibly handle, store, or generate hazardous materials. Applicable property records are discussed below.

Tulare County Health and Human Service Agency, Environmental Health Division

The Tulare County Health and Human Services Agency, Environmental Health Division (TCEHD) is the lead regulatory agency or Certified Unified Program Agency (CUPA) for hazardous materials handling facilities in Tulare County. On May 17, 2021, the TCEHD was contacted via facsimile regarding potential hazardous materials records including USTs, leaking underground storage tanks (LUSTs), hazardous materials business plans (HMBPs), hazardous material releases, and/or environmental cleanup records for the subject site and adjacent properties. According to representatives of the TCEHD, no records of hazardous materials storage/waste, ASTs, USTs, LUSTs, or environmental cleanups are on file with the TCEHD for the subject site or adjacent to the subject site.

Tulare County Fire Department

The Tulare County Fire Department (TCFD) has jurisdiction for the fire protection for the subject site and the immediate vicinity. On May 17, 2021, the TCFD was contacted via facsimile regarding potential records of hazardous materials storage, aboveground storage tanks, and hazardous material incidents/spills for the subject site. As of the date of this report, the TCFD has not responded to Krazan's request. Krazan will forward any pertinent environmental data to the Client upon receipt.

State of California Regional Water Quality Control Board - Geotracker

Krazan's review of the State of California Regional Water Quality Control Board (RWQCB) Geotracker database available via the RWQCB Internet Website indicated that no LUST sites, cleanup program sites, land disposal sites, or military sites are listed for the subject site, the adjacent properties, or properties located within the subject site vicinity. Additionally, no permitted UST sites were determined to be located on or adjacent to the subject site.

State of California Department of Toxic Substances Control - Envirostor

Krazan's review of the State of California Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website indicated that no State response sites, voluntary cleanup sites, or military evaluation sites are listed for the subject site, the adjacent properties, or properties located within 500 feet of the subject site. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site.

State of California Geologic Energy Management Division - GalGEM

Krazan's review of the State of California Geologic Energy Management Division Online Mapping System (CalGEM) indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site.

Local Area Tribal Records

No Indian reservations, USTs on Indian land, or LUSTs on Indian land were reported on the subject site, adjacent properties, or vicinity properties in the EDR-provided government database report.

6.5 Regulatory Agency Lists Review

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by EDR and Krazan and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances of every property listed by EDR. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. Refer to the following Table VI for a summary of the listed properties considered to have the potential to impact the subject site located within the specified ASTM Search Radii. The actual distances of the listed properties (which are summarized below) are based on observations during Krazan's site reconnaissance. No EDR-listed unmapped (non geocoded) sites were determined to be located on or adjacent to the subject site. Please refer to Appendix E for a copy of the EDR, Radius Map.

TABLE VI
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	0	1	NR	1
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	0	0	NR	NR	0

TABLE VI (continued)
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	0	NR	NR	NR	0
HIST UST	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		0	0	NR	NR	NR	0
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0

TABLE VI (continued)
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	2	NR	NR	NR	2
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0

TABLE VI (continued)
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	0	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
WDR	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
MINES MRDS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals –		0	0	2	0	1	0	3

The subject site was not listed in the EDR regulatory data base report.

The following property was listed adjacent to the subject site:

David M Rodrigues adjacent to the south
12590 Avenue 322
According to EDR, this facility is listed as a RCRA NONGEN/NLR, FINDS, and ECHO site located within 671 feet of the subject site. During Krazan's vicinity property investigation, this facility was observed to be located adjacent to the south of the subject site. However, no records for this facility are on file with the TCEHD. According to EDR, this facility is verified as a non-generator with no violations found of record. Based on the fact that there are no documented releases to the subsurface, no violations of record, and its location hydraulically cross-gradient to the subject site, there is no evidence to suggest that this facility represents an environmental concern in connection with the subject site.

The following property was listed in the vicinity of the subject site:

ECR Group Inc. approximately 140 feet to the south/southwest
12446 Avenue 322
According to EDR, this facility is listed as a RCRA NONGEN/NLR, FINDS, and ECHO site located within 1,279 feet of the subject site. During Krazan's vicinity property investigation, this facility was observed to be located approximately 140 feet to the south/southwest of the subject site. However, no records for this facility are on file with the TCEHD. According to EDR, this facility is verified as a non-generator with no violations found of record. Based on the fact that there are no documented releases to the subsurface, no violations of record, and its location hydraulically down-gradient from the subject site, there is no evidence to suggest that this facility represents an environmental concern in connection with the subject site.

The remaining properties within the specified search radius of the subject site which appeared on local, state, or federally published lists of sites that use or have had releases of hazardous materials or petroleum products are of sufficient distance and/or situated hydraulically cross- or downgradient from the subject site such that impact to the subject site via groundwater migration is unlikely. In general, potentially hazardous materials released from facilities located approximately hydraulically upgradient within subject site vicinity, or in a hydraulically cross-gradient direction in proximity to the site, may have a reasonable potential of migrating to the subject site via groundwater flow. This opinion is based on the assumption that non-vaporous hazardous materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. However, the potential for migration of volatile hazardous materials may include movement within soils, groundwater flow or potentially omni-directionally if present in a vaporous state.

Hazardous Materials Migration in Vapor

Hazardous materials or petroleum product vapors which may have the potential to migrate into the subsurface of the subject site may be caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject site from current or historical uses of the subject site and/or adjacent or vicinity properties. Current or past land uses such as gasoline stations (using petroleum hydrocarbons), dry cleaning establishments (using chlorinated volatile organic compounds), former manufactured gas plant sites (using volatile and semi-volatile organic compounds), and former industrial sites such as those that had vapor degreasing or other parts-cleaning operations (using chlorinated volatile organic compounds) are of particular concern. Constituent of concern vapors are capable of migrating great distances omni-directionally along subsurface conduits such as pipelines, utility lines, sewer and stormwater lines, and building foundations.

Based on Krazan's observations and review of the EDR regulatory database report, no listings of concern were determined to be associated with the subject site, adjacent properties, or properties located within the subject site vicinity. However, the screening process for vapor migration in connection with the subject site is described in the ASTM E 2600-10 *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*, an industry consensus methodology to assess vapor migration which is not included in the scope of work of this Phase I ESA.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject site, adjacent sites or vicinity properties in the EDR Report.

7.0 DISCUSSION OF FINDINGS

TABLE VII
Summary of Conclusions

Apparent Evidence of RECs/PAOCs From	Not Noted	Noted
Historical Uses		X
Current Uses	X	
Adjacent or Vicinity Property Uses	X	

Historical Uses

Based on Krazan's review of historical research of the subject site, a site reconnaissance, and contacts with the State and local regulatory agencies, there is no evidence that RECs exist in connection with the subject site from historical uses. However, a PAOC was identified in connection with the subject

site regarding potential USTs being associated with the rural residential dwelling and associated farm structures formerly located on the subject site.

Current Uses

Based on Krazan's site reconnaissance, contacts with local regulatory agencies, and an interview with the owner of the subject site, there is no evidence that RECs exist in connection with the current uses of the subject site.

Adjacent or Vicinity Property Uses

Based on Krazan's field observations, review of the EDR government database report, and consultation with local regulatory agencies, there is no evidence that RECs exist in connection with the subject site from adjacent or vicinity property uses.

7.1 Evaluation of Data Gaps/Data Failure

In accordance with ASTM E 1527-13 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice. Data failure represents the failure to achieve the historical research objectives of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap. The following is a summary of data gaps encountered in the process of preparing this report including an observation as to the presumed significance of that data gap to the conclusions of this assessment.

- <u>Absence of Final Title Report or Environmental Lien Search (Section 5.1)</u>

  A Final Title Report or Environmental Lien Search were not provided by the Phase I ESA user; therefore, a preliminary title report with attendant limitations was used for review. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of a Final Title Report or Environmental Lien Search are unknown.

8.0 CONCLUSIONS/OPINIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. Any deviations from this practice were previously described in this report. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13. However, the following potential area of concern (PAOC) and site development issues are presented:

PAOC

- Krazan's review of historical aerial photographs indicates that residential and farm-type structures were located in the northwestern portion of the subject site from at least 1937 to at least 1952, and that the subject site was in different stages of agricultural production and fallow land from at least 1937 to the present. Historical uses of the subject site prior to 1937 were not reasonably ascertainable utilizing the standard historical references consulted during this assessment, and it is therefore unknown how long the subject site was developed with structures prior to 1937. Underground storage tanks (USTs) on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Krazan's experience with such properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA and despite the subsequent cultivation of crops in the former farm area. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the former on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site in a historical agricultural setting is unknown.

Site Development Issues

- An agricultural water well was observed on the subject site. No information regarding analytical testing or construction of the on-site well was found during the course of this investigation. If the on-site agricultural water well is not to be used during any future development of the subject site, it should be properly abandoned/destroyed in accordance with state and local guidelines.

- Krazan's review of historical aerial photographs indicates that a rural residential dwelling was historically located on the subject site from at least 1937 to at least 1952. A domestic water well and septic system may have been associated with the former on-site dwelling. If any domestic water wells or septic systems are identified in any future development of the subject site, they should be properly abandoned/destroyed in accordance with state and local guidelines.

9.0 RELIANCE

This report was prepared solely for use by Client and should not be provided to any other person or entity without Krazan & Associates' prior written consent. No party other than Client may rely on this report without Krazan & Associates' express prior written consent. Reliance rights for third parties will only be in effect once requested by Client and authorized by Krazan & Associates with authorization granted by way of a Reliance Letter. The Reliance Letter will require that the relying party(ies) agree to be bound to the terms and conditions of the agreement between Client and Krazan & Associates as if originally issued to the relying party(ies), or as so stipulated in the Reliance Letter.

10.0 LIMITATIONS

The site reconnaissance and research of the subject site has been limited in scope. This type of assessment is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historical uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the express written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan. Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments. Consequently, given the possibility for unanticipated hazardous conditions to exist on a subject site which may not have been discovered, this Phase I ESA is not intended as the basis for a buyer or developer of real property to waive their rights of recovery based upon environmental unknowns. Parties that choose to waive rights of recovery prior to site development do so at their own risk.

Parties who seek to rely upon Phase I Environmental Site Assessment reports dated more than 180 days prior to the date of reliance do so at their own risk. This limitation in reliance is based on the potential for physical changes at the site, changes in circumstances, technological and professional advances, and guidance related to the continued viability of Environmental Site Assessment reports, user's responsibilities, and requirements for updating of components of the inquiry as stated in the ASTM Standard E 1527-13.

11.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of Krazan's undersigned environmental assessor with oversight from the undersigned environmental professional. The work was conducted in accordance with ASTM E 1527-13 guidance, generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and Krazan's quality-control policies.

We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property.

We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

Kenneth R. Sani, REPA No. 872367
Environmental Project Manager

Arthur C. Farkas
Environmental Professional

KRS/ACF/mlt

REFERENCES

Aerial photographs obtained from Environmental Data Resources Inc. (EDR) and Google Earth™.

American Society for Testing and Materials (ASTM), *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment (ESA) Process*, ASTM Designation: E 1527-13.

ASTM, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*, ASTM Designation E 2600-10.

Bergreen, Ms. Melinda, the representative for the Atkins Family Limited Partnership, the owner of the subject site.

Environmental Data Resources, Inc. (EDR), Sanborn Fire Insurance Maps *Unmapped Property* Report.

Environmental Data Resources, Inc. (EDR), Regulatory Database Report.

State of California Geologic Energy Management Division (CalGEM) Maps Website: http://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx

State of California Department of Toxic Substances Control, Envirostor Website: http://www.envirostor.dtsc.ca.gov/public

State of California Regional Water Quality Control Board, Geotracker Website: http://geotracker.swrcb.ca.gov

State of California, Department of Water Resources, *Sustainable Groundwater Management Act (SGMA) Data Viewer, Spring 2018*.

Tulare County Building Department (TCBD).

Tulare County Fire Department (TCFD).

Tulare County Health and Human Service Agency, Environmental Health Division (TCEHD).

U.S. Environmental Protection Agency (EPA) *Map of Radon Zones*.

U.S. Geological Survey, 7.5 minute Monson, California topographic quadrangle map, dated 1949, photorevised 1969.

GLOSSARY OF TERMS

Subject Site: The real property being investigated under this Phase I ESA.

Adjacent Properties: Properties which are contiguous with the subject site, or would be contiguous except for a street, road, or other public thoroughfare.

Subject Site Vicinity: Properties located within a 500-foot radius of the subject site.

Environmental Professional: A person meeting the education, training, and experience requirements as set forth in 40 CFR §312.10(b). The EP may be an independent contractor or an employee of the user.

User: The party seeking to use Practice E 1527 to complete an environmental site assessment of the subject site. A user may include, without limitation, a potential purchaser of the subject site, a potential tenant of the subject site, an owner of the subject site, a lender, or a property manager.

Recognized Environmental Condition (REC): In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Controlled Recognized Environmental Condition (CREC): A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). For example, if a leaking underground storage tank has been cleaned up to a commercial use standard, but does not meet unrestricted residential cleanup criteria, this would be considered a CREC. The "control" is represented by the restriction that the property use remain commercial. A condition considered by the environmental professional to be a CREC shall be listed in the findings section of the Phase I ESA report and as an REC in the conclusions section. A condition identified as a CREC does not imply that the environmental professional has evaluated or confirmed the adequacy, implementation, or continued effectiveness of the required control that has been, or is intended to be, implemented.

Historical Recognized Environmental Condition (HREC): A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release an HREC, the environmental professional must determine whether the past release is an REC at the time the Phase I ESA is conducted (for example, if there has been change in the regulatory criteria). If the EP considers the past release to be an REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as an REC.

GLOSSARY OF TERMS (continued)

Potential Area of Concern (PAOC): A term adopted to provide an alternative designation to the REC and HREC for a range of environmental issues related to current subject site uses, historical subject site uses, or from adjacent and/or vicinity property uses. The PAOC is utilized to emphasize full disclosure and provide the User with conclusions and recommendations related to potential environmental issues in connection with the subject site based on Krazan's professional experience in cases where official documentation or other evidence may be absent in order to identify an REC or HREC, thereby aiding the User's considerations of environmental due diligence risk tolerance.

Migrate/migration: For the purposes of this practice, "migrate" and "migration" refer to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface. Vapor migration in the subsurface is described in ASTM E 2600-10 guidance; however, nothing in the E 1527-13 practice should be construed to require application of the E 2600-10 standard to achieve compliance with AAI.

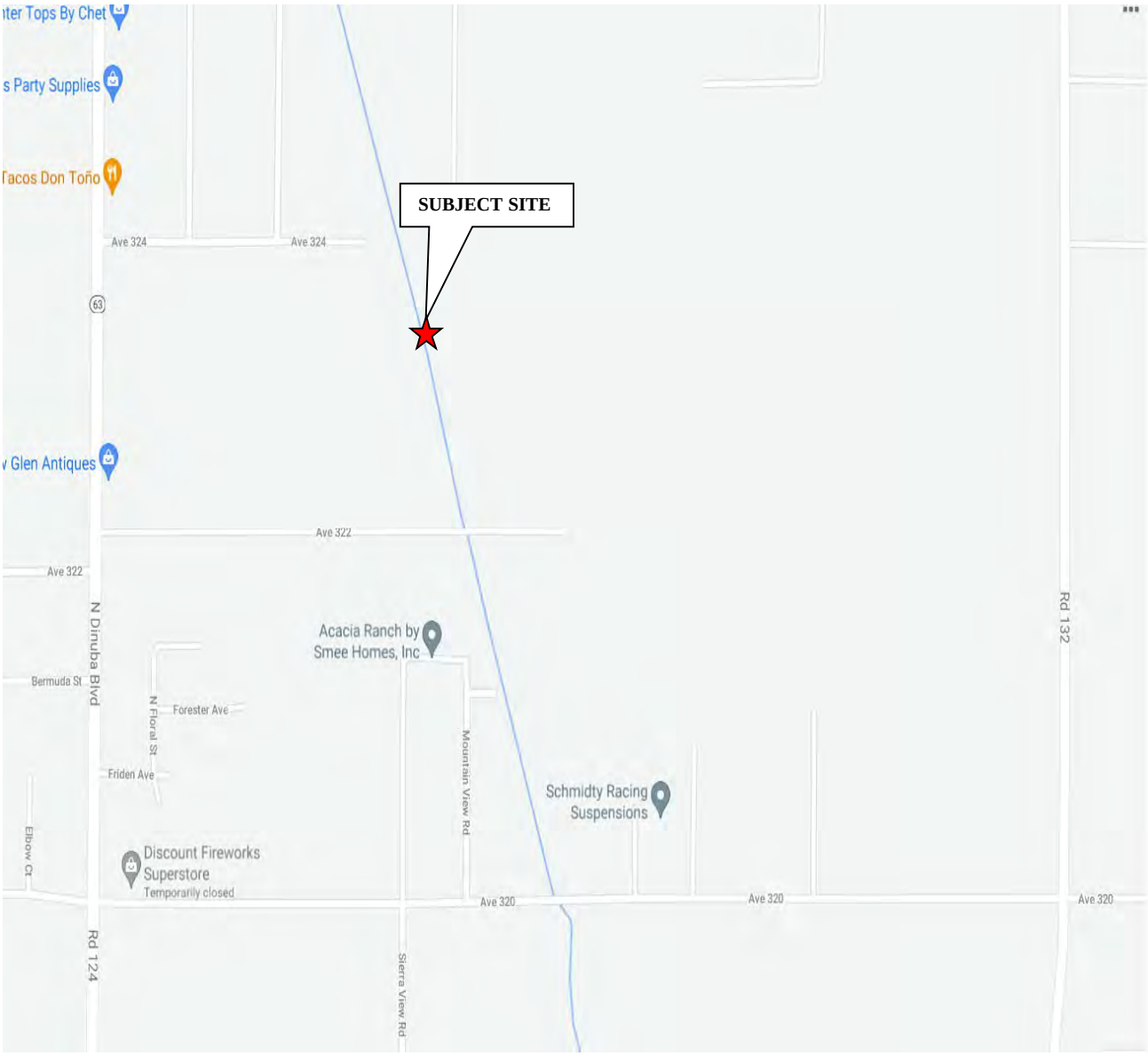
De minimis condition: A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Condition determined to be *de minimis conditions* are not RECS or CRECs.

Data Gap: A lack of or inability to obtain information required by this practice despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to the site reconnaissance and interviews.

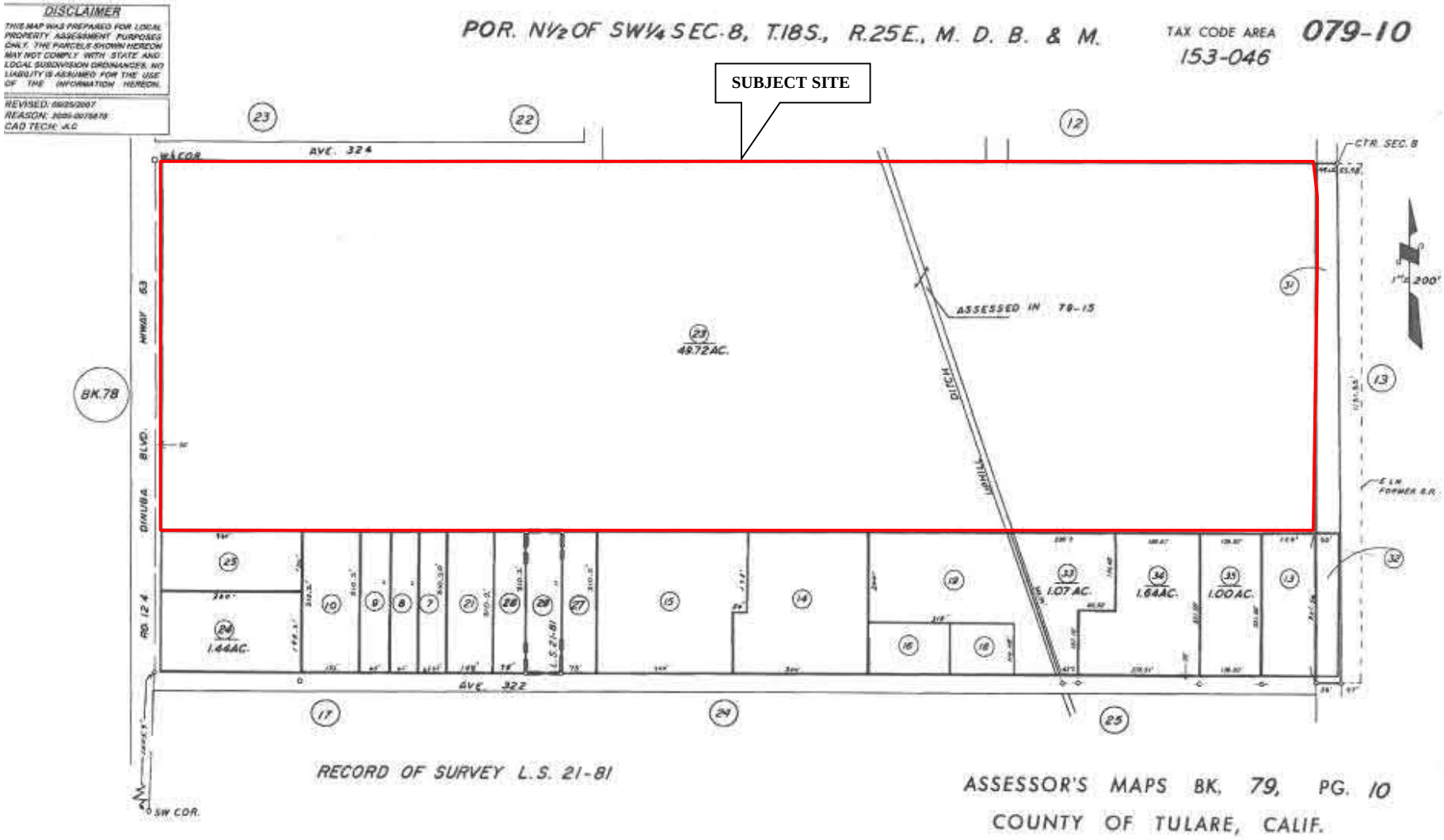
Data Failure: A failure to achieve the historical research objectives even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.

GLOSSARY OF TERMS (continued)

AAI	All Appropriate Inquiries
AC	Asphalt Concrete
ACM	Asbestos-Containing Materials
AOC	Area of Concern
APN	Assessor's Parcel Number
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
AS	Air Sparging
AUL	Activity & Use Limitations
bgs	Below Ground Surface
BTEX	Benzene, Toluene, Ethylbenzene, Xylenes
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CESQG	Conditionally Exempt Small Quantity Generator
CFR	Code of Federal Regulations
CMU	Concrete Masonry Unit
COCs	Constituents of Concern
DEULs	Declaration of Environmental Use Restrictions
DOGGR	Division of Oil, Gas & Geothermal Resources (CA)
DTSC	Department of Toxic Substances Control (CA)
EC	Engineering Control
EDR	Environmental Data Resources, Inc.
EP	Environmental Professional
EPA	United States Environmental Protection Agency
ERP	Emergency Response Plan
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
FOIA	Freedom of Information Act
GPR	Ground Penetrating Radar
HCCD	Haines Criss-Cross Directory
HFIM	Historical Fire Insurance Map
HMBP	Hazardous Materials Business Plan
HREC	Historical Recognized Environmental Condition
HVAC	Heating, Ventilation, Air Conditioning
IC	Institutional Control
LBP	Lead-Based Paint
LLP	Landowner Liability Protection
LQG	Large Quantity Generator
LUC	Land Use Control
LUST	Leaking Underground Storage Tank
MCL	Maximum Contaminant Level
µg/L	Micrograms Per Liter
mg/kg	Milligrams Per Kilogram
mg/L	Milligrams Per Liter
MSDS	Material Safety Data Sheet
MTBE	Methyl Tertiary Butyl Ether
MFR	Multi-Family Residential
ND	Nondetectable
NFA	No Further Action (letter)
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
O&M	Operations & Maintenance Plan
PAOC	Potential Area of Concern
PCB	Polychlorinated Biphenyl
PCC	Portland Cement Concrete
PCE	Perchloroethylene
PEC	Potential Environmental Concern (TS)
PGD	Polk Guide Directory
PG&E	Pacific Gas & Electric
PHCs	Petroleum Hydrocarbon Constituents
PID	Photoionization Detector
ppb	Parts Per Billion
ppm	Parts Per Million
PRG	Preliminary Remediation Goal
PRP	Potentially Responsible Party
RAP	Remedial Action Plan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RP	Responsible Party
RWQCB	Regional Water Quality Control Board (CA)
SBA	Small Business Administration
SFR	Single-Family Residential
SPCC	Spill Prevention Control and Countermeasure Plan
SQG	Small Quantity Generator
SCE	Southern California Edison
SVE	Soil Vapor Extraction
SVOC	Semi-Volatile Organic Compound
SWRCB	State Water Resources Control Board
TCE	Trichloroethylene
TPH	Total Petroleum Hydrocarbons
TPH-D	Total Petroleum Hydrocarbons as Diesel
TPH-G	Total Petroleum Hydrocarbons as Gasoline
TPH-MO	Total Petroleum Hydrocarbons as Motor Oil
TS	Transaction Screen
USGS	United States Geological Survey
USFWS	United States Fish & Wildlife Service
UST	Underground Storage Tank
VEC	Vapor Encroachment Condition
VES	Vapor Encroachment Screening
VOCs	Volatile Organic Compounds



VICINITY MAP	Scale: NTS	Date: June 2021	Krazan
DERREL'S MINI STORAGE TULARE COUNTY HIGHWAY 63 AND AVENUE 324 VISALIA, CA 93291	Drawn By: KS	Approved by: KS	SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western United States*
	Project No. 014-21089	Figure No. 1	



PARCEL MAP	Scale: NTS	Date: June 2021	Krazan
DERREL'S MINI STORAGE TULARE COUNTY HIGHWAY 63 AND AVENUE 324 VISALIA, CA 93291	Drawn By: KS	Approved by: KS	SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western United States*
	Project No. 014-21089	Figure No. 2	

= SUBJECT SITE BOUNDARY
= OIL/WATER CLARIFIER
= PAD-MOUNTED ELECTRICAL TRANSFORMER
= STORM DRAIN
= TRASH ENCLOSURE
= POLE-MOUNTED TRANSFORMER

SITE MAP	Scale: NTS	Date: June 2021	Krazan
DERREL'S MINI STORAGE TULARE COUNTY HIGHWAY 63 AND AVENUE 324 VISALIA, CA 93291	Drawn By: KS	Approved by: KS	SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western United States*
	Project No. 014-21089	Figure No. 3	

7.5-MINUTE SERIES
USGS TOPOGRAPHIC MAP
MONSON, CALIFORNIA
DATED 1949
PHOTOREVISED 1969

TOPOGRAPHIC MAP	Scale: NTS	Date: June 2021	Krazan SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western United States*
DERREL'S MINI STORAGE TULARE COUNTY HIGHWAY 63 AND AVENUE 324 VISALIA, CA 93291	Drawn By: KS	Approved by: KS	
	Project No. 014-21089	Figure No. 4	

Photo 1: Northeastern facing view of the subject site from the southwestern corner showing the on-site walnut orchard located in the western portion of the subject site.

Photo 2: Northwestern facing view of the Uphill Ditch located in the eastern portion of the subject site.

Photo 3: Western facing view of the on-site walnut orchard located east of the Uphill Ditch from the eastern boundary.

Photo 4: View of the agricultural water well, associated pump and irrigation standpipe, within a chain link fence, which is located in the northwestern portion of that area of the subject site that lies east of the Uphill Canal.

Photo 5: Southeastern facing view of the western portion of the subject site from the northwestern corner.

Photo 6: Northern facing view of the central portion of the western area of the subject site from the southern boundary.

TULARE COUNTY
HEALTH & HUMAN SERVICES AGENCY

Timothy W. Lutz, MBA
Agency Director

Nilsa Gonzalez • Public Health Branch Deputy Director • Environmental Health Director

July 13, 2021

APRIL HILL
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD
VISALIA CA 93277

RE: PROJECT REVIEW COMMITTEE, PRC 21-050

Dear Ms. Hill:

This office has reviewed the above referenced matter. Based upon our review, we offer the following comments for this project:

1. New septic system installations will require submission of a site evaluation report. The report shall be submitted to the Tulare County Environmental Health Services Division (TCEHSD) for review, before approval can be granted for any building permits. This evaluation must be done by a Qualified Professional. Qualified Professionals must possess the appropriate State licensure (PE, PG, CHG, REHS or CPSS).
2. Per Local Agency Management Program (LAMP) policy, the minimum parcel size required to support an on-site septic system installation is one (1) acre.
3. If the site will ever handle or store quantities of hazardous materials in excess of 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas, or **any** amount of a hazardous waste, then the site(s) will be required to submit a Hazardous Materials Business Plan to TCEHSD. The property owner shall immediately contact the TCEHSD if the site ever meets these threshold quantities.

Sincerely,

Ted Martin
Registered Environmental Health Specialist
Environmental Health Services Division

Encl: QP List, Site eval. Req's

SITE EVALUATION REPORTS

Site Evaluations are required for approval of all parcel and subdivision maps and for construction of on-site wastewater treatment systems (OWTS). Some level of Site Evaluation will be required for repairs or modifications of existing OWTS, but the detail and level of work will vary depending on the specific project and site conditions. Site Evaluation reports will be deemed to be complete by Tulare County Environmental Health when the following information[1] is supplied:

1. Site Plan Overview
    a. Property Identification
    b. Property Characteristics
2. Soil Characteristics
    a. Test Holes Observations/Results
    b. Percolation Test Results (if required)
    c. Separation to groundwater or limiting layer.
    d. Geotechnical Evaluation (if required)
    e. Maximum wastewater flow permitted on the site.
3. System Design
    a. Wastewater Design Flow Criteria
    b. Recommended method of sewage treatment
        i. Minimum Capacity of Septic Tank
        ii. Dispersal Trench/Seepage Pit construction
    c. Details of construction necessary to ensure compliance with LAMP requirements
4. Report stamp/signature by Qualified Professional, with State license number

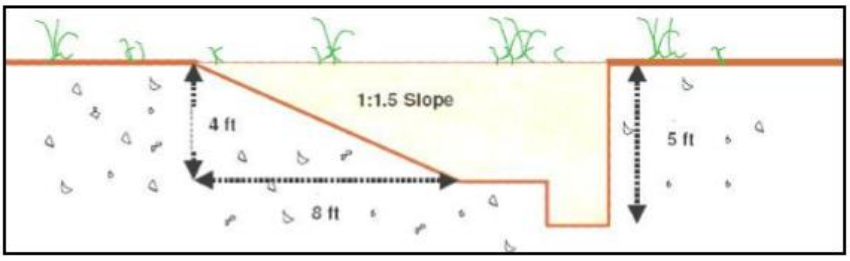
Site Evaluations will expire one year from the date of submittal.

Soil Test Hole Specifications

- A minimum of two (2) test holes will be required for each parcel, with at least one hole excavated in the primary and one hole excavated in the replacement dispersal areas. Additional test holes may be required at the discretion of the Department.
- Test holes must be dug with a backhoe. The holes must be ramped from the ground surface to a shelf at a 4-ft depth with the slope of the ramp being at a ratio no greater than 1:1.5. *A 1-ft deep notch must be dug at the end of the ramp so that staff may stand in the hole to observe soil conditions and comply with Cal OSHA requirements.*
- Test holes must be dug a minimum of five (5) feet deeper than the proposed bottom of the dispersal system. If a seepage pit is proposed, it will require a test boring to the minimum depth of ten (10) feet deeper that the proposed design depth.
- Test holes must be accessible by the Qualified Professional and County staff.

Note: Tulare County Environmental Health charges a separate fee of $122/hour, for review of site evaluation reports. Fees for the first hour of review must be included with the report submittal.

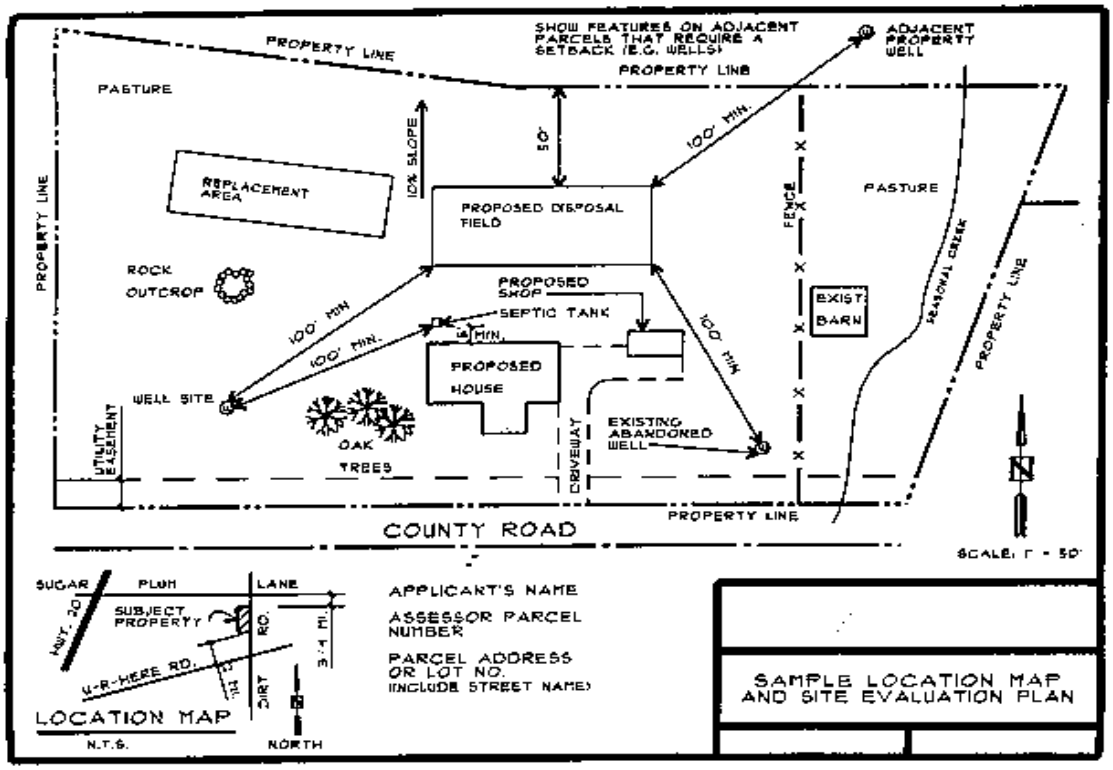
[1] Please refer to the Tulare County Onsite Wastewater Systems Guidance Manual for further details on these requirements.



As-Built Reporting Requirements

Minimum requirements for the As-Built Drawing is a scaled Plot Plan of the OWTS identifying the location of the installed OWTS and components in relation to structures on the property. The As-Built Drawing is completed after the new OWTS is installed or after a major repair. The As-Built Drawing shall show the north arrow, accurate property dimensions, existing buildings, easements, septic tank placement and access to risers, distribution boxes, tightlines, distribution boxes, drainfield orientation and layout, trench/bed dimensions and access to observation ports, location of designated replacement/expansion area, location of wells and water lines, traffic circulation and road right-of-way.

Example As-Built



TULARE COUNTY
FIRE DEPARTMENT

835 S Akers St, Visalia, CA 93277 - Phone (559) 802-9800 - Fax (559) 747-8242

Charlie Norman
FIRE CHIEF

July 20, 2021

Attn; April Hill,

Tulare County Fire Department has conducted a plan review of plans # PRC 21-050, the following is a check list of requirements. All requirements are based on applicable laws, codes (Title 24) and standards. The bullet items below are a few of these laws, codes or standards that should be referenced.

Please advise if you would like to schedule a meeting to discuss one or more of the line items below.

- Fire apparatus access around the perimeter of the facility, 20' roadways with 40' turning radius.
- Posted address on the driveway, min. 4" tall x 3" wide by ½" line width, Visible from roadway.
- Fire sprinkler system (NFPA 13D), for private residence
- Knox box for buildings.
- Fire lanes shall be marked and painted.
- An approved pressurized fire hydrant system with minimum 6" fire mains shall be approved and inspected, plans shall be drawn and approved prior to grading.
- Blue reflective marker adjacent to Fire hydrants or Fire Department Connections. (NFPA 1142, sec. 8.4.7)
- Fire hydrant location shall be approved prior to grading
- Fire extinguishers shall be provided where required by the Fire Code.
- Fire final - All fire protection features shall be installed and inspected before fire final.

**Note, this checklist does not exclude builder / owner from all required applicable codes. If something was missed in the plan check process, the owner / builder will be expected to comply with the applicable code, regulation or ordinance.*

Respectfully,

Gilbert R. Portillo

Gilbert R. Portillo
Fire Inspector – Plans Examiner
Tulare County Fire Department
(559)624-7003

Resource Management Agency
COUNTY OF TULARE
AGENDA ITEM

BOARD OF SUPERVISORS

LARRY MICARI
District One

PETE VANDER POEL
District Two

AMY SHUKLIAN
District Three

J. STEVEN WORTHLEY
District Four

MIKE ENNIS
District Five

AGENDA DATE: March 15, 2022

Public Hearing Required	Yes	☐	N/A	☒
Scheduled Public Hearing w/Clerk	Yes	☐	N/A	☒
Published Notice Required	Yes	☐	N/A	☒
Advertised Published Notice	Yes	☐	N/A	☒
County Counsel Sign-Off	Yes	☐	N/A	☒
Meet & Confer Required	Yes	☐	N/A	☒
Electronic file(s) has been sent	Yes	☒	N/A	☐
Budget Transfer (Aud 308) attached	Yes	☐	N/A	☒
Personnel Resolution attached	Yes	☐	N/A	☒
Agreements are attached and signature line for Chairman is marked with tab(s)/flag(s)	Yes	☐	N/A	☒

CONTACT PERSON: Celeste Perez PHONE: 559-624-7010

SUBJECT: General Plan Initiation No. GPI 21-003 – Dowds/Kendall

REQUEST(S):

That the Board of Supervisors:

Approve General Plan Initiation No. GPI 21-003 to authorize the applicant, Greg Dowds, to file an application for a General Plan Amendment to change the land use designation from “Agriculture” to “Service Commercial” on one 49.0-acre parcel located on the southeast corner of Avenue 324 and State Route 63, Patterson Tract, approximately 0.58 mile north of Visalia City Limits (APN: 079-100-023).

SUMMARY:

The Tulare County Resource Management Agency (RMA) has received a request from the applicant to change the County’s land use designation within the County Adopted Urban Area Boundary (CAUAB) of Visalia, from “Agriculture” to “Service Commercial” on 49.0 acres. The applicant also requests a change of zone from R-O (Single Family Estate) to C-3-MU (Service Commercial with Mixed Use Overlay) on the same 49.0-acre parcel. The applicant proposes to submit a tentative parcel map to divide the property into nineteen (19) parcels: 60% for proposed Mini Storage and eighteen (18) commercial lots.

This parcel is located on the southeast corner of Avenue 324 and State Route 63, Patterson Tract, approximately 0.58 mile north of Visalia City Limits within the Urban Area Boundary of the City of Visalia, and Urban Development Boundary of Paterson Tract on Assessor’s Parcel Number (APN) 079-100-023. The site contains orchards. The surrounding properties are zoned a mix of R-A-M (Rural Residential

with Special Mobilehome Overlay, and R-A (Rural Residential) to the north, AE 40 (Exclusive Agricultural – 40 acre minimum) to the east, R-A-M to the south, and a mix of AE-40, R-A, and C-2-SR (General Commercial with Scenic Corridor Combining Zone) to the west.

The project site is located within the CAUAB for the City of Visalia and CAUDB for Patterson Tract. It is noted that the City of Visalia Sphere of Influence (SOI) is located approximately 4,500 feet south, at Riverway Drive. It is also noted the site is approximately 0.58 miles north of the city limits of Visalia.

County of Tulare - City of Visalia Memorandum of Understanding

Urban Area Boundary (UAB) Provisions

1. Development may occur on currently zoned non-agricultural land subject to PF 4.19 and 4.21, with exceptions listed in PF 4.18 of the Tulare County General Plan. (The exceptions do not apply to the proposed project).

2. Any future development project is subject to the Rural Valley Lands Plan (RVLP). (A RVLP analysis is being prepared).

3. Infrastructure planning as per PF4.14 of the General Plan will honor adopted City facility plans, plan lines, setback standards and facility plans.

4. Policy PF-4.19 regarding Future Land Use Entitlements in a CACUAB states that large urban-style projects of non-residential projects two acres or larger will use uniform urban development standards, financing mechanism, consent to annexation, application of reciprocal development impact fees, and city streets/utility setbacks/disclosure requirements.

5. Policy PF-4.21 states that the County may work with an individual city to ensure that the requirements of the RVLP will apply to applications for special use permits, variances, or divisions of land except in those areas that overlap with a County unincorporated UDB. 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.

In keeping with the County of Tulare – City of Visalia Memorandum of Understanding (MOU) (November 19, 2012), Tulare County will work cooperatively with the City of Visalia to make this project mutually beneficial and consistent with the public interest to provide economic opportunity.

Tulare County General Plan Consistency
The County's General Plan Amendment Policy provides that *the Board shall give consideration as to the public need or necessity of the amendment and whether the proposed amendment would further the goals, objectives, and policies of the general plan and not obstruct their attainment* (Policies and Procedures 391).

As such, the General Plan Update and the Memorandum of Understanding (MOU) provide the land use mechanism for development projects within this area. As such, the project requires consistency with the GPU Policies in the Planning Framework Element and the MOU.

The following provides a summary analysis of consistency with the following General Plan Policies:

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 CAUDBs and is only advisory within CAUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the land use designation or zoning classification of any parcel within a CAUAB unless appropriate under the requirements of the 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 reclassification.

A RVLP Parcel Evaluation was performed for the project site. After all the factors were applied to the parcel, the project received a preliminary RVLP evaluation of 13 points. According to **Policy RVLP-1.4 "Determination of Agriculture Land"**, if the number of points accumulated is between 12 to 16 points, then it 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. (See Attachment 2 - RVLP Checklist).

The proposed GPA and project are consistent with the Tulare County General Plan; would further the goals, objectives, and policies of that Plan, and would not obstruct their attainment.

Requested Land Use Designation – Service Commercial with Mixed-Use Overlay

This designation establishes areas intended for wholesale establishment and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packing or processing of articles of merchandise for distribution and retail sales. Typical allowed uses include: Contractors' Storage yards, and Warehouses (except for the storage of fuel or flammable liquids and explosives). The Mixed-Use overlay would allow for the greatest flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential.

Tulare County Zoning Consistency

Applicants request that the zone district be changed concurrently with the General

Plan Amendment. Currently, the parcel is zoned R-O (Single-Family Estate). The proposed zone is C-2-MU (Service Commercial with Mixed Use Overlay). The Service Commercial Zone allows for warehouses by right.

The Mixed-Use Overlay Combining Zone will allow all uses outlined in the C-3, C-2, C-1, R-1, R-2, R-3. 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, uses and activities determined to be compatible by the Planning Commission and Board of Supervisors with the above mentioned zoning districts are also allowed.

Consultation Notices

As part of the preparatory process, the County conducted Project Review Committee No. PRC 21-050. As part of the PRC process a consultation notice on July 12, 2021 to the City of Visalia. This is part of a County-City cooperative process regarding the Memorandum of Understanding between the entities. The City of Visalia did not respond to the County's outreach.

Conclusion

Based on factors listed above, it can be concluded that the proposed GPI (1) will be consistent with Tulare County's General Plan; and (2) the proposed project will further the goals, objectives, and policies of the Tulare County General Plan; and will not obstruct their attainment.

Accordingly, it is respectfully submitted that the proposed GPI should be approved. However, approval of this GPI in no way guarantees that the ultimate project will be approved. Instead, approval of this GPI simply allows the application for the General Plan Amendment and Change of Zone to be processed according to the County's land entitlement procedures.

FISCAL IMPACT/FINANCING:

No Net County Cost to the General Fund.

The applicant cost for a General Plan Amendment and Zone Change is an initial deposit of $5,000 to the Tulare County RMA. Additional fees of $100 per hour may be charged, if actual cost of processing the application exceeds the deposits. CEQA documentation and compliance for the project is also charged at a full cost recovery basis.

LINKAGE TO THE COUNTY OF TULARE STRATEGIC BUSINESS PLAN:

The County's five-year strategic plan includes the "Economic Well Being Initiative - to promote economic development opportunities, effective growth management and a quality standard of living". The authorization to initiate the requested general plan amendment application helps fulfill this initiative by the following:

- Promoting economic development opportunities by attracting and retaining a diverse business community in all regions of the County and
- Encouraging growth consistent with the County General Plan.

ADMINISTRATIVE SIGN-OFF:

_____
Aaron R. Bock, MCRP, JD, LEED AP
Interim Assistant RMA Director
Economic Development & Planning

_____
Michael Washam
Associate Director

_____
Reed Schenke, P.E.
Director

cc: County Administrative Office

Attachment 1 - Maps and Graphics
Attachment 2 - RVLP Checklist

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF GENERAL PLAN INITIATION NO. GPI 21-003 – Dowds/Kendall	**)** **)** **)**	**Resolution No. _____** **Agreement No. _____**

UPON MOTION OF SUPERVISOR _____, SECONDED BY SUPERVISOR _____, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD March 15, 2022, BY THE FOLLOWING VOTE:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: JASON T. BRITT
COUNTY ADMINISTRATIVE OFFICER/
CLERK, BOARD OF SUPERVISORS

BY: _____
Deputy Clerk

* * * * * * * * * * * * * * * * * * *

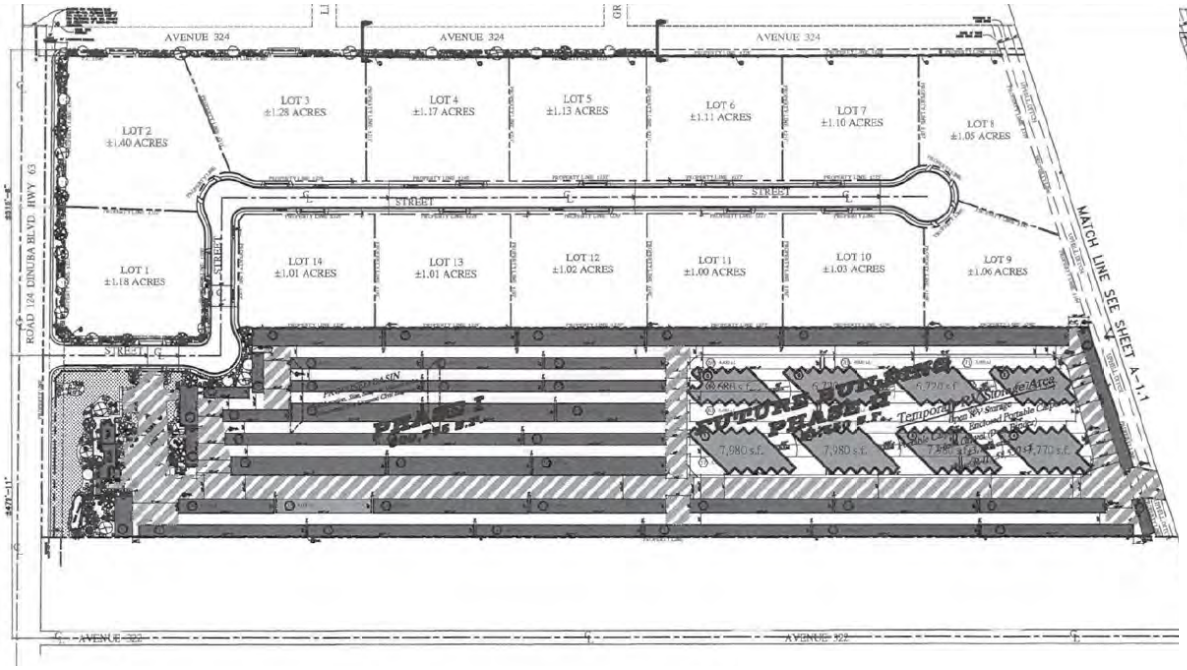
That the Board of Supervisors:

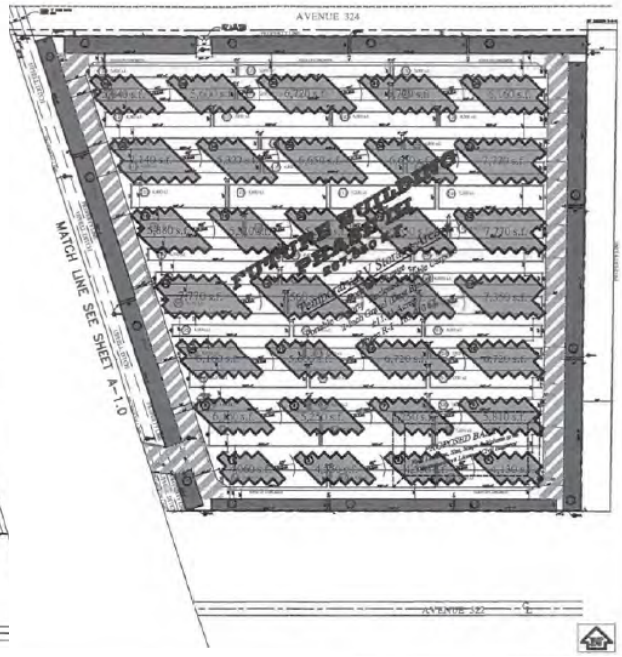
Approved General Plan Initiation No. GPI 21-003 to authorize the applicant, Greg Dowds, to file an application for a General Plan Amendment to change the land use designation from “Agriculture” to “Service Commercial” on one 49.0-acre parcel located on the southeast corner of Avenue 324 and State Route 63, Patterson Tract, approximately 0.58 mile north of Visalia City Limits (APN: 079-100-023).

Attachment 1

Maps and Graphics

Exhibit " A"





N

No Scale

Site Plan Illustration
GPI 21-003

Aerial Photograph
for
GPI 21-003

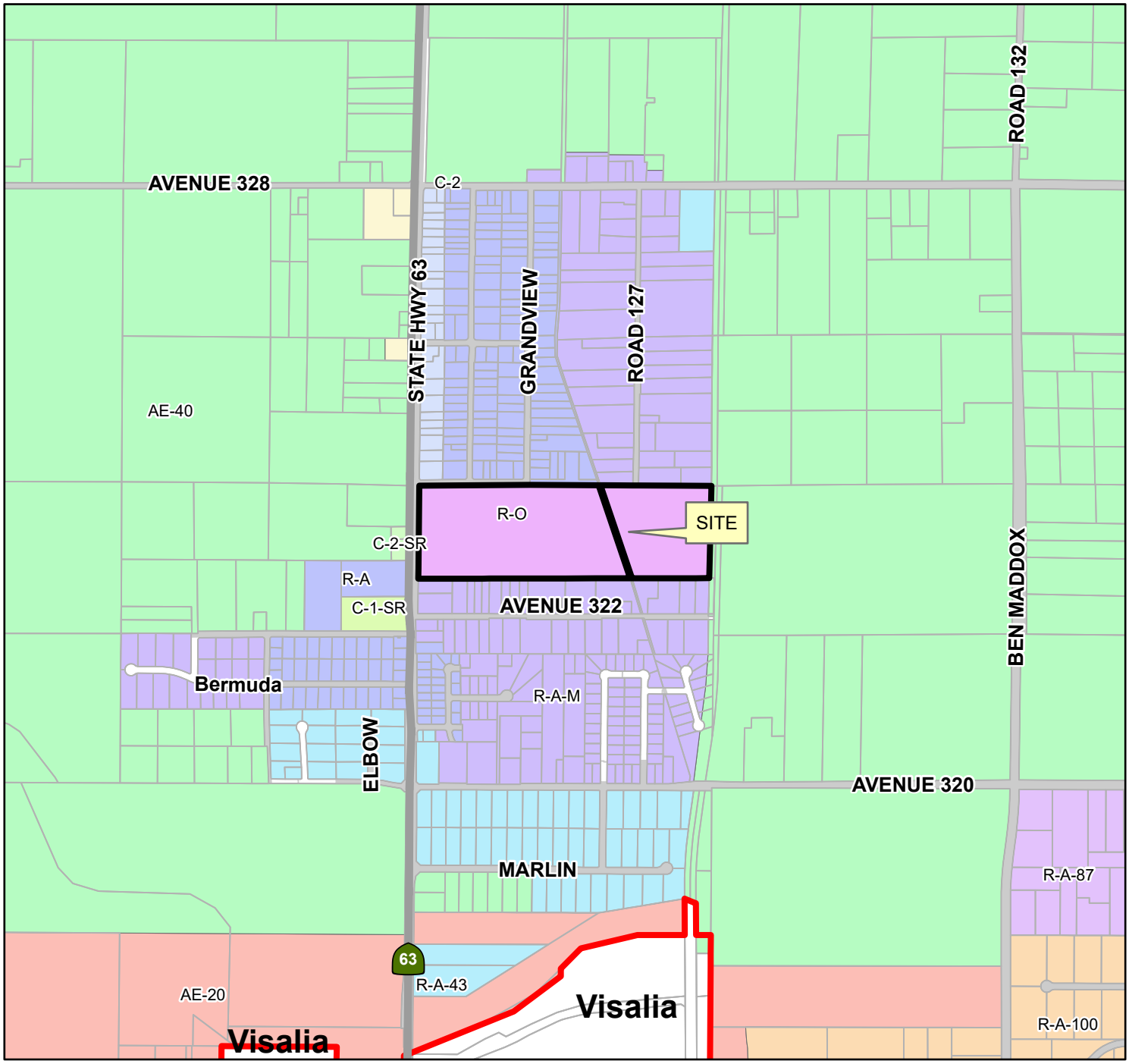
Owner:	Melinda Bergreen
Address:	Crooked Creek, PO Box 774
City, State, ZIP:	Visalia, CA 93277
Applicant:	Greg Dowds
Agent:	Karen Kendall
Supervisorial District:	4
Assessors Parcel:	079-100-023

0 250 500 Feet

Parcels
SITE
Waterways

N

Existing Zoning Map
for
GPI 21-003



Owner:	Melinda Bergreen
Address:	Crooked Creek, PO Box 774
City, State, ZIP:	Visalia, CA 93277
Applicant:	Greg Dowds
Agent:	Karen Kendall
Supervisorial District:	4
Assessors Parcel:	079-100-023

0 1,250 2,500 Feet

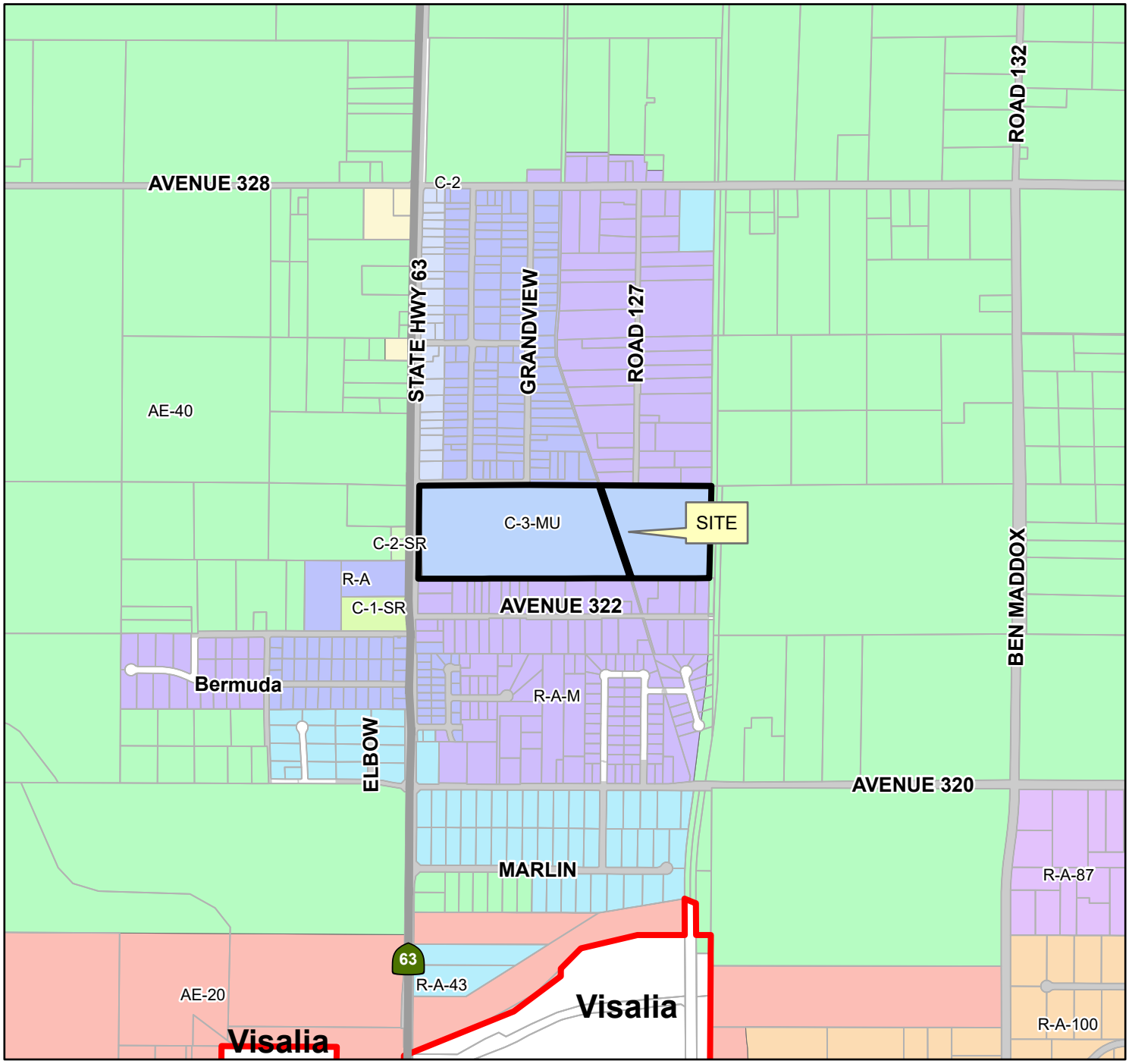
N

State Route
Parcels
Site

ZONE

AE-20
AE-40
C-1-SR
C-2
C-2-SR
C-3-SR
R-A
R-A-100
R-A-43
R-A-87
R-A-M
R-O

Proposed Zoning Map
for
GPI 21-003



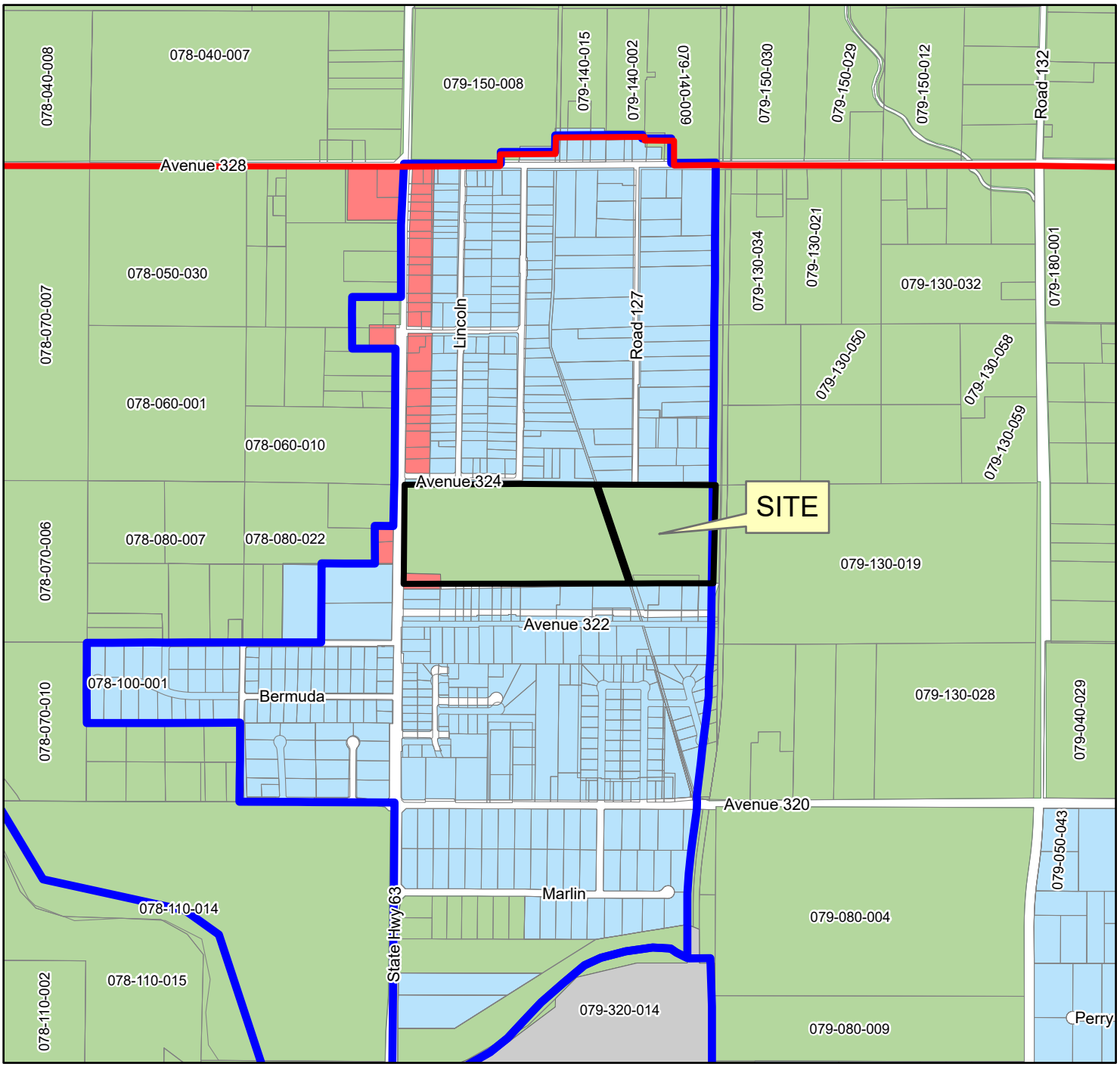
Owner: Melinda Bergreen
Address: Crooked Creek, PO Box 774
City, State, ZIP: Visalia, CA 93277
Applicant: Greg Dowds
Agent: Karen Kendall
Supervisorial District: 4
Assessors Parcel: 079-100-023

0 1,250 2,500 Feet

N

State Route
Parcels
Site
ZONE
AE-20
AE-40
C-1-SR
C-2
C-2-SR
C-3-SR
R-A
R-A-100
R-A-43
R-A-87
R-A-M
C-3-MU

General Plan Proposed Map for GPI 21-003



Legend

- Site
- Urban Area Boundaries
- Urban Development Boundaries
- City Limits
- Parcels

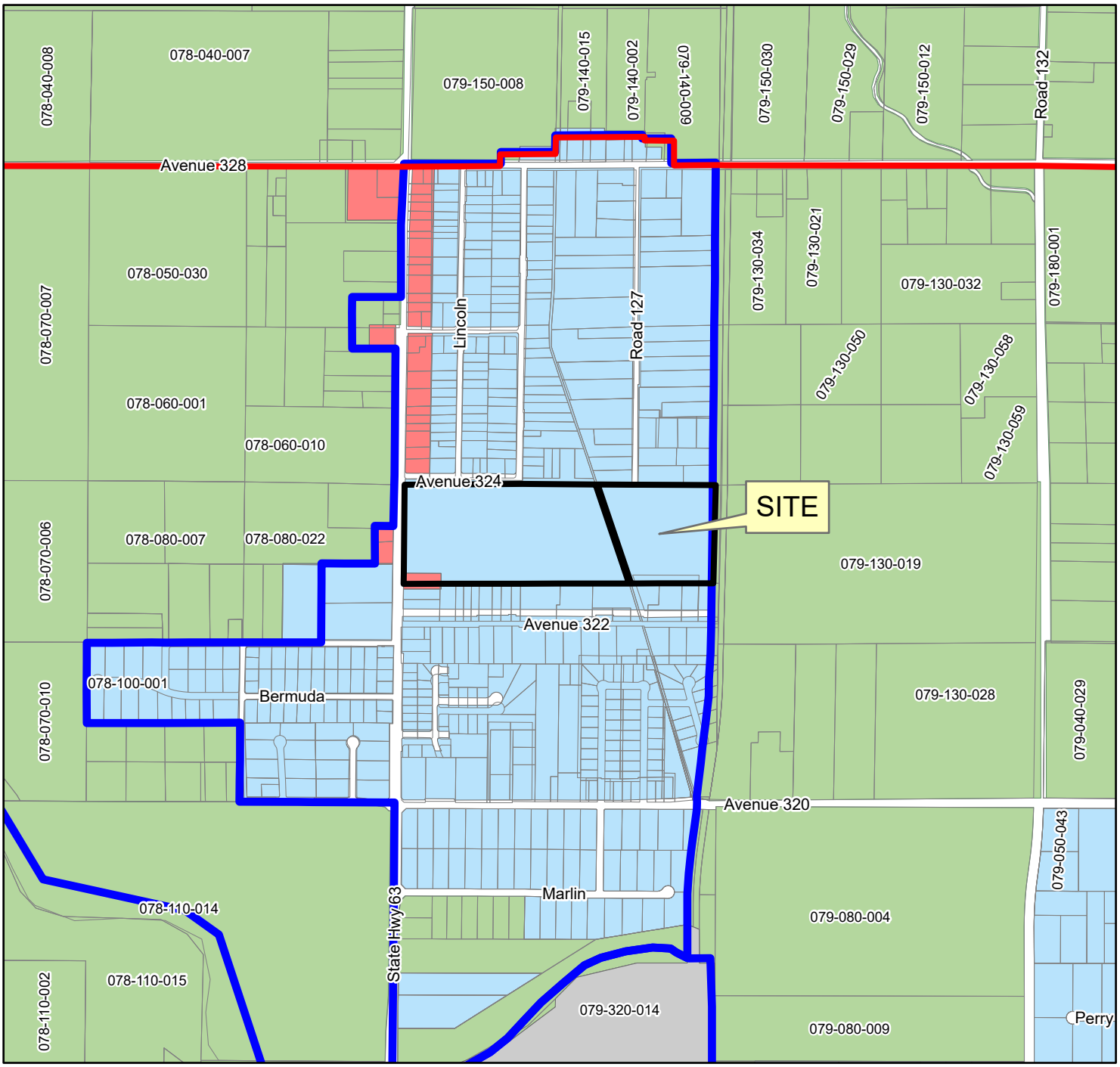
Gen Zoning

- Agriculture
- Commercial
- Manufacturing
- Residential

0 1,000 2,000 Feet

N

General Plan Proposed Map for GPI 21-003



Legend

- Site
- Urban Area Boundaries
- Urban Development Boundaries
- City Limits
- Parcels

Land Use

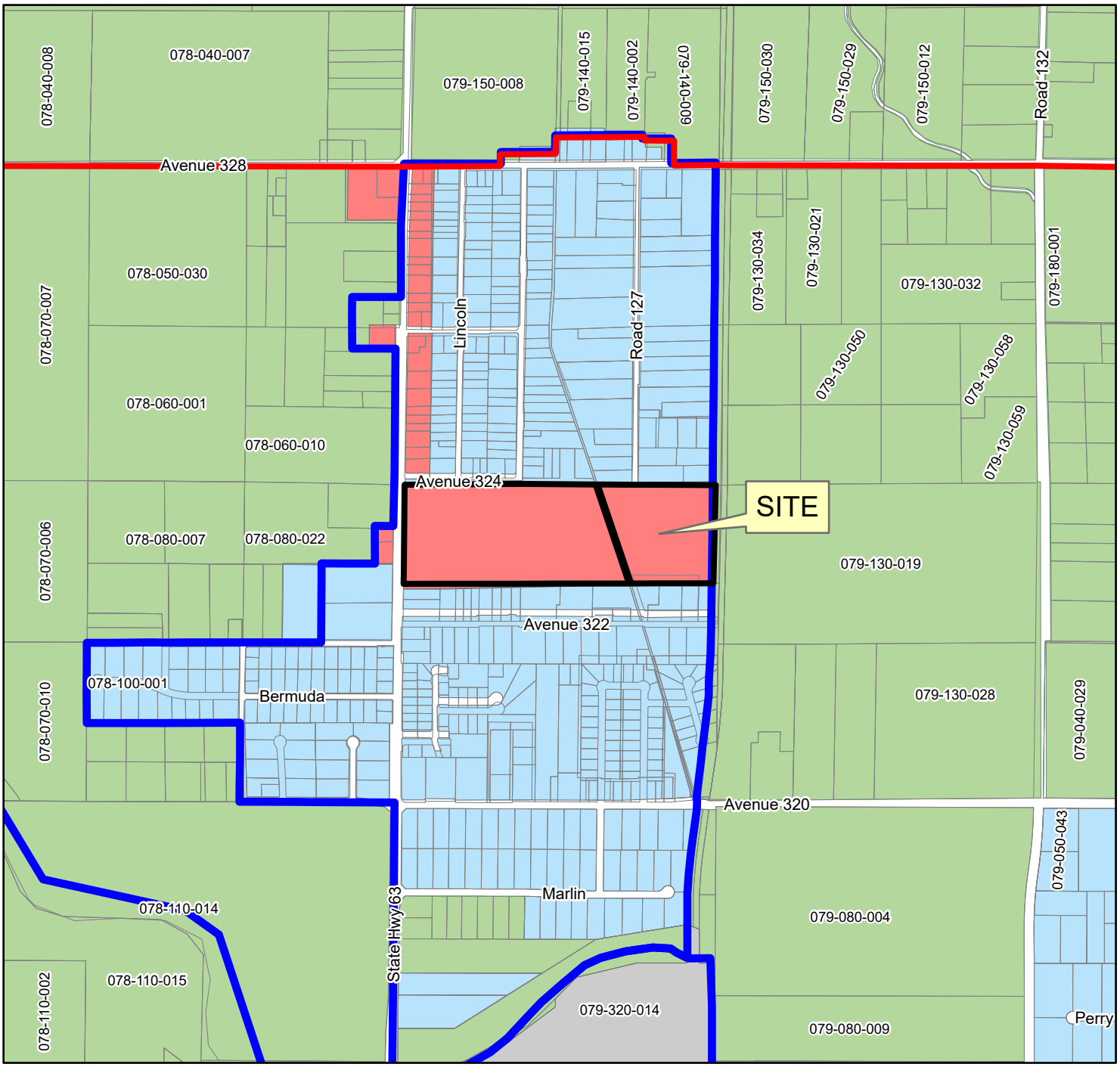
Gen Zoning

- Agriculture
- Commercial
- Manufacturing
- Residential

0 1,000 2,000 Feet

N

General Plan Proposed Map
for
GPI 21-003



Legend

- Site
- Urban Area Boundaries
- Urban Development Boundaries
- City Limits
- Parcels

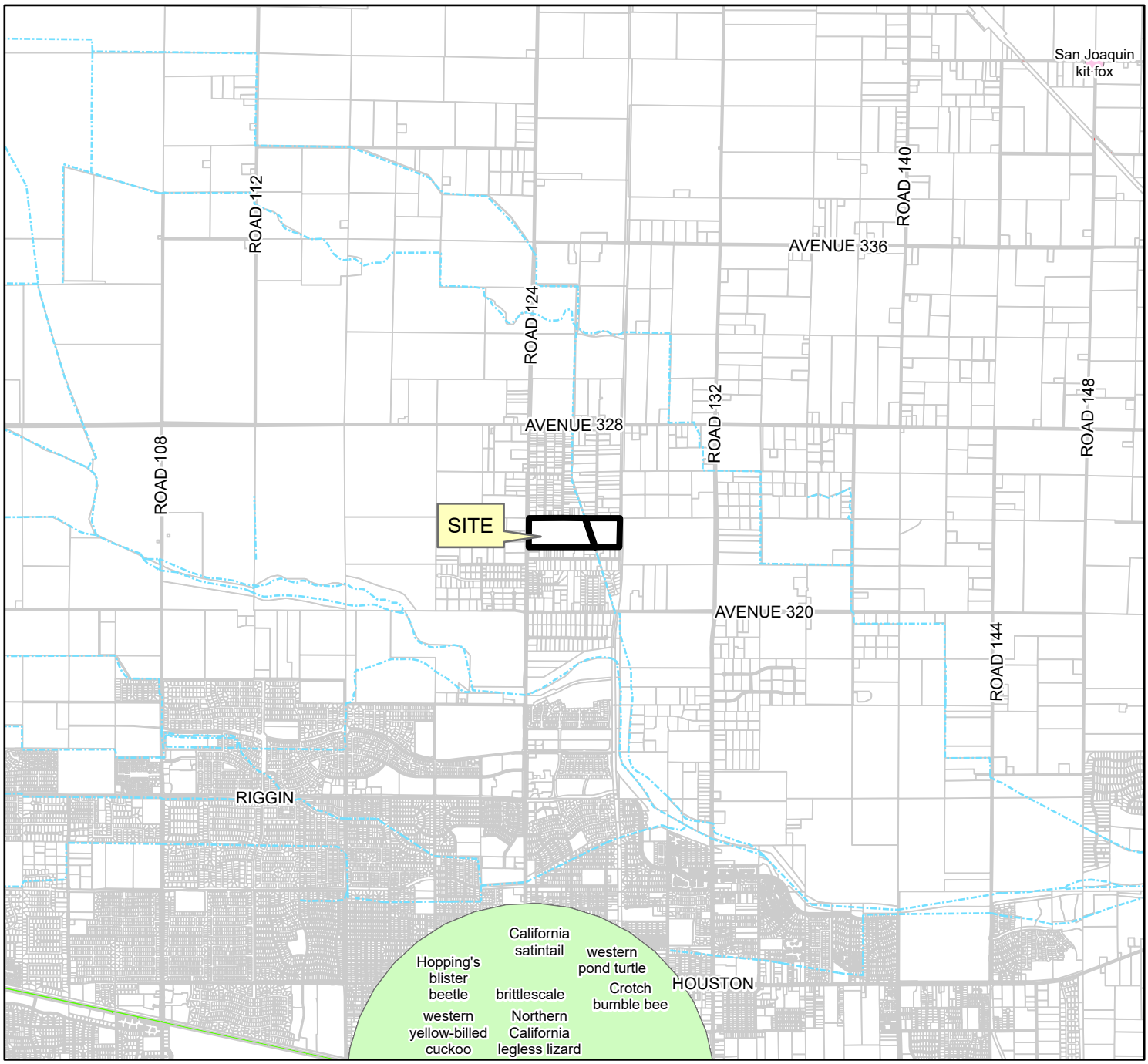
Gen Zoning

- Agriculture
- Commercial
- Manufacturing
- Residential

0 1,000 2,000 Feet

N

Species of Concern for GPI 21-003



0 2,500 5,000 Feet

N

Species of Concern (CNDDB)

- California satintail
- Crotch bumble bee
- Hopping's blister beetle
- San Joaquin kit fox
- brittlescale
- western pond turtle
- western yellow-billed cuckoo

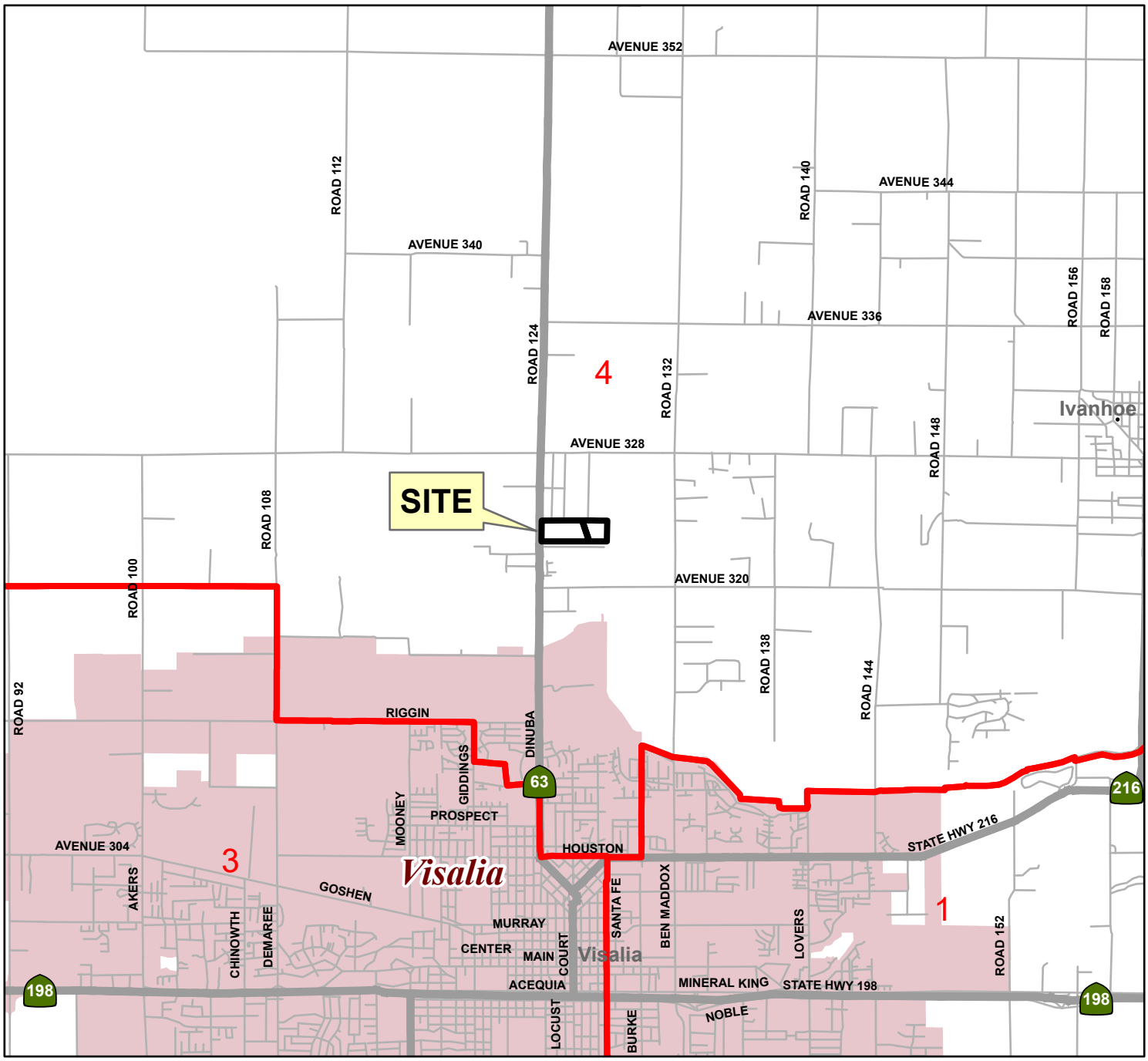
STREAMS

Site

Parcels

CNDDB (data file last updated on 2/1/2022)

Vicinity Map
for
GPI 21-003



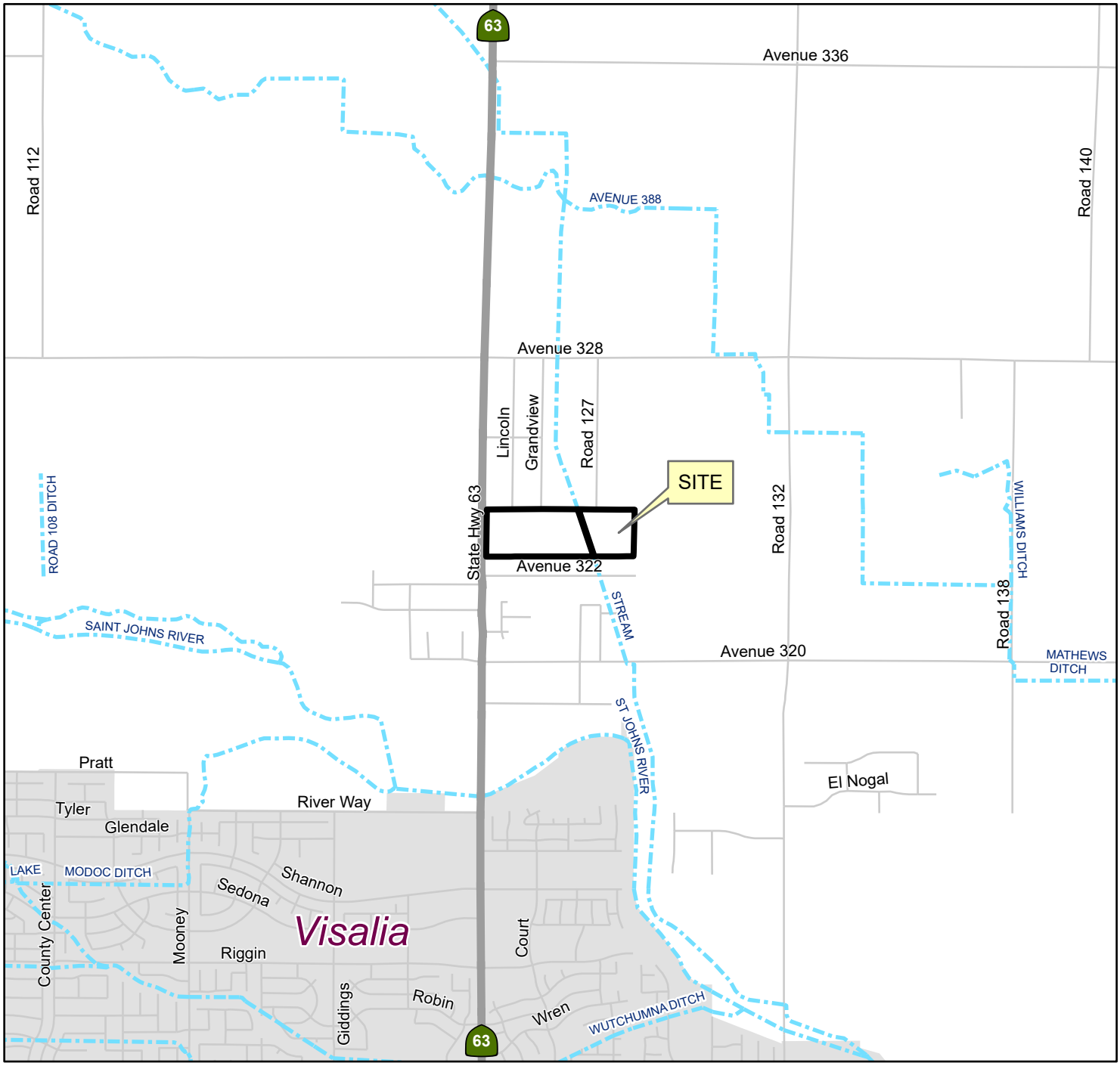
Supervisorial District: 4

0 0.5 1 2 Miles

N

SITE
State Route
Supervisorial Districts

Waterways Map
for
GPI 21-003



Waterways

SITE

State Route

City Limits

0 2,000 Feet

N

Attachment 2

RVLP Checklist

APPLICATION NO.: GPI 21-003

RURAL VALLEY LANDS PLAN - PARCEL EVALUATION CHECKLIST

A. RESTRICTED TO AGRICULTURAL VALUES

If a following factor meets the "Restricted to Agriculture" criteria, place an "R" in the value column and stop the evaluation; if the factor meets the "Non-agricultural" criteria, place a "0" in the value column and continue.

VALUE

1. Agricultural Preserve Status
2. Limitations for Individual Waste Disposal Facilities

B. VARIABLE POINT VALUE

Each of the following land capability ratings (as per USDA Soil Conservation Service data have been awarded a number value, as follows:

LAND CAPABILITY	**POINT VALUE**
Class I, II, or III	4 points
Class IV	2 points
Class V, VI or VII	0 points

For the following factor, determine the land capability rating(s) of the parcel under review and award its corresponding point value.

Class I, II, or III	4 points	4
Class IV	2 points	
Class V, VI or VII	0 points	

C. POINT VALUES

If a following factor meets the highest relative suitability criteria, award the factor the number of points listed for the category; if the factor meets the lowest relative suitability criteria, award it a "0".

FOUR POINT CATEGORY

1.	Existing Parcel Size (use gross acreage figure)	4
2.	Existing Land Use/Suitability for Cultivation	4

THREE POINT VALUE CATEGORY

1.	Surrounding Parcel Size (do not evaluate this factor if the site received "0" points for "Existing Land Use/Suitability for Cultivation"; enter a "0" in such cases)	0
2.	Surrounding Land Use	0
3.	Proximity of Inharmonious Uses (NOTE: Flexible Point Value applicable in some cases)	0
4.	Proximity to Lands in Agricultural Preserve	0

TWO POINT VALUE CATEGORY

1.	Level of Groundwater and Soil Permeability	0

ONE POINT VALUE CATEGORY

1.	Proximity to Fire Protection Facilities (NOTE: Three Point Value applicable in some cases)	0
2.	Access to Paved Roads	0
3.	Historical Sites, Archaeological Sites, Wildlife Habitats, and/or Unique Natural Features	0
4.	Flood Prone Areas	0
5.	Availability of Community Domestic Water/Fire Flow Requirements	1
6.	Surface Irrigation Water	1
7.	Groundwater Recharge Potential (do not evaluate this factor if the site received "0" points for "Surface Irrigation Water"; enter "0" in such cases)	1

TOTAL POINTS 15

BACK UP STATEMENT FOR
RURAL VALLEY LANDS PLAN (RVLP)
EVALUATION CHECKLIST
For Proposed GPI 21-003 – Greg Dowds for Mini-storage/Recreational Vehicle Storage Facility and possible Business Park or residential subdivision

SITE EVALUATED: The 49-acre parcel was evaluated under the RVLP point exception system. The site is on one legal parcel, assigned Assessor Parcel Number (APN) 079-100-023.

A. RESTRICTED TO AGRICULTURAL VALUES

1. Agricultural Preserve Status:
The subject 49-acre parcel is not under contract as an Agricultural Preserve. Zero (0) points are allocated.

2. Limitation for Individual Waste Disposal Facilities:
An engineer-designed septic tank-leach line system will be required at the development stage, to prevent contamination of the groundwater table. Zero (0) points are allocated.

B. VARIABLE POINT VALUE

1. Land Capability:
The Soil Conservation Service has rated the agricultural capability of the soil type (Grangeville Sandy Loam) as Prime Class I soil if irrigated or Class IVc if not irrigated. The subject site contains a walnut orchard, so four (4) points are allocated.

C. FOUR POINT VALUE CATEGORY

1. Existing Parcel Size:
The subject 49-acre site under evaluation is over the acreage 5-acre minimum set by the evaluation criteria and is considered economically viable for productive agriculture. This factor receives zero (4) points.

2. Existing Land Use/Suitability for Cultivation:
The subject 49-acre site is in agricultural use as a walnut orchard and an adjacent property to the east is currently being farmed successfully. The subject property contains no structures. As noted earlier, the size of the property enhances its suitability for cultivation, growing and harvesting of field crops, fruit and nut trees, vines, vegetables, and horticultural specialties. Non-agricultural development may be considered. This criterion is allocated four (4) points.

D. THREE POINT VALUE CATEGORY:

1. Surrounding Parcel Size:
Approximately 49% of the area within a ¼ mile radius of the site is devoted to parcels that are smaller than 5 acres. The highest suitability is applied when less than 35% is determined. Nonagricultural land uses are possible in areas where most of the land is in agriculture. This factor is allocated zero (0) points.

2. Surrounding Land Uses:
The purpose of this evaluation is to prevent the close association of agricultural uses and non-agricultural uses which may have the potential to adversely affect one another. Properties to the north and south contain rural residences. To the east are orchards. To the west are larger lots with rural residences. Within one-quarter mile of the perimeter of the site, approximately 49% of the area is devoted to non-agricultural uses, more than the 25% guideline that would allow nonagricultural development in areas where such development has already occurred. This factor receives Zero (0) points.

3. Proximity to Inharmonious Uses (dairies, feed lots, concentrated animal raising operations, sand and gravel operations, waste disposal sites, airports and/or agricultural chemical research stations, etc.): There are no inharmonious uses within 1/2 mile (2,640 feet) of the site. Therefore, this factor receives zero (0) points.

4. Proximity to Lands within Agricultural Preserves:
The site is not abutted by properties within agricultural preserve. Only 9% of lands within ¼ mile are agricultural preserves, which is less than the 64% threshold. Zero (0) points are allocated.

E. TWO POINT VALUE CATEGORY:

1. Level of Groundwater and Soil Permeability:
The soil type on the site is Grangeville Sandy Loam, which has a rapid permeability rating. The groundwater level is estimated to be at 130-140 feet per a n Alta Irrigation District Depth to Groundwater map, deeper than the 20 feet desirable for agriculture. Such lands are more suitable for installation of domestic, commercial, and industrial waste disposal systems. Zero (0) points are allocated.

F. ONE POINT VALUE CATEGORY:

1. Proximity to Fire Protection Facilities:
The subject site is within the 5 mile response distance area of the County Fire Station located in Ivanhoe, which makes it more suitable for nonagricultural uses. This factor receives zero (0) points.

2. Access to Paved Roads:
The site has direct access to a paved public road and is better suited for non-agricultural uses than areas without such access; therefore, zero (0) points are allocated.

3. Historical, Archaeological, Wildlife Habitat, and Unique Natural Features:
The subject site contains a walnut orchard, so is less likely to contain features that may be destroyed by commercial activity. Therefore, zero (0) points are allocated.

4. Flood Prone Areas:
The entire site is within FEMA Zones X and X (0.2 percent chance flood), where flooding is not a problem and non-agricultural uses would not experience flood hazards. Construction within both Zone X and a shaded Zone X (0.2 percent chance flood) require no specific

flood mitigation measures. However, it is recommended that all finished floor levels in Zone X (0.2 percent chance flood) be elevated one (1) foot above adjacent natural ground. and non-agricultural uses would not experience flood hazards; therefore, zero (0) points are allocated.

5. Availability of Community Domestic Water:
The subject site does not currently have access to a community domestic water system, and is not expected to have access in the near future. However, the applicant proposes connecting to California Water Service. At that time, the requirements of the Tulare County Fire Flow Ordinance for commercial zone changes can be met. Therefore, the site receives an allocation of zero (0) point.

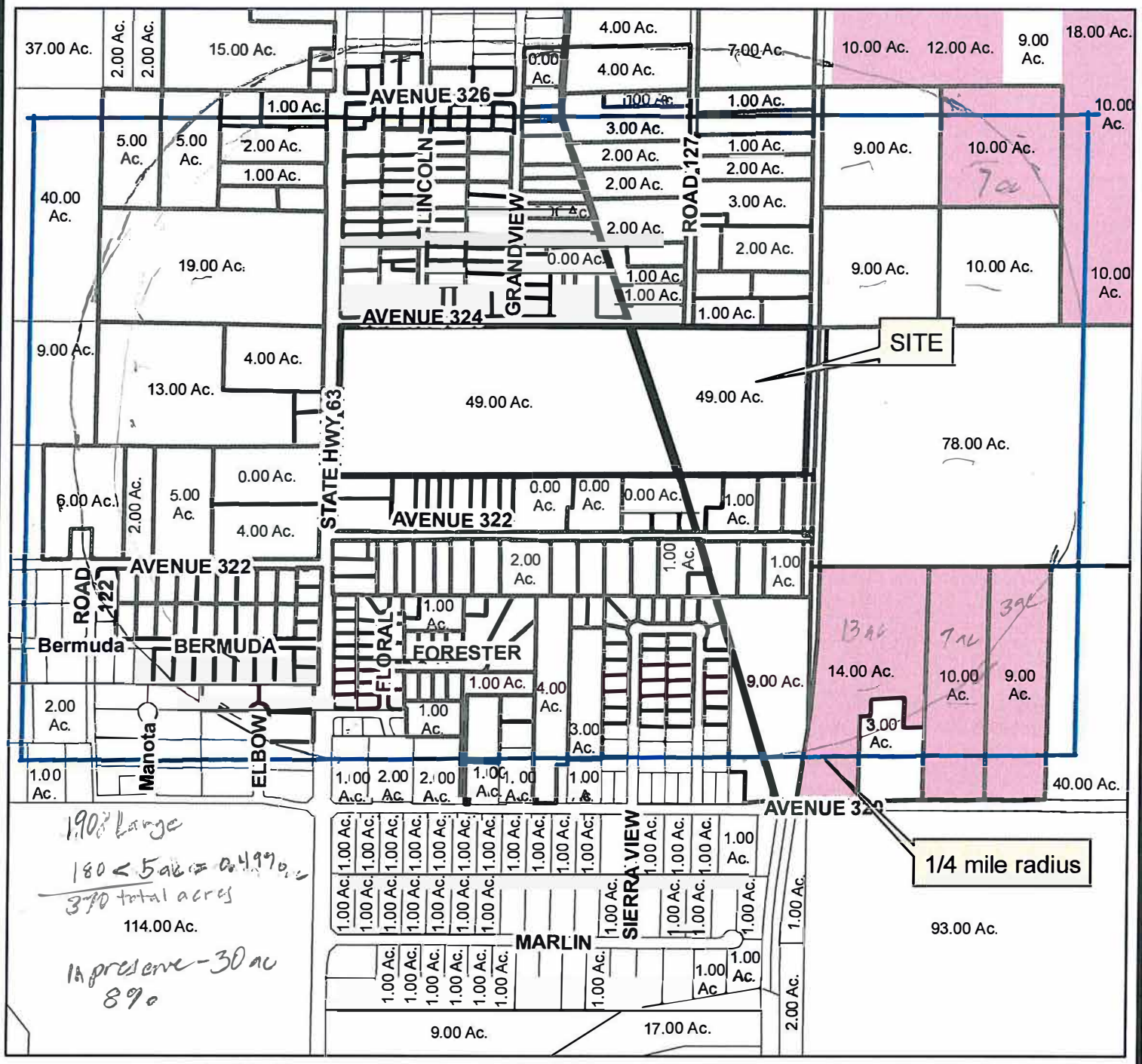
6. Surface Irrigation Water:
Surface irrigation water is available to the subject parcel and neighboring parcels. One (1) point is allocated.

7. Groundwater Recharge Potential:
The site is irrigated by surface water sources. Grangeville Sandy Loam soil permeability is rapid. The soil lacks a restrictive layer. The highest recorded groundwater level for monitored wells in the subject site's Township 18S, Range 25E in the last 25 years was 130 feet in 1995, per Groundwater Level Data from the California Department of Water Resources website. One (1) point is awarded.

Total Points = 15

If the number of points accumulated is eleven (11) or less, the parcel may be considered for non-agricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area where no clear cut decision is readily apparent. In such cases, 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. If the number of points accumulated is more than the 17 point RVLP threshold, then the parcel shall remain agriculturally zoned.

RVLP Analysis Properties Within 1/4 Mile GPI 21-003



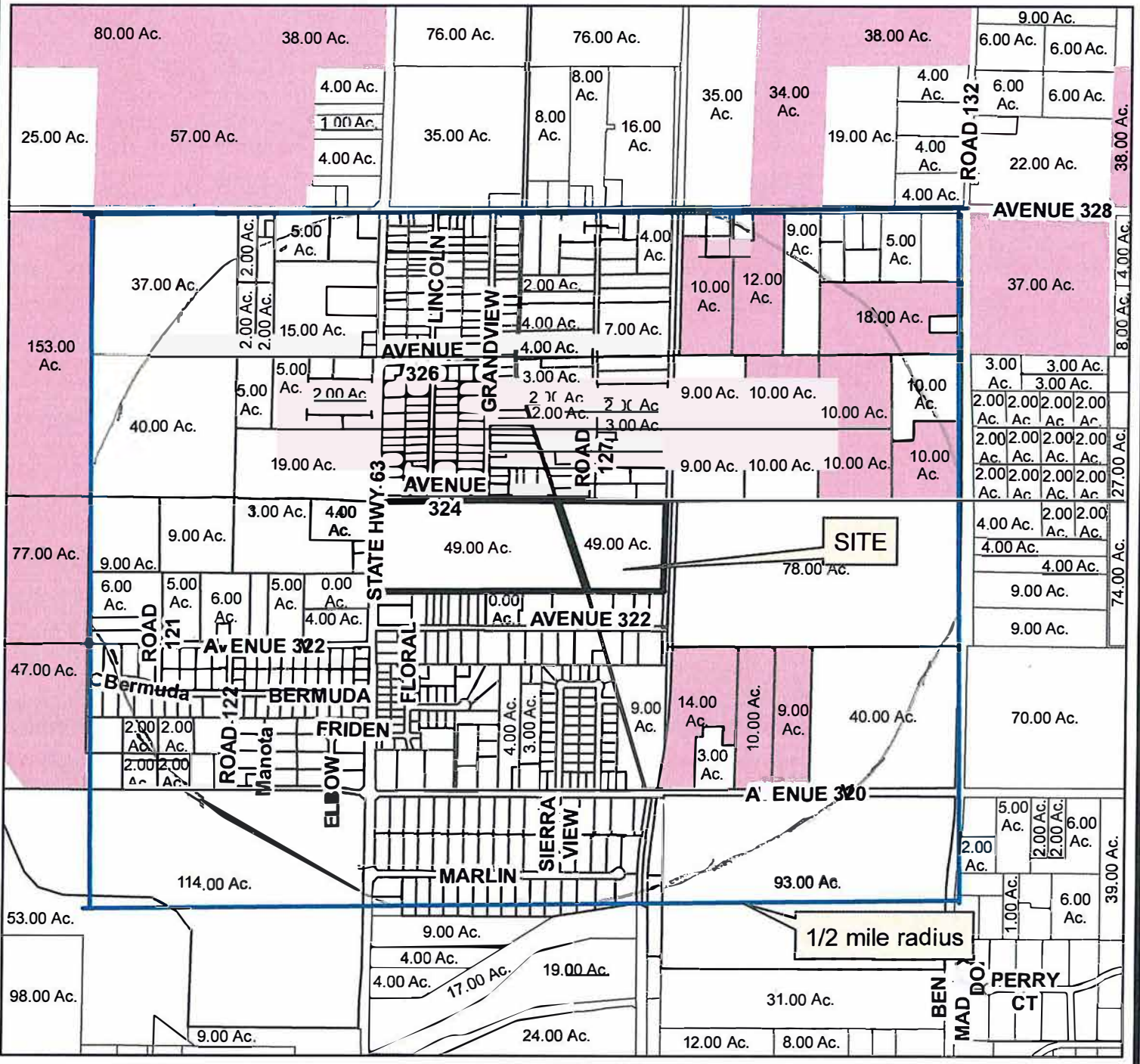
Owner: Melinda Bergreen-Crooked Creek Ranch, Inc.
Address: P.O. Box 774
City, State, ZIP: Visalia CA 93279
Applicant: Grg Dowds
Agent: N/A
Supervisorial District: 4
Assessors Parcel: 079-100-023

0 0.125 0.25 Miles

N

SITE
1_4_mile_radius
Williamson Act Preserves 2019
Parcels

RVLP Analysis Properties Within 1/2 Mile GPI 21-003



Owner: Melinda Bergreen-Crooked Creek Ranch, Inc.
Address: P.O. Box 774
City, State, ZIP: Visalia CA 93279
Applicant: Grg Dowds
Agent: N/A
Supervisorial District: 4
Assessors Parcel: 079-100-023

0 0.25 0.5 Miles

N

SITE
1_2_mile_radius
Williamson Act Preserves 2019
Parcels