Initial Study and Mitigated Negative Declaration for the Square at Plaza Drive

January 2024

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City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 1
CEQA Review Process

Project Title: The Square at Plaza Drive

1.1 California Environmental Quality Act Guidelines

Section 15063 of the California Environmental Quality Act (CEQA) Guidelines requires that the Lead Agency prepare an Initial Study to determine whether a discretionary project will have a significant effect on the environment. All phases of the project planning, implementation, and operation must be considered in the Initial Study. The purposes of an Initial Study, as listed under Section 15063(c) of the CEQA Guidelines, include:

(1) Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or negative declaration;
(2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration;
(3) Assist in the preparation of an EIR, if one is required, by:
    (a) Focusing the EIR on the effects determined to be significant,
    (b) Identifying the effects determined not to be significant,
    (c) Explaining the reasons for determining that potentially significant effects would not be significant, and
    (d) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
(4) Facilitate environmental assessment early in the design of a project;
(5) Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment
(6) Eliminate unnecessary EIRs;
(7) Determine whether a previously prepared EIR could be used with the project.

1.2 Initial Study

This document serves as the Initial Study/Mitigated Negative Declaration for the proposed modification within "The Square at Plaza Drive" project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant. The City of Visalia will continue to act as the Lead Agency for this modified Project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

1.3 Environmental Checklist

The Lead Agency may use the CEQA Environmental Checklist Form [CEQA Guidelines, Section 15063(d)(3) and (f)] in preparation of an Initial Study to provide information for determining if there are significant effects of the project on the environment. A copy of the completed Environmental Checklist is outlined in **Section Three**.

1.4 Notice of Intent to Adopt a Negative Declaration

The Lead Agency shall provide a Notice of Intent to Adopt a Negative Declaration (CEQA Guidelines, Section 15072) to the public, responsible agencies, trustee agencies, and the County Clerk within which the project is located, sufficiently before adoption by the Lead Agency of the Negative Declaration to allow the public and agencies the review period. The public review period (CEQA Guidelines, Section 15105) shall not be less than 30 days when the Initial Study/Negative Declaration is submitted to the State Clearinghouse unless a shorter period, not less than 20 days, is approved by the State Clearinghouse.

Before approving the project, the Lead Agency shall consider the proposed Negative Declaration together with any comments received during the public review process and shall adopt the proposed Negative Declaration only if it finds based on the whole record before it, that there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the Lead Agency's independent judgment and analysis.

The written and oral comments received during the public review period will be considered by The City of Visalia before adopting the Negative Declaration. Regardless of the type of CEQA document that must be prepared, the overall purpose of the CEQA process is to:

1) Assure that the environment and public health and safety are protected in the face of discretionary projects initiated by public agencies or private concerns;
2) Provide full disclosure of the project's environmental effects to the public, the agency decision-makers who will approve or deny the project, and the responsible trustee agencies charged with managing resources (e.g. wildlife, air quality) that may be affected by the project; and
3) Provide a forum for public participation in the decision-making process on potential environmental effects.

According to Section 15070(a) a public agency shall prepare or have prepared a proposed negative declaration for a project subject to CEQA when:

> ***The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment. Less than significant impacts with mitigation measures have been identified.***

The Environmental Checklist Discussion contained in Section Three of this document has determined that the environmental impacts of the project are less than significant with mitigation measures and that a Mitigated Negative Declaration is adequate for adoption by the Lead Agency.

1.5 Negative Declaration or Mitigated Negative Declaration

The Lead Agency shall prepare or have prepared a proposed Negative Declaration or Mitigated Negative Declaration (CEQA Guidelines Section 15070) for a project subject to CEQA when the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the Project may have a significant effect on the environment. The proposed Negative Declaration or Mitigated Negative Declaration circulated for public review shall include the following:

(a) A brief description of the project, including a commonly used name for the project.
(b) The location of the project, preferably shown on a map.
(c) A proposed finding that the project will not have a significant effect on the environment.

(d) An attached copy of the Initial Study documenting reasons to support the finding.
(e) Mitigation measures, if any.

1.6 Intended Uses of Initial Study/Negative Declaration Documents

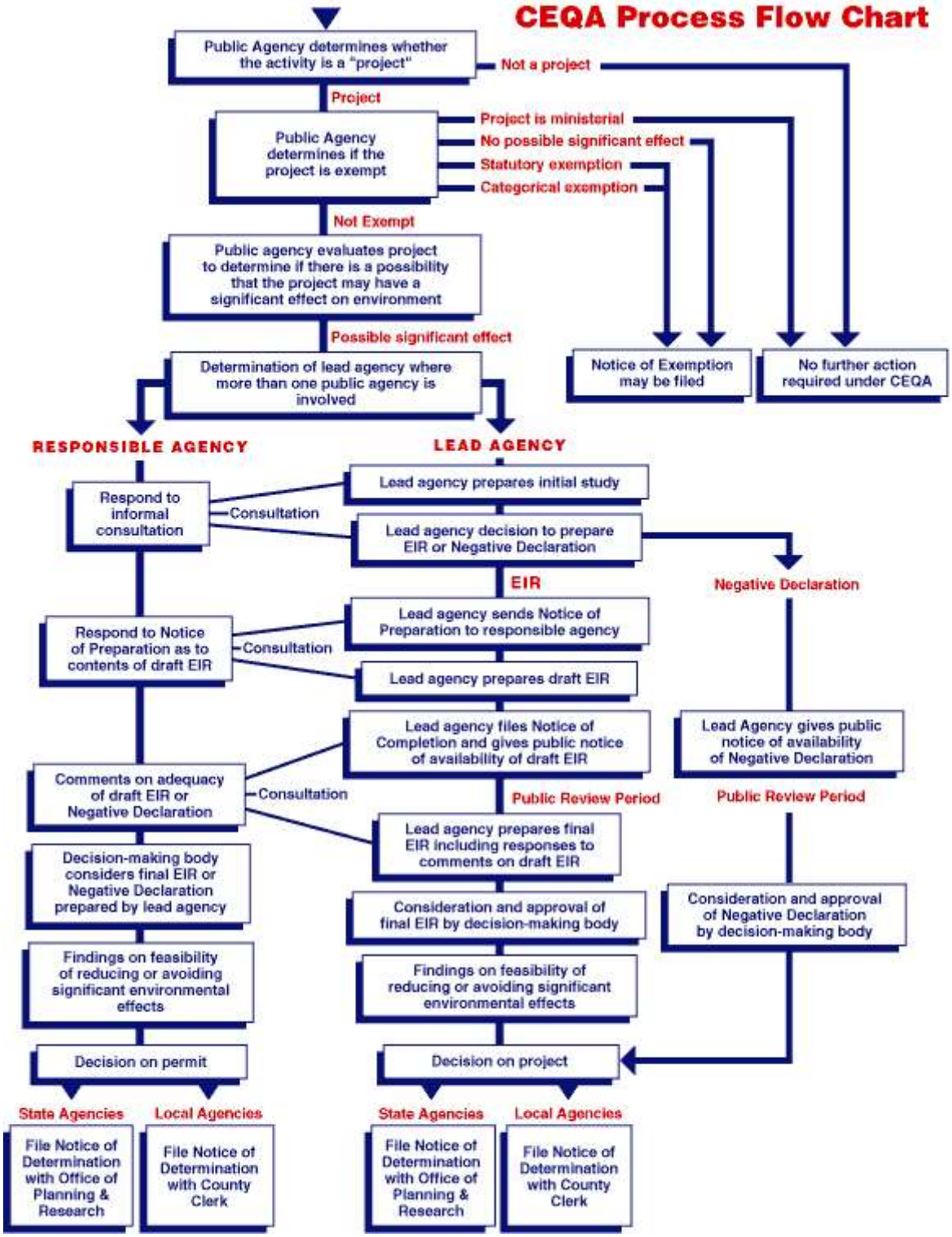
The Initial Study/Negative Declaration document is an informational document that is intended to inform decision-makers, other responsible or interested agencies, and the general public of the potential environmental effects of the proposed project. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency must balance any potential environmental effects against other public objectives, including economic and social goals. The City of Visalia, as the Lead Agency, will make a determination, based on the environmental review for the Environmental Study, Initial Study, and comments from the general public, if there are less than significant impacts from the proposed project and the requirements of CEQA can be met by adoption of a Mitigated Negative Declaration.

1.7 Notice of Determination (NOD)

The Lead Agency shall file a Notice of Determination within five working days after deciding to approve the project. The Notice of Determination (CEQA Guidelines, Section 15075) shall include the following:

(1) An identification of the project including the project title as identified on the proposed negative declaration, its location, and the State Clearinghouse identification number for the proposed negative declaration if the notice of determination is filed with the State Clearinghouse.
(2) A brief description of the project.
(3) The agency's name and the date on which the agency approved the project.
(4) The determination of the agency that the project will not have a significant effect on the environment.
(5) A statement that a negative declaration or a mitigated negative declaration was adopted pursuant to the provisions of CEQA.
(6) A statement indicating whether mitigation measures were made a condition of the approval of the project, and whether a mitigation monitoring plan/program was adopted.
(7) The address where a copy of the negative declaration or mitigated negative declaration may be examined.
(8) The identity of the person undertaking a project which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies or the identity of the person receiving a lease, permit, license, certificate, or other entitlement for use from one or more public agencies.

1.8 CEQA Process Flow Chart



Section 2

Project Description

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 2
Project Description

Project Title: The Square at Plaza Drive

2.1 Project Description and Purpose

This document aims to evaluate the environmental impacts associated with the proposed revisions to *The Square at Plaza Drive* Project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant.

The Square at Plaza Drive Project consists of a 25-acre mixed-use development with office space, residential units, and highway commercial businesses and complies with *Policy LU-P-15* of the Land Use Element of the 2030 Visalia General Plan. The development is comprised of the following uses:

Land Use	Square Feet
Office	
Office Building 1	10,000
Office Building 3	15,800
Office Building 4	11,000
Office Building 5	6,000
Mixed Use – Office Space	40,000
Office Total	***82,800***
Commercial	
NEW- Home 2 Suites By Hilton Hotel *(91 Guestrooms)*	48,866
Hotel *(87 Guestrooms)*	47,767
NEW- Restaurant 1	6,300
Restaurant 2	5,500
Restaurant 3	5,500
Restaurant 4	5,500
Mixed Use – Retail Space	30,000
Gas Station/Convenience Store	6,000
Commercial Total	***155,433***
Residential	
Townhome Building 1 *(5 Units)*	12,500
Townhome Building 2 *(3 Units)*	5,000
Townhome Building 3 *(5 Units)*	12,500
Townhome Building 4 *(5 Units)*	12,500
Townhome Building 5 *(5 Units)*	12,500

Executive Residential Suites *(28 Units)*	28,000
Residential Total	***83,000***

This IS/MND will only evaluate impacts associated with replacing an office building and bank building with a hotel and drive-thru restaurant. Changes to the site plan that have occurred prior to the current Project were approved administratively and were not subject to CEQA analysis. Such changes will not be reflected in this environmental analysis.

This proposed revisions to *The Square at Plaza Drive* Master Plan adheres to the principles of the original plan, which emphasized high-quality, larger-scale office and commercial uses. Introducing a hotel and drive-thru restaurant aims to enhance the area's hospitality and dining options, contributing positively to the local community and economy. The development will include dedicated parking areas integrated into the surrounding development.

Consistent with the high-quality architectural standards outlined in the initial Project, the design of the hotel and restaurant will feature contemporary and modern elements aimed at complementing the existing area's aesthetic. Landscaping will be a critical component of the Site design, ensuring the new structures are seamlessly integrated into the environment. In accordance with the City Site Plan Review process, as outlined in the original approval, the hotel and restaurant structures will be evaluated to ensure their consistency with the revised Project plan, the Master Plan, and other City-adopted policies and development standards.

The document's overall purpose is to facilitate a detailed review of the environmental impacts resulting from this specific modification to *The Square at Plaza Drive* Master Plan.

This Project will be the third Master Planned BRP development in Visalia to incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system. The Master Plan will include the following features prescribed in the LEED program:

1) Avoidance of prime farmland or key habitat areas;
2) Location of the Project within ¼ mile of bus stops and integration of transit into the project design;
3) Providing bicycle facilities, including on-site bicycle racks;
4) Preferential parking for vanpools, carpools, and low-emission vehicles;
5) Implementing on-site bio-swale stormwater management system to retain stormwater;
6) Performance standards for containing errant light;
7) Use of trees and highly reflective materials to reduce heat buildup;
8) Shared parking;
9) Reduction in on-site water consumption by 50 percent through the use of selected plant materials and building features.

Chapter 17.24 of the Visalia Municipal Code describes the City's BRP district:

The purpose and intent of the planned business research park zone district is to provide for business, scientific, educational, and light industrial uses in a campus-type setting. Planned business research parks are to be planned and developed as integrated units via specific or Master plans and are intended to accommodate large-scale office developments at locations that provide close-in employment opportunities; promote Visalia's community identity through special site development standards such as lot sizes, setbacks, landscaping, building scale, parking, open areas, etc.; and provide on-site ancillary uses including day care, food service, banks, recreation, etc., served by a variety of transportation modes to reduce vehicle trips.

2.2 Project Location

The proposed Project is set to occur in the northwest corner of the *Square at Plaza Drive* Master Plan Site, located within the City of Visalia. N Keeley Street bounds the Site to the west, E Crowley Ave to the north, and Plaza Drive to the east. The Site is approximately 5 miles west of downtown Visalia. The Project involves construction on APNs 081-170-27 and 081-170-028. The Site is topographically flat, with similar BRP developments to the north and east. A car dealership and vacant/agricultural land currently exist to the west. Highway 198 borders the Site to the south. The Site is zoned BRP (Business Research Park) and will not need to change. The Visalia General Plan Designation is BRP, Business Research Park. The Site is currently vacant land. The gas station/convenience store has been developed in the Site's northeast corner.

2.3 Other Permits and Approvals

The following discretionary approvals are required from the City of Visalia for the proposed Project:

- Conditional Use Permit
- San Joaquin Valley Air Pollution Control District (SJVAPCD). The proposed Project is within the jurisdiction of the SJVAPCD and will be required to comply with Rules VIII, 3135, 4101, and 9510.
- Central Valley Regional Water Quality Control Board, SWPPP. The proposed project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB will require a Storm Water Pollution Prevention Plan (SWPPP) to prevent impacts related to stormwater because of project construction.

The following ministerial approvals are required from the City of Visalia for the proposed Project:

- City of Visalia Building and Encroachment Permits

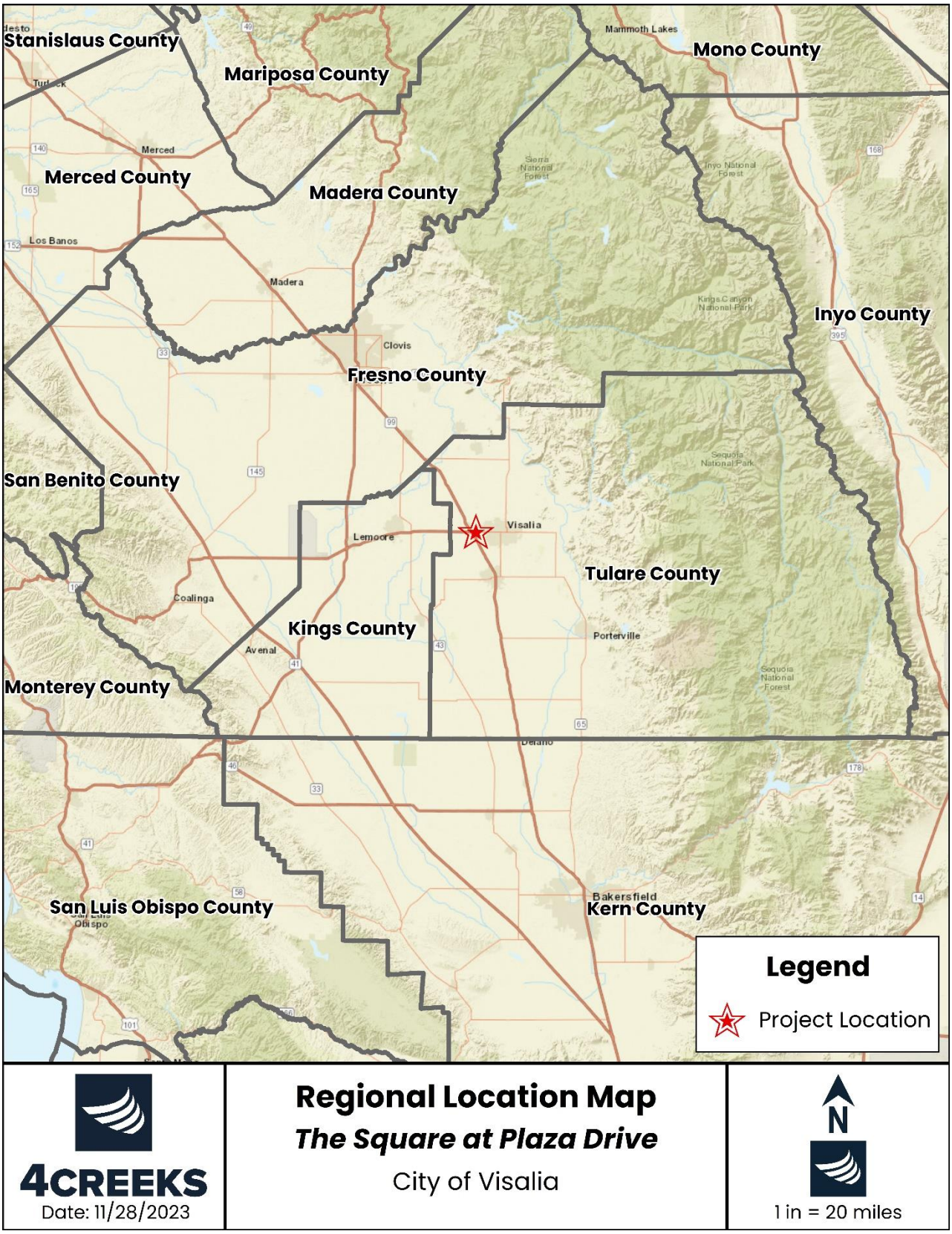


Figure 2-1. Regional Location Map

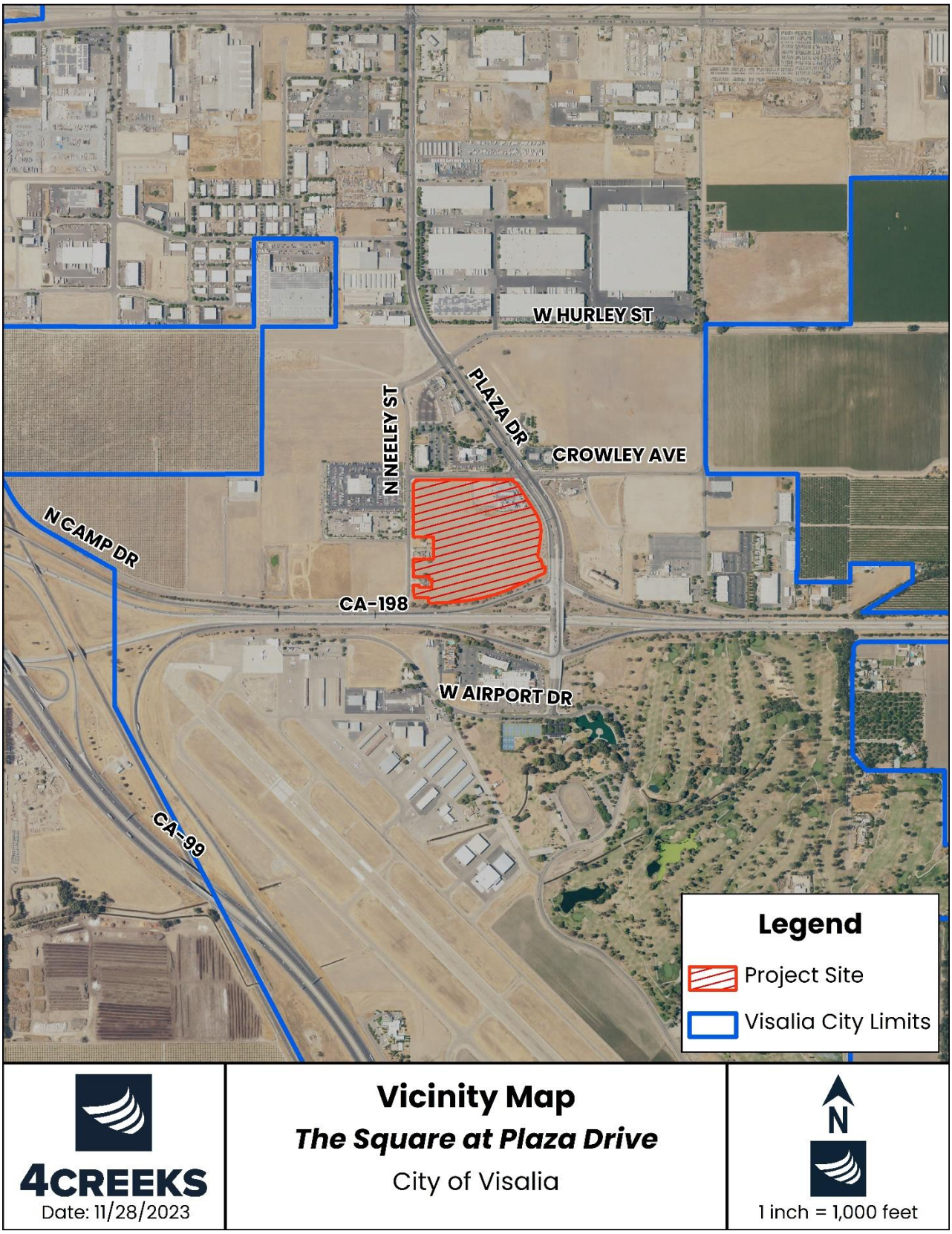


Figure 2-2. Vicinity Map

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 3
Evaluation of Environmental Impacts
Project Title: The Square at Plaza Drive

This document serves as the Initial Study/Mitigated Negative Declaration for the proposed modification within "The Square at Plaza Drive" project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant. The City of Visalia will continue to act as the Lead Agency for this modified Project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

3.1 PURPOSE

The purpose of this environmental document is to implement the California Environmental Quality Act (CEQA). Section 15002(a) of the CEQA Guidelines describes the basic purposes of CEQA as follows.

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

This Initial Study of environmental impacts has been prepared to conform to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). According to Section 15070, a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a Project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the Project may have a significant effect on the environment, or
(b) The initial study identifies potentially significant effects, but:
  (1) Revisions in the Project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  (2) There is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

3.2 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1. **Project Title:** The Square at Plaza Drive

2. **Lead Agency:** City of Visalia, Planning and Development Department
Contact Person: Cristobal Carrillo, Planning Division
315 E Acequia Ave
Visalia, CA 93291
Phone Number: (559) 713-4443

3. **Applicant:** 4 Creeks, Inc
324 S Santa Fe Street
Visalia, CA 93292
Phone Number: (559)-802-3052

4. **Project Location:** The proposed Project is set to occur in the northwest corner of the Square at Plaza Drive Master Plan Site, located within the City of Visalia. N Keeley Street bounds the Site to the west, W Crowley Ave to the north, and Plaza Drive to the east. The Site is approximately 5 miles west of downtown Visalia. The Project involves construction on APNs 081-170-027 and 081-170-028. The Site is topographically flat, with similar BRP developments to the north and east. A car dealership and vacant/agricultural land currently exist to the west. Highway 198 borders the Site to the south. The Site is zoned BRP (Business Research Park) and will not need to change. The Visalia General Plan Designation is BRP, Business Research Park. The Site is currently vacant land. The gas station/convenience store has been developed in the Site's northeast corner.

5. **General Plan Designation:** The Site is designated as a Business Research Park (BRP) by the Visalia General Plan.

6. **Zoning Designation:** The Site is currently zoned BRP, Business Research Park.

7. **Project Description:** This document aims to evaluate the environmental impacts associated with the proposed revisions to *The Square at Plaza Drive* Project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant.

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Consistent with the high-quality architectural standards outlined in the initial Project, the design of the hotel and restaurant will feature contemporary and modern elements aimed at complementing the existing area's aesthetic. Landscaping will be a critical component of the Site design, ensuring the new structures are seamlessly integrated into the environment. In accordance with the City Site Plan Review process, as outlined in the original approval, the hotel and restaurant structures will be evaluated to ensure their consistency with the revised Project plan, the Master Plan, and other City-adopted policies and development standards.

8. **Surrounding Land Uses and Settings:**

Direction	*Adjacent Street*	*Adjacent Property Usage*
North	W Crowley Ave	BRP Land Uses (GPLU: BRP)
South	Highway 198	Highway
East	Plaza Drive	Vacant/Developing into BRP Land Uses (GPLU: BRP)
West	N Neeley St	Car Dealership/Vacant/Agricultural (GPLU: Agricultural)

9. **Required Approvals:** The following discretionary approvals are required for the proposed project:

- Conditional Use Permit
- San Joaquin Valley Air Pollution Control District (SJVAPCD). The proposed Project is within the jurisdiction of the SJVAPCD and will be required to comply with Rule VIII, 3135, 4101, and 9510.
- Central Valley Regional Water Quality Control Board, SWPPP. The proposed Project Site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB will require a Storm Water Pollution Prevention Plan (SWPPP) to prevent impacts related to stormwater because of Project construction.

The following ministerial approvals are required from the City of Visalia for the proposed project:

- City of Visalia Building and Encroachment Permits

10. **Native American Consultation:** The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Native American tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Tulare County has several Rancherias.

    Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential

for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

11. **Parking and access:** Vehicular access to the Project is available via access points on Crowley Avenue and Neeley Street. The Project includes new streets and courts that provide full access to the Project site. These internal streets will have a ROW of 30'. The Site Planning concept provides a unique central square theme with pedestrian connectivity throughout the plan to allow connections for pedestrians to/from the center to the surrounding perimeter buildings/uses. During construction, workers will utilize existing parking areas and/or temporary construction staging areas for parking vehicles and equipment.

12. **Landscaping and Design:** A landscaping plan has been prepared along with the Master Plan document for this Project. The landscaping will represent English Gardens through many tree structures, evergreen shrub massing, lush flower colors, and an overall green garden theme. Trees, shrubs, plants, vines, and flowers with bark shall be utilized within the landscape plans with minimal use of turf. The landscape materials will include drought-tolerant landscaping with adaptive Mediterranean plants. All projects shall include landscaping to comply with the Model Water Efficient Landscape Ordinance (MWELO).

13. **Utilities and Electrical Services:** The Project would improve onsite and offsite infrastructure, including new and relocated utilities. Electricity will be provided by Southern California Edison, telephone will be provided by SBC, and Southern California Gas will provide natural gas. Cal Water will provide water, and sewer services will be provided by the City of Visalia via existing lines. A bioswale for stormwater will be located in the Site's southwest corner. During construction, a temporary stormwater basin will be utilized.

Acronyms

BMP	Best Management Practices
BAU	Business as Usual
CAA	Clean Air Act
CBC	California Building Code
CCAP	Climate Change Action Plan
CCR	California Code of Regulation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CRHR	California Register of Historic Places
CWA	California Water Act
DHS	Department of Health Services
FEIR	Final Environmental Impact Report
FMMP	Important Farmland Mapping and Monitoring Program
ISMND	Initial Study Mitigated Negative Declaration
ISR	Indirect Source Review
MCL	Maximum Contaminant Level
MEIR	Master Environmental Impact Report
NOI	Notice of Intent
ND	Negative Declaration
NAC	Noise Abatement Criteria
RCRA	Resource Conservation and Recovery Act of 1976
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SHPO	State Historic Preservation Office
SJVAPCD	San Joaquin Valley Air Pollution Control District
SSJVIC	Southern San Joaquin Information Center
SWPPP	Storm Water Pollution Prevention Plan
TCR	Tribal Cultural Resource
UWMP	Urban Water Management Plan

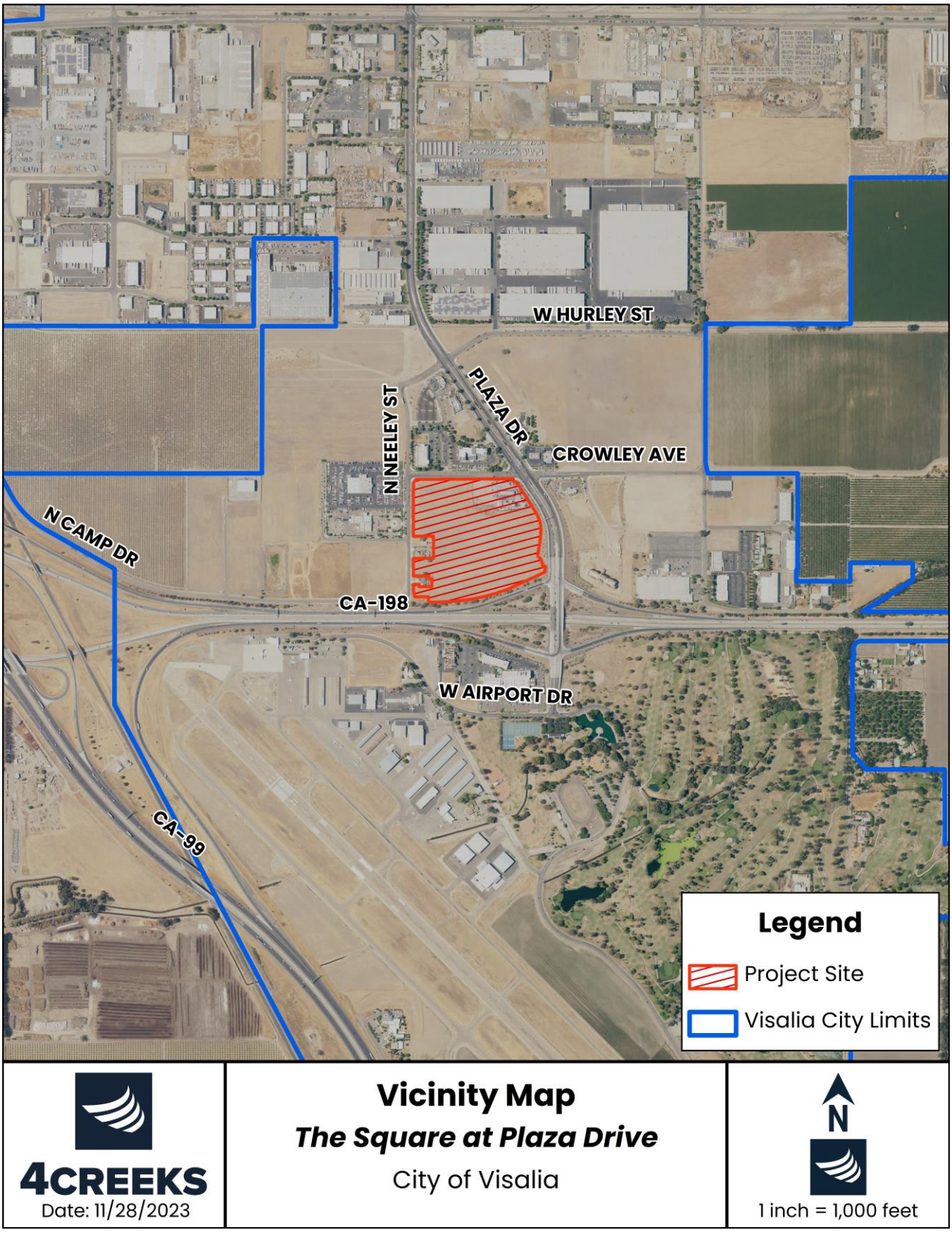


Figure 3-1. Vicinity Map

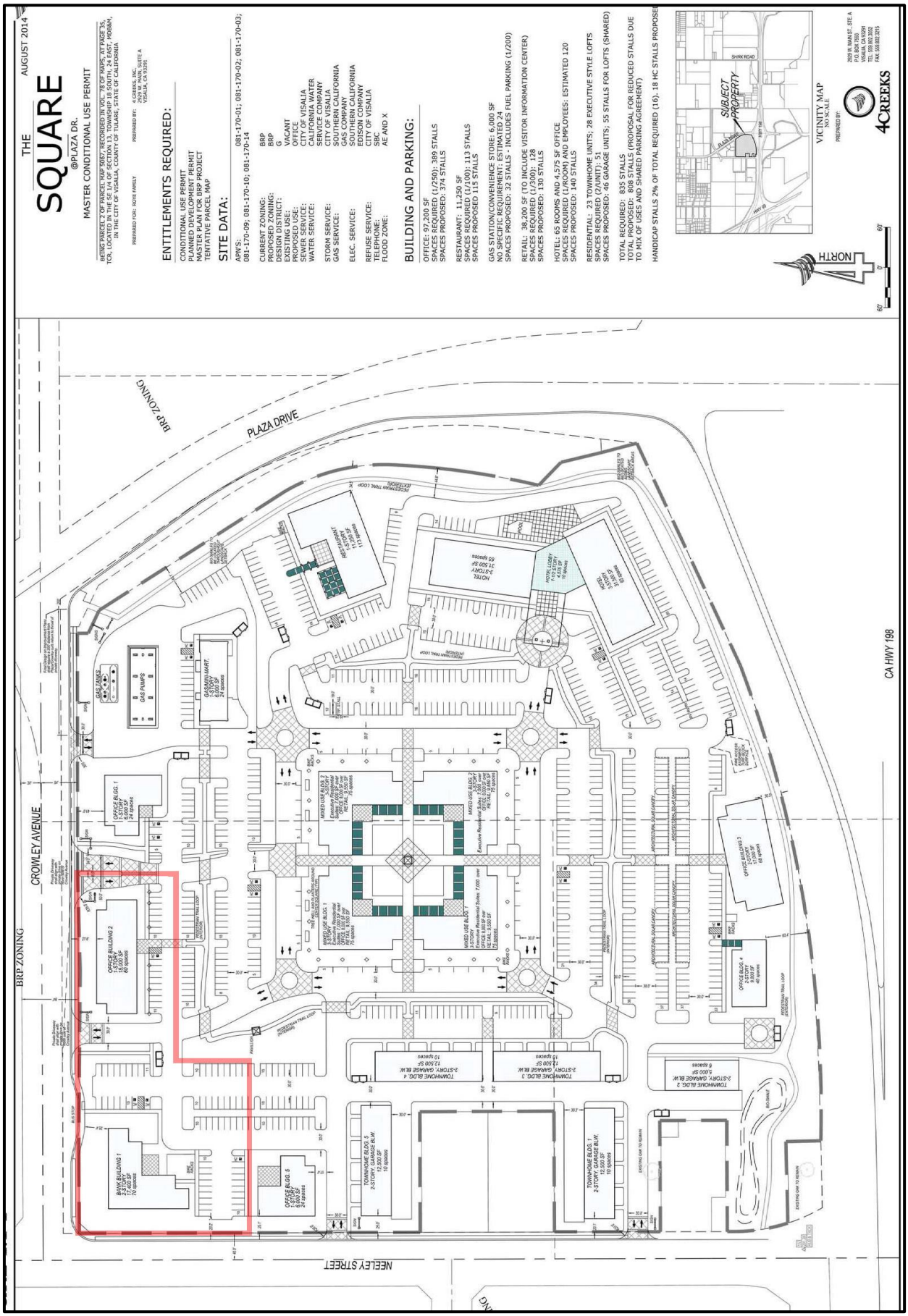


Figure 3-2: Original Site Plan

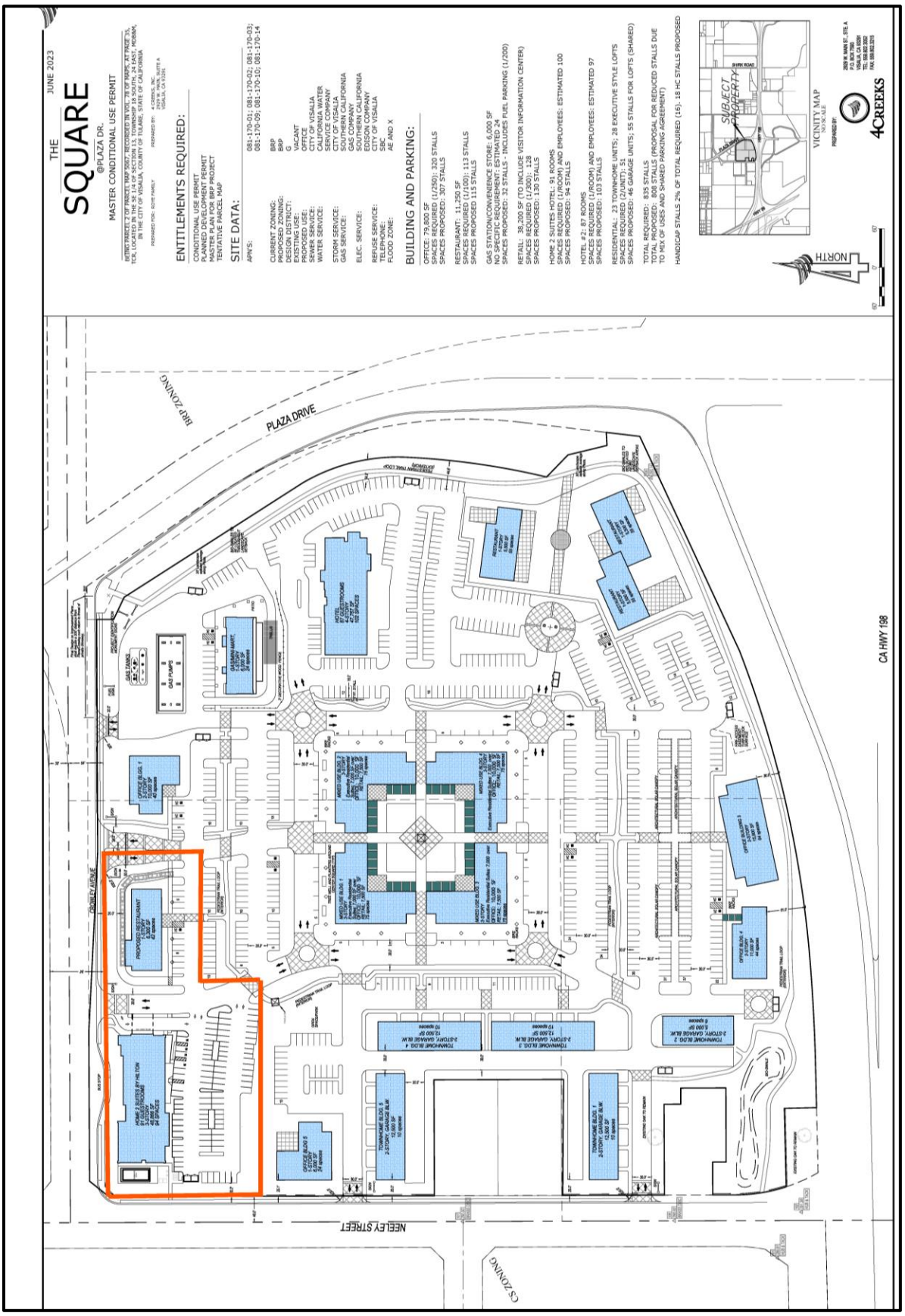


Figure 3-3: New Site Plan

3.3 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 reference 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 if 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(c) (3)(D). In this case, a brief discussion should identify the following.

    - Earlier Analysis Used. Identify and state where they are available for review.
    - 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.
    - Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated." Describe and 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.

3.4 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	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forest Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Air Quality	☑ Hydrology and Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use and Planning	☑ Tribal Cultural Resources
☑ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service System
☐ Energy	☐ Noise	☐ Wildfire
☑ Geology and soils	☐ Population	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency) Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

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 by 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. A Negative Declaration 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 requested.

SIGNATURE

June 25, 2024
DATE

Brandon Smith
PRINTED NAME

City of Visalia
AGENCY

3.5 ENVIRONMENTAL ANALYSIS

The following section provides an evaluation of the impact categories and questions contained in the checklist and identify mitigation measures, if applicable.

I. AESTHETICS

Except as provided in Public Resource Code Section 210999, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 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 a 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?	☐	☐	☑	☐

Environmental Setting

Scenic Resources

Scenic resources include landscapes and features that are visually or aesthetically pleasing. They contribute positively to a distinct community or region. These resources produce a visual benefit to communities. The City of Visalia has a visual character of a mix of rural and built environments. Visalia is surrounded by natural open space agricultural land, characterized by uses such as grazing, open space, and cultivated agriculture. Downtown Visalia is the physical, cultural, and economic center, with historic homes surrounding the downtown. St. John's River flows along the north side of Visalia's City limits, along with smaller creeks and ditches throughout the city. Valley Oak trees, both individually and in groves, also provide an essential

scenic feature and link to the natural setting of the San Joaquin Valley. The goal of Visalia's General Plan regarding visual resources is to preserve and re-establish the City's natural waterway system and Valley Oak tree groves with parks, conservation areas, and trailways.

Scenic Vistas

The Visalia General Plan identifies the Sierra Nevada mountains to the east and agricultural lands surrounding the City as scenic vistas surrounding Visalia.

Existing Visual Character

The following photos demonstrate the aesthetic character of the Project area. As shown, the proposed Project Site area is in a relatively flat area characterized by agricultural uses.

Photo 1: Northwest Corner of Project Site, Facing Southeast (Source: Google Street View, October 2022)

Photo 2: Southwest Corner of Project Site, Facing Northeast (Source: Google Street View, April 2021)

Photo 3: Southeast Corner of Project Site, Facing Northwest (Source: Google Street View, September 2022)

Photo 4: Northern Boundary of Project Site, Facing South (Source: Google Street View, October 2022)

Photo 5: Southern Boundary of Project Site, Facing North (Source: Google Street View, September 2022)

Regulatory Setting

Scenic Roadways

The California Scenic Highway Program was established in 1963 by the State Legislature to protect and enhance the natural beauty of California highways and adjacent corridors through conservation strategies. The State Scenic Highway System includes a list of highways that have either been officially designated or are eligible for designation. State laws governing the scenic highway program can be found in Sections 260-263 in The Street and

Highways Code.

State Scenic Highways

According to the California Department of Transportation mapping of State Scenic Highways, the City of Visalia does not have officially designated State Scenic Highways; however, the City has one eligible State Scenic Highway, a 44-mile stretch of State Route 198 from State Route 99 to Sequoia National Park. This stretch of highway is a designated scenic corridor in the City's General Plan. This portion of the highway is less than 100 feet south from the proposed Site.

City of Visalia General Plan

The 2030 General Plan includes the policies related to aesthetic resources that correlate to the proposed Project:

- *LU-P-28*: Continue to use natural and man-made edges, such as major roadways and waterways within the City's Urban Area Boundary, as urban development limit and growth phasing lines.
- *LU-P-34*: Work with Tulare County to prevent urban development of agricultural land outside of the current growth boundaries and to promote the of use agricultural preserves, where they will promote orderly development.
- *LU-P-39*: Improve tree planting, landscaping, and site design standards to minimize the visual impact of large parking lots and buildings, to enhance and promote natural characteristics compatible with urban form, to minimize heat gain and promote energy conservation, and to improve stormwater infiltration.
- *LU-P-40*: Where possible, through the Site Plan Review process, retain native trees as landscape elements and for shading.
- *LU-P-42*: Develop scenic corridor and gateway guidelines that will maintain the agricultural character of Visalia at its urban fringe.
- *LU-P-43*: Work with utilities and transportation companies to landscape power line and railroad rights-of-way throughout the community and to underground utilities where possible.
- *LU-P-72*: Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good Site planning, building design, and/or appropriate operational measures.
- *LU-P-106*: Develop performance standards to supplement and augment design standards to minimize the negative impacts (glare, signage, noise, dust, traffic) associated with the establishment of new or expansion of existing service commercial

and industrial development.

- *OSC-P-10*: Ensure that building and vehicle service areas, loading docks, trash enclosures and storage areas are setback back from waterways and/or screened from view from the creek corridor to minimize environmental and visual impacts.
- *OSC-P-13*: In new neighborhoods that include waterways, improvement of the waterway corridor, including preservation and/or enhancement of natural features and development of a continuous waterway trail on at least one side, shall be required.
- *OSC-P-17*: Require that new development along waterways maintain a visual orientation and active interface with waterways. Develop design guidelines to be used for review and approval of subdivision and development proposals to illustrate how this can be accomplished for different land uses in various geographic settings.
- *OSC-P-28*: Protect significant stands of Valley Oak woodlands from further development by designating them for Conservation, creating habitat management plans, where needed, and undertaking restoration activities as appropriate.
- *OSC-P-34*: Enhance views and public access to Planning Area waterways and other significant features such as Valley Oak groves consistent with flood protection, irrigation water conveyance, habitat preservation and recreation planning policies.
- *T-P-57*: Amend the Zoning Ordinance to include updated off-street parking and loading area design standards that have multiple benefits and reduce environmental impacts. Strategies may include, but are not limited to:
    - Require parking and loading to be provided on the side of or behind buildings, where feasible;
    - Promote the use of time and/or motion sensitive parking lot and security lights, where feasible;
    - Establish specific standards for perimeter landscaping for parking lots and structures;
    - Separate pedestrian pathways from car lanes where feasible;
    - Promote the use of porous pavement and low impact drainage features, as appropriate to the site; and
    - Restrict use of vacant lots as vehicle parking and outdoor storage of commercial equipment, construction equipment, and similar unless screened from public view.

City of Visalia Zoning Ordinance

The Visalia Zoning Ordinance governs the distribution and intensity of land uses, sets the principles for evaluating development, and guides the development and growth of the City. The Zoning Ordinance establishes specific development criteria for each zoning district (i.e., parking requirements, walls, fencing, setbacks, building height, etc.). The BRP zone has its own

development regulations (Visalia Municipal Code Chapter 17.24) and requires that all development be approved through Specific or master plans.

City of Visalia Valley Oak Ordinance

The City's Valley Oak Ordinance (Visalia Municipal Code Chapter 12.24) provides basic standards, measures, and compliance requirements for the preservation and protection of native Valley oak trees and landmark trees. The Ordinance prohibits the destruction of oak trees except with an oak tree removal permit. A permit may be granted only if it is found that the oak tree is in danger of falling on a structure or is a host for a plant, pest, or disease endangering other species; if removal is necessary to allow the reasonable enjoyment of private property; or if urban forestry or land management practices warrant removal. If a tree removal permit is granted, the tree must either be replaced by new oak trees on the same property or paid mitigation fees to be used to establish new oak trees on other properties.

West Highway 198 Corridor Open Space Buffer

In April 2010, the Visalia City Council approved the establishment of a 200-foot open space buffer on both sides of Highway 198, creating a scenic corridor between Highway 99 and Central Visalia. The Council directed the Parks and Recreation Commission to begin formal corridor design and landscaping efforts.

Discussion

a) **Would the Project have a substantial adverse effect on a scenic vista?**

Less than Significant Impact: A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The Sierra Nevada mountains to the east and agricultural lands surrounding the city are the primary scenic vistas within this region. The Site is surrounded by similar BRP uses and Highway 198, while the Sierra Nevada foothills are approximately 20 miles east of the Project Site. The proposed addition includes a four-story hotel. However, the addition to the project would not significantly alter views overall from the surrounding community because the Site will be surrounded by similar two-story office development. There is *a less than significant impact.*

b) **Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within state scenic highway?**

Less than Significant Impact: No officially designated State Scenic Highways are located in the City of Visalia or near the site. Highway 198, less than 100 feet south of the Site, is eligible to become a State Scenic Highway. Landscaping within the setback areas will maintain consistency with the West Visalia Specific Plan and preserve the greenscape and sense of country characteristics along the corridor. Trees shall be planted within the setback area to maintain a high level of scenic quality and consistency within the scenic corridor along Highway 198. The theme shall be a "natural forested" landscape with planting materials to consist of London Plane, Valley Oak, Live Oak, Oriental Plane, native grasses, wildflowers, and granite cobbles (within bio-swales). The proposed addition to the Project would not damage any scenic resources within a state scenic highway, and there would be a *less than significant impact.*

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of the Site and its surroundings? (Public views are those that are experienced from a 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?

Less than Significant Impact: The proposed Project proposes a high degree of visual character through a high-quality, consistent architectural theme, landscaping, building facades, signage, and other amenities. The Project elements will be integrated and carried throughout the architecture of the entire development. The proposed addition to the Project will comply with all applicable zoning and other scenic quality regulations. There is *a less than significant impact.*

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

Less than Significant Impact: The proposed Project would result in new lighting sources on the Project Site consistent with adjacent development. New lighting sources include interior lighting from residences and commercial uses, street lighting, and security lighting. The City's development and Project design standards limit on-site lighting, errant lighting at individual property lines, and public rights of way for any new light sources to 0.25 lumens. This standard shall be demonstrated on building permit applications submitted with the development. Although the changes to the Project will introduce new light sources to the area, all lighting will be consistent with adjacent land uses and the City's lighting standards. The impacts are *less than significant.*

II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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 agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned timberland Production (as defined by Government Code section 51104(g)?	☐	☐	☐	☑
d) Result in the loss of forestland 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 forestland to non-forest use?	☐	☐	☐	☑

Environmental Setting

Central California is one of the world's premier growing regions. Agriculture is a vital economic resource for Visalia and the surrounding areas. 39,518 acres, or 65 percent, of the Visalia Planning Area, is farmland producing fruit and nut crops, vegetables, nursery products (trees), apiary products (honey), seed crops (cotton), industrial crops (timber), field crops (alfalfa, barley, corn), and livestock.

The proposed Project Site is located within the Visalia Planning Area. The proposed Project Site is not under a Williamson Act or Farmland Security Zone Contract. The proposed Site is designated Farmland of Local Importance and Urban and Built-Up Land under the Important Farmland Mapping and Monitoring Program (FMMP). The Site is within the Visalia City Limits and is designated for Business Research Park.

Regulatory Setting

California Land Conservation Act of 1965

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, allows local governments to enter into contracts with private landowners to restrict the activities on specific parcels of land to agricultural or open space uses. The landowners benefit from the contract by receiving significantly reduced property tax assessments. The California Department of Conservation oversees the California Land Conservation Act; however, local governments are responsible for determining specifically allowed uses and enforcing the contract.

Right to Farm Ordinance

Tulare County adopted a "Right to Farm Ordinance" to protect the rights of commercial farming operations while promoting a "good neighbor policy" between these uses. Under this ordinance, property owners and residents are made aware that they may experience inconveniences due to commercial agricultural operations.

Visalia Municipal Code Chapter 18.04: Agricultural Land Preservation Program

Chapter 18.04 of the Visalia Municipal Code details the Agricultural Land Preservation Program (Program) in Visalia. The agricultural land preservation program intends to establish a process for the required preservation of agricultural land by acquiring agricultural conservation easements or paying an in-lieu fee for projects. The program is only mandatory for certain properties within the Tier II and Tier III Urban Development Boundaries.

California Farmland Mapping and Monitoring Program (FMMP)

The FMMP is implemented by the California Department of Conservation (DOC) to conserve and protect agricultural lands within the State. Land is included in this program based on soil type, annual crop yields, and other factors that influence the quality of farmland. The FMMP mapping categories for the most important statewide farmland are as follows:

- ***Prime Farmland*** has the ideal physical and chemical composition for crop production. It has been used for irrigated production four years before classification and can produce sustained yields. 51% of the Visalia Planning Area is classified as Prime Farmland.
- ***Farmland of Statewide Importance*** has also been used for irrigated production four years before classification and is only slightly poorer quality than Prime Farmland. 11% of the Visalia Planning Area is classified as Farmland of Statewide Importance.
- ***Unique Farmland*** has been cropped in the four years before classification and does not meet the criteria for Prime Farmland or Farmland of Statewide Importance but has produced specific crops with high economic value. Less than 1% of the Visalia Planning Area is classified as Unique Farmland.
- ***Farmland of Local Importance*** encompasses farmland that does not meet the criteria for the previous three categories. These may lack irrigation, produce major crops, be zoned as agricultural, and/or support dairy. 2% of the Visalia Planning Area is classified as Farmland of Local Importance.

City of Visalia General Plan

The 2030 General Plan includes the policies related to agricultural resources that correlate to the proposed Project:

- *LU-P-14*: Recognize the importance of agriculture-related business to the City and region, and support the continuation and development of agriculture and agriculture related enterprises in and around Visalia by:
  - Implementing growth boundaries and cooperating with the County on agricultural preservation efforts;
  - Accommodating agriculture-related industries in industrial districts;
  - Facilitating successful farmers' markets;
  - Helping to promote locally grown and produced agricultural goods, and the image of Visalia and Tulare County as an agricultural region.

- *LU-P-19*: Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy.
- *LU-P-21*: Allow annexation and development of residential, commercial, and industrial land to occur within the Tier II UDB and the Tier III Urban Growth Boundary consistent with the City's Land Use Diagram, according to the stated phasing thresholds.
- *LU-P-30*: Maintain greenbelts, or agricultural/open space buffer areas, between Visalia and other communities by implementing growth boundaries and working with Tulare County and land developers to prevent premature urban growth north of the St. Johns River and in other sensitive locations within the timeframe of this General Plan.
- *LU-P-31*: Promote the preservation of permanent agricultural open space around the City by protecting viable agricultural operations and land within the City limits in the airport and wastewater treatment plant environs.
- *LU-P-32*: Continue to maintain a 20-acre minimum for parcel map proposals in areas designated for Agriculture to encourage viable agricultural operations in the Planning Area.
- *OSC-P-27*: To allow efficient cultivation, pest control and harvesting methods; require buffer and transition areas between urban development and adjoining or nearby agricultural land.
- *OSC-P-28*: Require new development to implement measures, as appropriate, to minimize soil erosion related to grading, site preparation, landscaping, and construction.

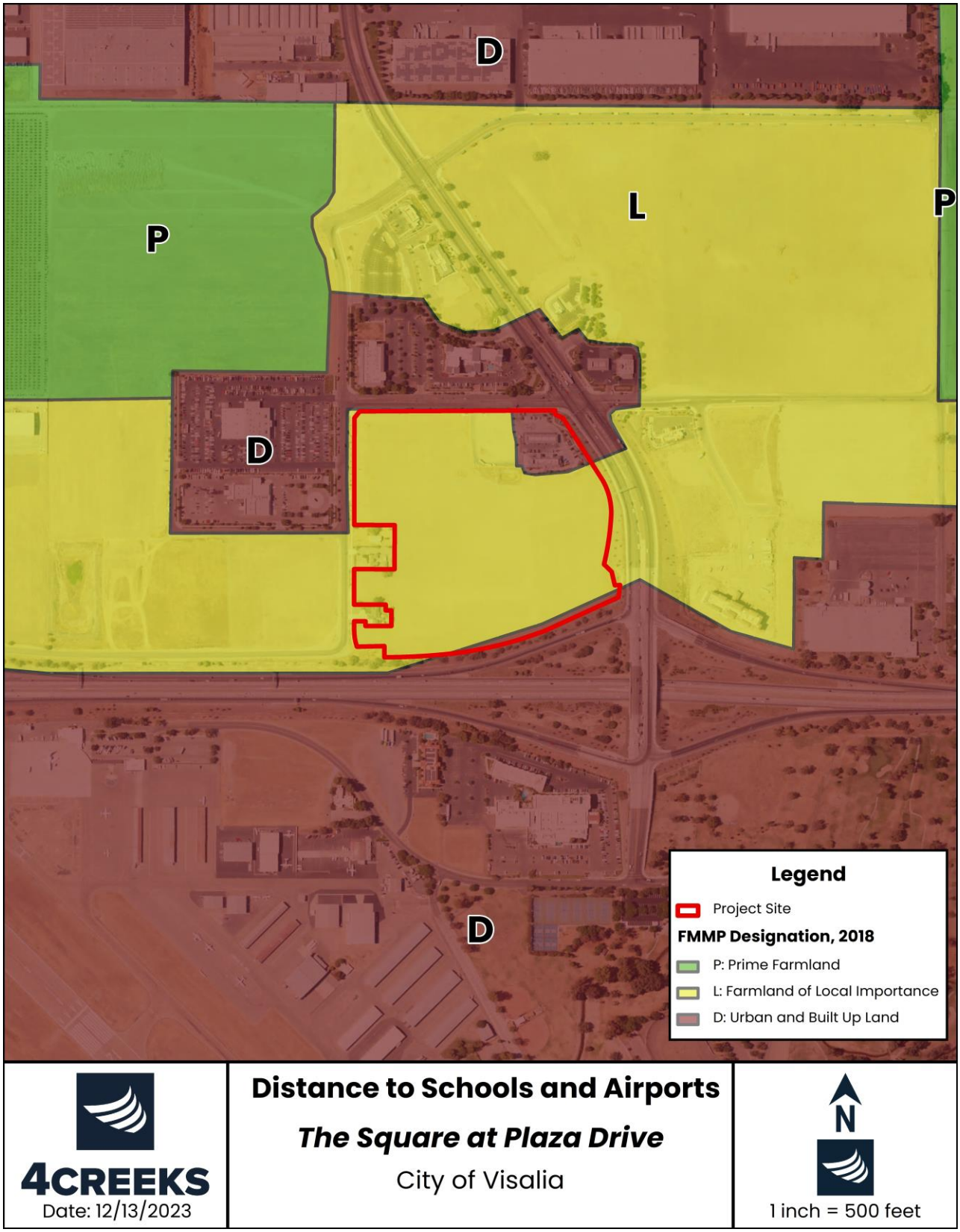


Figure 3-4: Important Farmlands Map

Discussion

a) Would the Project 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?

No Impact: The Project Site is vacant but was formerly farmland. Implementation of the entire Project would result in the permanent conversion of approximately 22.6 acres of Farmland of Local Importance to non-agricultural uses. The remaining 2.2 acres have been designated as Urban and Built-Up Land. The entire project has been analyzed in a previous Initial Study (Appendix C) and found no impact.

The Visalia 2030 General Plan (at full buildout) plans to develop 14,265 total acres of Important Farmland, of which 12,490 are Prime Farmland. Most of the growth is planned to be adjacent to urbanized areas, which is much less disruptive to other agricultural uses countywide because it discourages the development of new rural neighborhoods or communities that would require the extension of infrastructure to create growth-inducing impacts and potentially more significant impacts to agricultural resources.

Although the proposed Site is located on Farmland of Local Importance, the development follows the 2030 General Plan land use designation. The Site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use, and the City has already adopted urban development boundaries as mitigation measures for the conversion of prime agricultural land. The Site is within Visalia's City Limits and is designated as BRP (Business Research Park) by the General Plan. The Project will follow all existing and proposed 2030 General Plan policies to reduce potential impacts.

Furthermore, the Site has not been under agricultural production in the past 15 years. The Site's size and configuration, adjacent land uses, and other factors severely limit the Site's usefulness for commercial agriculture. The property is below the minimum parcel size for consideration as Prime Agricultural land under the Williamson Act. Additionally, there is no direct access to surface irrigation supplies or onsite groundwater irrigation wells, further limiting the potential for agricultural production. There is *no impact.*

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact: The Project will not conflict with an existing zoning for agricultural use, as there are no properties in the Project area with an Agriculture zoning. There are no known Williamson Act contracts on properties within the Project area. There is *no impact.*

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned timberland Production (as defined by Government Code section 51104(g)?

No Impact: The Project Site is not zoned for forest or timberland production. Therefore, *no impacts* would occur.

d) Would the Project result in the loss of forestland or conversion of forest land to non-forest use?

No Impact: No conversion of forestland, as defined under the Public Resource Code or General Code, will occur as a result of the Project, and there will be *no impacts*.

e) Would the Project 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 forestland to non-forest use?

No Impact: The Project will not involve other changes in the existing environment, which could result in the conversion of Farmland to nonagricultural use due to their location or nature. The Site is currently fallow, not in "agricultural use," and is not considered economically viable farmland. There is *no impact.*

III. 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:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

Environmental Setting

Air pollution is directly related to regional topography. Topographic features can either stimulate the movement of air or restrict air movement. California is divided into regional air basins based on topographic air drainage features. The proposed Project Site is within the San Joaquin Valley Air Basin, bordered by the Sierra Nevada Mountains to the East, Coastal Ranges to the West, and the Tehachapi Mountains to the South.

The mountain ranges surrounding the San Joaquin Valley Air Basin (SJVAB) restrict air movement and prevent pollution dispersal. As a result, the SJVAB is highly susceptible to pollution accumulation over time. Table 3-1 shows that the SJVAB is nonattainment for several pollutant standards. The primary pollutants in the San Joaquin Valley are ozone (O3) and PM10.

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – One hour	No Federal Standard[f]	Nonattainment/Severe
Ozone – Eight hour	Nonattainment/Extreme[e]	Nonattainment
PM 10	Attainment[c]	Nonattainment
PM 2.5	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

[a] See 40 CFR Part 81
[b] See CCR Title 17 Sections 60200-60210
[c] On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan.
[d] The Valley is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).
[e] 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).
[f] Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

Table 3-1. San Joaquin Valley Attainment Status; Source: SJVAPCD

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (03)	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet 8 Hour Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Annual Analysis
	Annual Arithmetic Mean	20 µg/m3		--		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour		Gravimetric or Beta Attenuation	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Annual Analysis
	Annual Arithmetic Mean	12 µg/m³		15 µg/m³		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	--	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		--	--	
Nitrogen Dioxide (NO_2)[8]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	--	Gas Phase Annual Chemiluminescence
	Arithmetic Mean	0.030 ppm (57 µg/m³)		53 ppb (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	--		--	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)9	--	
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas)9	--	
Lead[10,11]	30 Day Average	1.5 µg/m³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m3 (for		

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
				certain areas)11	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m³		
Visibility Reducing Particles[12]	8 Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	No National Standard		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[10]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each Site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each Site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.
9. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each Site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
10. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
12. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table 3-2. Ambient Air Quality Standards; Source: SJVAPCD

Valley Fever

Valley Fever is an illness caused by a fungus (*Coccidioides immitis* and *C. posadasii*) that grows in soils under certain conditions. Favorable conditions for the Valley Fever fungus include low rainfall, high summer temperatures, and moderate winter temperatures. In California, the counties with the highest incidence of Valley Fever are Fresno, Kern, and Kings counties. When soils are disturbed by wind or activities like construction and farming, Valley Fever fungal spores can become airborne. The spores present a potential health hazard when inhaled. Individuals in occupations such as construction, agriculture, and archaeology have a higher risk of exposure due to working in areas of disturbed soils, which may harbor the Valley Fever fungus.

Regulatory Setting

Federal Clean Air Act

The 1977 Federal Clean Air Act (CAA) authorized the establishment of the National Ambient Air Quality Standards (NAAQS) and set deadlines for their attainment. The Clean Air Act identifies specific emission reduction goals, requires a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to meet interim milestones. The U.S. EPA is the federal agency charged with administering the Act and other air quality-related legislation. EPA's principal functions include setting NAAQS, establishing minimum national emission limits for significant sources of pollution, and promulgating regulations. Under CAA, the NCCAB is identified as an attainment area for all pollutants.

Nonroad Diesel Rule

The EPA established a series of increasingly strict emission standards for new offroad diesel equipment, on-road diesel trucks, and harbor craft. New construction equipment used for the project, including heavy-duty trucks, off-road construction equipment, and tugboats, will be required to comply with the emission standards.

California Clean Air Act

California Air Resources Board coordinates and oversees state and federal air pollution control programs in California. As part of this responsibility, the California Air Resources Board monitors existing air quality, establishes California Ambient Air Quality Standards, and limits allowable emissions from vehicular sources. Regulatory authority within established air basins is provided by air pollution control and management districts, which control stationary-source and most

categories of area-source emissions and develop regional air quality plans. The Project is located within the jurisdiction of the San Joaquin Valley Air Pollution Control District.

The state and federal standards for the criteria pollutants are presented in Section 8.4 of The San Joaquin Valley Unified Air Pollution Control District's 2015 "Guidance for Assessing and Mitigating Air Quality Impacts." These standards are designed to protect public health and welfare. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soils, water, visibility, materials, vegetation, and other aspects of general welfare. The U.S. EPA revoked the national 1-hour ozone standard on June 15, 2005, and the annual PM_{10} standard on September 21, 2006, when a new $PM_{2.5}$ 24-hour standard was established.

State Tailpipe Emission Standards

To reduce emissions from off-road diesel equipment, on-road diesel trucks, and harbor craft, ARB established a series of increasingly strict emission standards for new engines. New construction equipment used for the project will be required to comply with the standards, including heavy-duty trucks, off-road construction equipment, tugboats, and barges.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

The SJVAPCD is responsible for enforcing air quality standards in the Project area. To meet state and federal air quality objectives, the SJVAPCD adopted the following thresholds of significance for projects:

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
PM10	15	15	15
PM2.5	15	15	15

Table 3-3. SJVAPCD Thresholds of Significance for Criteria Pollutants; Source: SJVAPCD

The following SJVAPCD rules and regulations may apply to the proposed project:

- **Rule 3135:** Dust Control Plan Fee. All projects that include construction, demolition, excavation, extraction, and/or other earth-moving activities as defined by Regulation VIII (Described below) are required to submit a Dust Control Plan and required fees to mitigate dust-related impacts.
- **Rule 4101:** Visible Emissions. District Rule 4101 prohibits visible emissions of air contaminants that are dark in color and/or have the potential to obstruct visibility.
- **Rule 9510:** Indirect Source Review (ISR). This rule reduces the impact of PM10 and NOX emissions from growth on the SJVB. This rule places application and emission reduction requirements on applicable development projects to reduce emissions through on-site mitigation, off-site SJVAPCD-administered projects, or a combination of the two. This Project will submit an Air Impact Assessment (AIA) application following Rule 9510's requirements.
- **Regulation VIII:** Fugitive PM10 Prohibitions. Regulation VIII comprises eight rules that aim to limit PM10 emissions by reducing fugitive dust. These rules contain required management practices to limit PM10 emissions during construction, demolition, excavation, extraction, and/or other earth-moving activities.

City of Visalia General Plan

The 2030 General Plan includes the policies related to air quality that correlate to the proposed Project:

- *AQ-P-1*: Amend the Zoning Ordinance to prohibit locating new "sensitive receptor" uses—hospitals, residential care facilities and child care facilities—within 500 feet of a limited access state highway (SR 99 and SR 198), except as provided by approved master plans.
- *AQ-P-2*: Require use of Best Management Practices (BMPs) to reduce particulate emission as a condition of approval for all subdivisions, development plans, and grading permits, in conformance with the San Joaquin Valley Air Pollution Control District Fugitive Dust Rule.
- *AQ-P-3*: Support implementation of the San Joaquin Valley Air Pollution Control District's regulations on the use of wood-burning fireplaces, as well as their regulations for the installation of EPA-certified wood heaters or approved woodburning appliances in new residential development and a "No Burn" policy on days when the air quality is poor.
- *AQ-P-8*: Update the Zoning Ordinance to strictly limit the development of drive-through facilities, only allowing them in auto-oriented areas and prohibiting them in Downtown and East Downtown.
- *AQ-P-9*: Continue to mitigate short-term construction impacts and long-term stationary source impacts on air quality on a case-by-case basis and continue to assess air quality impacts through environmental review. Require developers to implement Best Management Practices (BMPs) to reduce air pollutant emissions associated with the construction and operation of development projects.

Discussion

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

Less than Significant Impact: The proposed Project is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD) and would result in air pollutant emissions that are regulated by the air district during both its construction and operational phases. The SJVAPCD is responsible for bringing air quality in the Visalia Planning Area into compliance with federal and state air quality standards. The Air District has Particulate Matter (PM) plans, Ozone Plans, and Carbon Monoxide Plans that serve as the clean air plan for the basin.

Together, these plans quantify the required emission reductions to meet federal and state air quality standards and provide strategies to meet these standards. The SJVAPCD adopted the Indirect Source Review (ISR) Rule to fulfill the District's emission reduction commitments in its PM10 and Ozone (NOx) attainment plans and has since determined that implementation and compliance with ISR would reduce the cumulative PM10 and NOx impacts anticipated in the air quality plans to a less than significant level.

The entire project has been analyzed in a previous Initial Study (Appendix C) and found a less than significant impact.

Construction Phase: Project construction would generate pollutant emissions from construction activities: site preparation, grading, building construction, application of architectural coatings, and paving. The construction-related emissions from these activities were calculated using CalEEMod. A CalEEMod report for both the original and new site plan were created to analyze the impacts of the replacement buildings. The full CalEEMod Report can be found in Appendix A. As shown in Table 3-4 below, project construction-related emissions do not exceed the thresholds established by the SJVAPCD, and the emissions from the new Site plan do not significantly change from the previously approved original Site plan.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Emissions Generated from Project Construction – Original Site Plan	**2.70**	**2.42**	**.0059**	**2.39**	**0.49**	**0.24**
Emissions Generated from Project Construction – New Site Plan	**2.74**	**2.58**	**.0061**	**2.41**	**0.50**	**0.24**
SJVAPCD Air Quality Thresholds of Significance	**100**	**10**	**27**	**10**	**15**	**15**
*Threshold established by SJVAPCD for SOx, however emissions are reported as SO2 by CalEEMod.						

Table 3-4. Projected Project Emissions Compared to SJVAPCD Thresholds of Significance for Criteria Pollutants related to Construction; Source: SJVAPCD, CalEEMod (v. 2020.4.0) Analysis (Appendix A)

Operational Phase: Implementation of the proposed Project would result in long-term emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile vehicle emissions. Operational emissions from these factors were calculated

using CalEEMod. A CalEEMod report for both the original and new site plan were created to analyze the impacts of the replacement buildings. The full CalEEMod report can be found in Appendix A. As shown in Table 3-5 below, the Project's operational emissions do not exceed the thresholds established by the SJVAPCD, and the emissions from the new Site plan do not significantly change from the previously approved original Site plan.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Operational Emissions – Original Site Plan	**21.23**	**4.38**	**0.04**	**3.52**	**4.48**	**1.34**
Operational Emissions – New Site Plan	**28.83**	**5.79**	**0.05**	**5.17**	**5.33**	**1.48**
SJVAPCD Air Quality Thresholds of Significance	**100**	**10**	**27**	**10**	**15**	**15**
*Threshold established by SJVAPCD for SOx, however, emissions are reported as SO2 by CalEEMod.						

Table 3-5. Projected Project Emissions Compared to SJVAPCD Thresholds of Significance for Criteria Pollutants related to Operations; Source: SJVAPCD, CalEEMod (v. 2020.4.0) Analysis (Appendix A)

Because the emissions from both the construction and operation of the proposed Project would be below the thresholds of significance established by the SJVAPCD, the Project would not conflict with or obstruct the implementation of an applicable air quality plan, and there is a *less than significant impact.*

b) Would the Project 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?

Less Than Significant Impact: The San Joaquin Valley is a region that is already at nonattainment for air quality. This Site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion into urban development. The City adopted urban development boundaries as mitigation measures for air quality.

The SJVAPCD is responsible for bringing air quality in the Visalia Planning Area into compliance with federal and state air quality standards. The significance thresholds and rules developed by the SJVAPCD are designed to prevent projects from violating air quality standards or significantly contributing to existing air quality violations. As discussed above, neither construction nor operation emissions will exceed thresholds established by the SJVAPCD. The Project will comply with all applicable SJVAPCD rules

and regulations, which will further reduce the potential for any significant impacts related to air quality due to the Project implementation. Because these thresholds and regulations are designed to achieve and/or maintain federal and state air quality standards, and the Project is compliant with these thresholds and regulations, the Project will not violate an air quality standard or significantly contribute to an existing air quality violation. The impact is *less than significant.*

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact: As previously analyzed and approved in the Initial Study for Conditional Use Permit (CUP) No. 2014-19 (Appendix C), the Project would not expose sensitive receptors to substantial pollutant concentrations. The impact would be *less than significant.*

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

Less Than Significant Impact: The Project will create temporary localized odors during the Project's construction. The proposed Project will not introduce conflicting land use (surrounding land includes similar developments) to the area and will not have any component that would typically emit odors. The Project would not create objectionable odors affecting a substantial number of people. Therefore, impacts would be *less than significant.*

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish & 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, regulations or by the California Department of Fish and Game or US 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 director 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?	☐	☐	☐	☑

Discussion for this section originates from the previously completed and approved Initial Study for Conditional Use Permit (CUP) No. 2014-19. This Initial Study analyzed this Project Site for impacts to Biological Resources. The full document can be found in Appendix C.

Environmental Setting

The Project Site is in the Visalia City Limits, within the lower San Joaquin Valley, in the Central Valley of California. The Central Valley is bordered to the east by the Sierra Nevada Mountain Range and the Coast Ranges to the west. Like most of California, Visalia is considered a Mediterranean climate.

Warm, dry summers are followed by cool, moist winters. Summer temperatures often reach above 90 degrees Fahrenheit, and the humidity is relatively low. Winter temperatures are often below 60 degrees Fahrenheit during the day and rarely exceed 70 degrees. On average, Visalia receives approximately 11 inches of precipitation in the form of rainfall yearly, most of which occurs between October and March.

Regulatory Setting

Federal Endangered Species Act (FESA) defines an endangered species as "any species or subspecies that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species or subspecies that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range."

The Federal Migratory Bird Treaty Act (FMBTA: 16 USC 703-712): FMBTA prohibits killing, possessing, or trading in any bird species covered in one of four international conventions to which the United States is a party, except in accordance with regulations prescribed by the Secretary of the Interior. The name of the act is misleading, as it actually covers almost all birds native to the United States, even those that are non-migratory. The FMBTA encompasses whole birds, parts of birds, and bird nests and eggs. Although the USFWS and its parent administration, the U.S. Department of the Interior, have traditionally interpreted the FMBTA as prohibiting incidental as well as intentional "take" of birds, a January 2018 legal opinion issued by the Department of the Interior now states that incidental take of migratory birds while engaging in otherwise lawful activities is permissible under the FMBTA. However, California Fish and Game Code makes it unlawful to take or possess any non-game bird covered by the FMBTA (Section 3513), as well as any other native non-game bird (Section 3800), even if incidental to lawful activities.

Birds of Prey (CA Fish and Game Code Section 3503.5): Birds of prey are protected in California under provisions of the Fish and Game Code (Section 3503.5), which states that it is unlawful

to take, possess, or destroy any birds in the order Falconiformes (hawks and eagles) or Strigiformes (owls), as well as their nests and eggs. The bald eagle and golden eagle are afforded additional protection under the federal Bald and Golden Eagle Protection Act (16 USC 668), which makes it unlawful to kill birds or their eggs.

Clean Water Act: Section 404 of the Clean Water Act of (1972) is to maintain, restore, and enhance the physical, chemical, and biological integrity of the nation's waters. Under Section 404 of the Clean Water Act, the US Army Corps of Engineers (USACE) regulates discharges of dredged and fill materials into "waters of the United States" (jurisdictional waters). Waters of the US including navigable waters of the United States, interstate waters, tidally influenced waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries.

California Endangered Species Act (CESA): prohibits the take of any state-listed threatened and endangered species. CESA defines take as "any action or attempt to hunt, pursue, catch, capture, or kill any listed species." If the proposed project results in a take of a listed species, a permit pursuant to Section 2080 of CESA is required from the CDFG.

City of Visalia Oak Tree Ordinance: The City of Visalia has an oak tree ordinance that protects valley oak trees with a diameter at breast height (dbh) of 2 inches or greater. Under this ordinance, removal, or encroachment within the drip-line of or damage to valley oak trees is prohibited. Removal requires a permit from the city manager and mitigation either by replacement in-kind or payment of an in-lieu fee to be used for oak tree planting.

City of Visalia General Plan: The 2030 Visalia General Plan contains the following policies related to the preservation of biological resources that may be considered relevant to the proposed Project's environmental review:

- *OSC-P-8*: Protect, restore, and enhance a continuous corridor of native riparian vegetation along Planning Area waterways, including the St. Johns River; Mill, Packwood, and Cameron Creeks; and segments of other creeks and ditches where feasible, in conformance with the Parks and Open Space diagram of this General Plan.
- *OSC-P-19*: Establish easements or require dedication of land along waterways to protect natural habitat areas, allow maintenance operations and promote trails and bike paths.

- *OSC-P-26*: Establish Best Management Practices (BMPs) for control of invasive plant species where such plants could adversely impact wildlife habitat.
- *OSC-P-27*: Establish a "no net loss" standard for sensitive habitat acreage, including wetlands and vernal pools potentially affected by development.
- *OSC-P-30*: Require assessments of biological resources prior to approval of any discretionary development projects involving riparian habitat, wetlands, or special status species habitat. Early in the development review process, consult with California Department of Fish and Game, U.S. Fish and Wildlife Service, and other agencies.
- *OSC-P-31*: Protect and enhance habitat for special status species, designated under state and federal law. Require protection of sensitive habitat areas and special status species in new development in the following order: 1) avoidance; 2) onsite mitigation, and 3) offsite mitigation.

Discussion

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

Less Than Significant Impact: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), the Site has no known species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. City-wide biological resources were evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. There is a *less than significant impact.*

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

Less Than Significant Impact: The Visalia General Plan identifies Grasslands, Valley Oak Riparian Woodland, Valley Oak Woodland, Vernal Pools, and Wetlands as natural communities to protect. The Project is not located within or adjacent to an identified sensitive riparian habitat or other natural community. Impacts would be *less than significant.*

c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through director removal, filling, hydrological interruption, or other means?

No Impact: The Project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act. Regarding federally protected wetlands, the Project will have *no impact.*

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?

Less than Significant Impact: The proposed Project Area comprises vacant lands surrounded by urban development and paved roads. This development would not act as a barrier to animal movement. This site was evaluated in the General Plan EIR for the City of Visalia Land Use Element Update for conversion to urban use. The impacts would be *less than significant.*

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact: One oak tree on the Project site will be protected during construction and preserved per Chapter 12.24 of the City's Municipal Code (VMC) regarding Oak Tree Presentation and its *Standard Specifications for Building Around Valley Oaks.* There is a *less than significant impact.*

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?

No Impact: No known habitat conservation plans or Natural Community Conservation Plans (NCCP) exist in the proposed Project area. There would be *no impact.*

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☑	☐	☐

Discussion for this section originates from the previously completed and approved Initial Study for Conditional Use Permit (CUP) No. 2014-19. This Initial Study analyzed this Project Site for impacts to Cultural Resources. The full document can be found in Appendix C.

Environmental Setting

The Project area is in the Southern Valley Yokuts ethnographic territory of the San Joaquin Valley, located between the Kings River and the north shore of Tulare Lake. The Yokuts were generally divided into three major groups: the Northern Valley Yokuts, the Southern Valley Yokuts, and the Foothill Yokuts. The Project area is likely within the Telamni Yokuts territory. The main village for this area was Waitatshuulul, which was approximately 3 miles east of the Project Site along Packwood Creek.

The San Joaquin Valley did not experience contact with Europeans until the late 1700s. The earliest exploration of the San Joaquin Valley by Europeans was likely by the Spaniards when, in the fall of 1772, a group known as the Catalonian Volunteers entered the valley through Tejon Pass in search of deserters from the Southern California Missions. However, the group only made it as far north as Buena Vista Lake in modern-day Kern County before turning around due to the extensive swamps. Initial settlement within the valley by Europeans in the 1830s was primarily either by trappers or horse thieves. With the end of the Mexican-American War and the beginning of the gold rush in 1848, the San Joaquin Valley became more populated with ranchers and prospectors. In 1850, California became a state, and Tulare County was established in 1853. Visalia, founded in 1852, is one of the oldest cities in the Southern San

Joaquin Valley. During the first few decades, Visalia was a supply center for nearby gold rushes and had an agricultural economy based on livestock and some agriculture.

AB 52 Native American Consultation

Following AB 52, Native American Tribes that the Project could potentially impact were contacted. The Tribes that were formally noticed of this Project were the Big Sandy Rancheria of Western Mono Indians, Santa Rosa Rancheria Tachi Yokut Tribe, Dunlap Band of Mono Indians, Tubatulabals of Kern Valley, Tule River Indian Tribe, Kern Valley Indian Community, North Fork Mono Tribe, and the Wuksache Indian Tribe/Eshom Valley Band.

Regulatory Setting

This report defines "cultural resources" as prehistoric or historical archaeological sites and historical objects, buildings, or structures. Per 30 Code of Federal Regulations (CFR) §60.4, "historical" in this report applies to cultural resources at least 50 years old. The significance or importance of a cultural resource depends on whether the resource qualifies for inclusion at the local or state level in the California Register of Historical Resources (CRHR) or the federal level in the National Register of Historic Places (NRHP). Cultural resources that are determined to be eligible for inclusion in the CRHR are called "historical resources" (California Code of Regulations [CCR] 15064.5[a]). Under this statute, the determination of eligibility is partially based on the consideration of the criteria of significance as defined in 14 CCR 15064.5(a)(3). Cultural resources eligible for the NRHP are deemed "historic properties."

National Historic Preservation Act

The National Historic Preservation Act was adopted in 1966 to preserve historic and archeological sites in the United States. The Act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation offices.

California Historic Register

The California Historic Register was developed to identify, evaluate, register, and protect Historical Resources in California. Historical resources may include, but are not limited to, "any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically or archaeologically significant" (PRC §5020.1[j]). In addition, a resource included in a local register of historical resources or identified as significant in a local survey conducted in accordance with the state guidelines are also considered historic resources under California Public Resources Code (PRC) Section 5020.1.

According to CEQA guidelines §15064.5 (a)(3), the criteria for listing on the California Register of Historical Resources includes the following:

- 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 in 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Protection of cultural resources within California is additionally regulated by PRC §5097.5, which prohibits destruction, defacing, or removal of any historic or prehistoric cultural features on land under the jurisdiction of State or local authorities.

City of Visalia General Plan

The 2030 General Plan includes the policies related to cultural resources that correlate to the proposed Project:

- *LU-P-48*: Preserve established and distinctive neighborhoods throughout the City by maintaining appropriate zoning and development standards to achieve land use compatibility in terms of height, massing, and other characteristics; providing design guidelines for high-quality new development; supporting housing rehabilitation programs; and other means.
- *OSC-P-42*: Establish requirements to avoid potential impacts to sites suspected of being archeologically, paleontologically, or historically significant or of concern, by:
    - Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive;
    - Determining the potential effects of development and construction on archaeological or paleontological resources (as required by CEQA);
    - Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity (defined as areas identified according to the National Historic Preservation Act as part of the Section 106 process); and
    - Implementing appropriate measures to avoid the identified impacts, as conditions of Project approval.

Discussion

a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

Less Than Significant Impact with Mitigation: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), no known historical resources are located within the Project area. If some potentially historical or cultural resource is unearthed during development, all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations. Although no cultural resources were identified on the Site, the presence of remains or unanticipated cultural resources under the ground surface is possible. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that impacts to this checklist item will be *less than significant with mitigation incorporation.*

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact with Mitigation: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), no known archaeological resources are located within the project area. If some archaeological resource is unearthed during development, all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that mitigation incorporation will make the potential impact on unknown archeological resources *less than significant with mitigation incorporation.*

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), no known human remains are buried in the Project vicinity. If human remains are unearthed during development, all work should cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations. If human remains are unearthed during Project construction, there is a potential for a significant impact. As such, implementation of Mitigation Measure CUL-2 will ensure that impacts remain *less than significant with mitigation incorporation.*

Mitigation Measures for Impacts to Cultural Resources

Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the Site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

Mitigation Measure CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

Southern California Edison (SCE) provides electricity services to the City of Visalia. SCE serves approximately 15 million people in a 50,000 square-mile area of Central, Coastal, and Southern California. SCE supplies electricity to its customers through various renewable and nonrenewable sources. Table 3-6, below, shows the proportion of each energy resource sold to California consumers by SCE in 2021 compared to the statewide average.

Fuel Type		SCE Power Mix	California Power Mix
Coal		0%	3.0%
Large Hydroelectric		2.3%	9.2%
Natural Gas		22.3%	37.9%
Nuclear		9.2%	9.3%
Other (Oil/Petroleum Coke/Waste Heat)		0.2%	0.2%
Unspecified Sources of Power[1]		34.6%	6.8%
Eligible Renewables	Biomass	0.1%	2.3%
	Geothermal	5.7%	4.8%
	Small Hydro	0.5%	1.0%
	Solar	14.9%	14.2%
	Wind	10.2%	11.4%
	Total Eligible Renewable	**31.4%**	**33.6%**
1. "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.			

Table 3-6. 2021 SCE and State power resources; Source: SCE; California Energy Commission

SCE also offers Green Rate Options, which allow consumers to indirectly purchase up to 100% of their energy from renewable sources. To accomplish this, SCE purchases the renewable energy necessary to meet the needs of Green Rate participants from solar renewable developers.

Southern California Gas Company (SoCalGas) provides natural gas services to the Project area. Natural gas is an energy source developed from fossil fuels composed primarily of methane (CH4). Approximately 45% of the natural gas burned in California is used for electricity generation, while the residential sector consumes 21%, 25% is consumed by the industrial sector, and 9% is consumed by the commercial sector.

Regulatory Setting

California Code of Regulations, Title 20

Title 20 of the California Code of Regulations establishes standards and requirements for appliance energy efficiency. The standards apply to a broad range of appliances sold in California.

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations is a broad set of standards designed to address the energy efficiency of new and altered homes and commercial buildings. These standards regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. Title 24 requirements are enforced locally by the City of Selma Building Department.

California Green Building Standards Code (CALGreen)

CalGreen is a mandatory green building code that sets minimum environmental standards for new buildings. It includes standards for volatile organic compound (VOC) emitting materials, water conservation, and construction waste recycling.

SB 100

SB 100, passed in 2018, set a deadline in 2045 for 100% of energy to be renewable. Additionally, by 2030, 60% of all energy must be renewable. California is targeting this goal through solar and other renewable sources.

AB 178

For California to meet its renewable goals, AB 178 was passed in 2018. AB 178 states that starting in 2020, all new low-rise residential buildings must be built with solar power.

City of Visalia General Plan

The 2030 General Plan includes the policies related to energy use that correlate to the proposed Project:

- *T-P-41*: Integrate the bicycle transportation system into new development and infill redevelopment. Development shall provide short-term bicycle parking and long-term bicycle storage facilities, such as bicycle racks, stocks, and rental bicycle lockers. Development also shall provide safe and convenient bicycle and pedestrian access to high-activity land uses such as schools, parks, shopping, employment, and entertainment centers.
- *T-P-53*: Develop flexible parking requirements in the zoning ordinance for development proposals based on "best practices" and the proven potential to reduce parking demand.

Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less Than Significant Impact: The original Project includes constructing and operating a 25-acre mixed-use development with office space, residential units, and highway commercial businesses. This was approved in a previous initial study (Appendix C). This report analyses the impacts of replacing a bank and an office building with a hotel and drive-thru restaurant. A CalEEMod report for both the original and new site plan were created to analyze the impacts of the replacement buildings. The full CalEEMod Report can be found in Appendix A, and the energy calculations in Appendix B.

During Project construction, energy consumption related to worker trips and construction equipment operation would increase. This increase in energy use would be temporary and limited to the greatest extent possible through compliance with local, state, and federal regulations. Vehicle fuel consumption during Project construction was estimated based on the assumed construction schedule, vehicle trip lengths, and the number of workers per construction phase as provided by CalEEMod, and Year 2026 gasoline/diesel MPG factors provided by the EMFAC2017. To simplify the estimation process, it was assumed that all worker vehicles used gasoline as a fuel source and all vendor vehicles used diesel as a fuel source. Table 3-7, below, provides gasoline and diesel fuel used by construction and on-road sources during each Project construction

phase. As shown, Project construction-related emissions from the new Site plan do not significantly change from the previously approved original Site plan.

	Construction Phase	# of Days	Daily Worker Trips[1]	Daily Vendor Trips[1]	Daily Hauling Trips[1]	Total Gasoline Fuel Use (gallons)[2]	Total Diesel Fuel Use (gallons)[2]
Energy Use – Original Site Plan	Site Preparation	10	18	0	0	1,950	0
	Grading	35	20	0	0	10,777	0
	Building Construction	370	112	41	0	63,421	13,137
	Paving	20	15	0	0	2,356	0
	Architectural Coating	20	22	0	0	420	0
	Total	**455**	**N/A**	**N/A**	**N/A**	**78,924**	**13,137**
Energy Use – New Site Plan	Site Preparation	10	18	0	0	1,950	0
	Grading	35	20	0	0	10,777	0
	Building Construction	370	125	44	0	65,198	14,098
	Paving	20	15	0	0	2,356	0
	Architectural Coating	20	25	0	0	443	0
	Total	**455**	**N/A**	**N/A**	**N/A**	**80,724**	**14,098**
		1. Data provided by CalEEMod (Appendix A) 2. See Appendix B					

Table 3-7. On-Road Mobile Fuel Use Generated by Construction Activities. Source: CalEEMod (v. 2020.4.0); EMFAC2017

While construction of the proposed Project will result in additional energy consumption, this energy use is not unnecessary or inefficient. This energy use is justified by the energy-efficient nature of the proposed Project and would be limited to the greatest extent possible through compliance with local, state, and federal regulations. The California Energy Commission is responsible for developing and enforcing specific strategies to achieve this goal. These strategies are implemented through Title 24, Part 6 of the California Building Code, which requires developers to include certain measures to achieve required building efficiency standards.

	Total Annual Operational VMT[1]	Annual Fuel Use (Gasoline)	Annual Fuel Use (Diesel)	Average MPG
Energy Use – Original Site Plan	11,489,772 Miles	362,959 Gallons	43,846 Gallons	28.2
Energy Use – New Site Plan	14,080,444 Miles	444,798 Gallons	53,733 Gallons	28.2
	1. Data Provided by CalEEMod 2. See Appendix B			

Table 3-8. On-Road Mobile Fuel Use Generated by Operational Activities. Source CalEEMod (v. 2020.4.0); EMFAC2017

During Project operations, the proposed Project does not anticipate resulting in wasteful fuel consumption. This is due to the distance of the Project Site to the commercial, recreational, and other residential uses, resulting in less reliance on personal vehicles. As shown, Project construction-related emissions from the new Site plan do not significantly change from the previously approved original Site plan.

Because construction-related energy use would be temporary and limited to the greatest extent feasible through consistency with Federal, State, and local policies related to energy conservation, and the operation of the Project will comply with all energy efficiency standards required under Title 24, Section 6, and these standards were specifically developed to achieve net zero energy for residential projects, it can be presumed that the Project will achieve net zero energy. The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. The impact is *less than significant.*

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact: The proposed change in the Project will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. The proposed Project will comply with all state and local policies related to energy efficiency, and there will be *no impact*.

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☑
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
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 and indirect risks to life or property?	☐	☐	☐	☑
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?	☐	☑	☐	☐

Environmental Setting

Geologic Stability and Seismic Activity

- **Seismicity**
  The Visalia Planning Area has no known major fault systems within its boundaries. There are minor faults in the Southern San Joaquin Valley, approximately 30 miles away, though none are known to be active. The most significant potential for seismic activity in Visalia Planning Area is posed by the San Andreas Fault, approximately 75 miles away from the site, or the Owens Valley Fault Group, located approximately 125 miles from the Project site.

- **Liquefaction**
  Liquefaction occurs when unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state due to severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like soil behavior, which can result in landslides and lateral spreading. Soil liquefaction causes ground failure, damaging roads, pipelines, underground cables, and buildings with shallow foundations. Liquefaction hazards may exist in and around wetland areas and creeks, though soil types are generally too coarse or too high in clay content and not likely to be subject to sufficient acceleration to cause liquefaction.

- **Landslides**
  Landslides refer to various processes that result in the downward and outward movement of soil, rock, and vegetation under gravitational influence. Natural and human-induced slope stability changes cause landslides and often accompany other natural hazard events, such as floods, wildfires, or earthquakes. Due to little elevation changes throughout the planning area, including the proposed Project Site, it is considered a low landslide hazard area.

- **Subsidence**
  Land Subsidence refers to the vertical sinking of land because of manmade or natural underground voids. Subsidence has occurred throughout the Central Valley because of groundwater, oil, and gas withdrawal. The Kaweah Subbasin that underlies the Planning Area is in overdraft on an average long-term basis. According to the most recent Urban Water Management Plan (UWMP), groundwater elevations have declined to 50 feet

between 1990 and 2010. While groundwater recharge efforts are in progress, groundwater levels will continue to decline unless recharge is increased.

Soils Involved in Project

The proposed Project involves the construction on two soil types. The properties of the soil are described briefly below:

- **Colpien loam, 0 to 2 percent slopes:** The Colpien series consists of very deep, moderately well-drained soils on terraces formed in alluvium derived mainly from granitic rocks. These soils are artificially drained. Slopes are 0 to 2 percent. It has negligible to low runoff and moderately slow permeability due to high mica content in the soil.

- **Akers-Akers, saline-Sodic, complex, 0 to 2 percent slopes:** The Akers series consists of very deep, well-drained soils formed in alluvium derived from granitic rock. Akers soils are on terraces and have slopes of 0 to 2 percent. It is well drained, has negligible to low runoff, and has moderate permeability. Saline-sodic phases have moderately slow permeability.

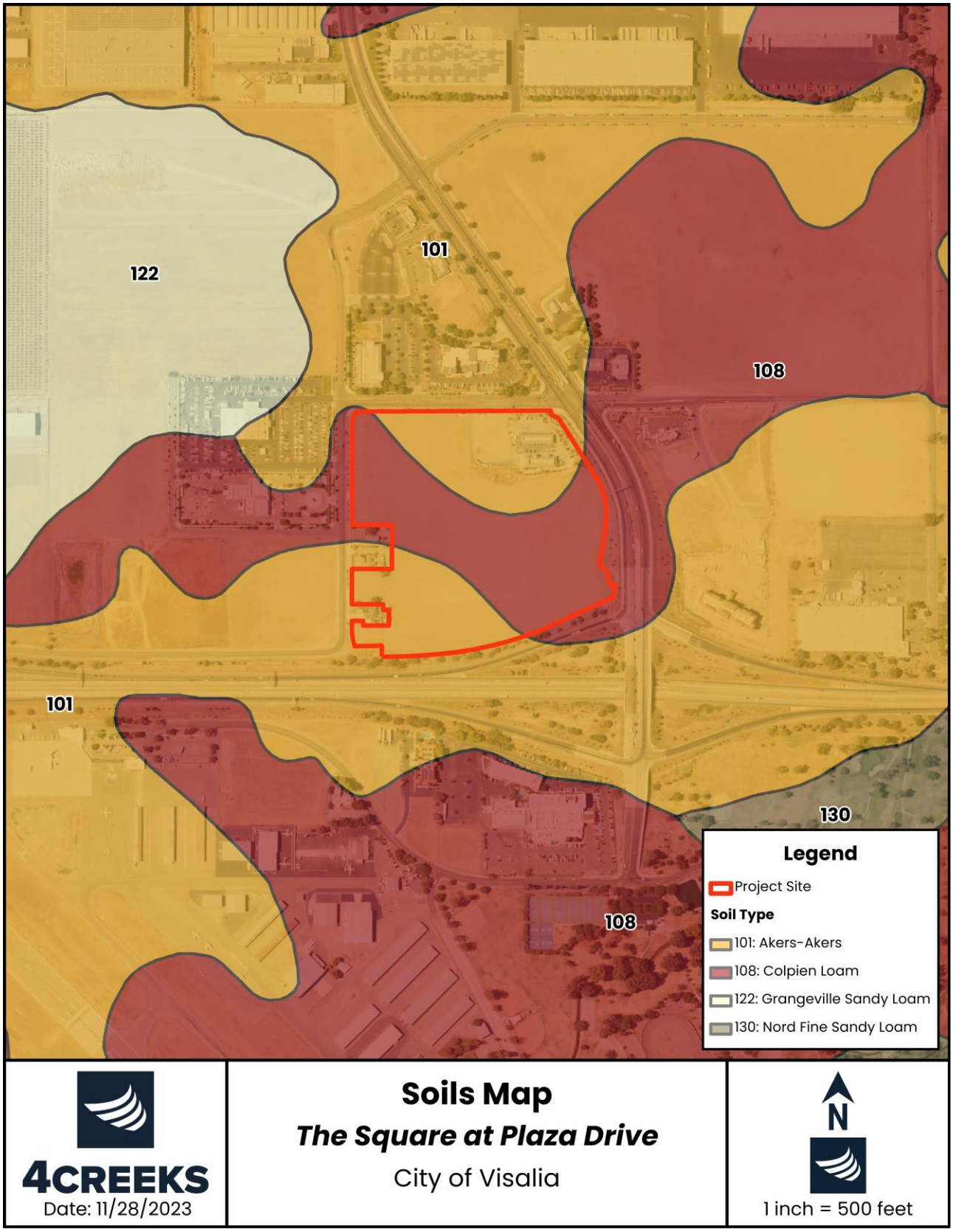


Figure 3-5: Soils Map

Regulatory Setting

California Building Code

The California Building Code (CBC) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures, and certain equipment.

City of Visalia Municipal Code (California Building Code)

The City of Visalia Municipal Code has incorporated and adopted the CBC, 2022 Edition, as promulgated by the California Building Standards Commission, which incorporates the adoption of the 2021 edition of the International Building Code, as amended with necessary California amendments and the 2021 International Building Code of the International Code Council.

City of Visalia General Plan

The 2030 General Plan includes the policies related to geology and soils that correlate to the proposed project:

- *OSC-P-28*: Require new development to implement measures, as appropriate, to minimize soil erosion related to grading, site preparation, landscaping, and construction.

Discussion

a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact: Although the Project is located in an area of relatively low seismic activity, the Site has a low chance of being affected by ground shaking from distant faults. The potential for strong seismic ground shaking on the Project Site is not a significant environmental concern due to the infrequent seismic activity of the area and the distance to the faults. The Project does not propose any components which could cause substantial adverse effects in the event of an earthquake. Additionally, the Project has

no potential to indirectly or directly cause the rupture of an earthquake fault. Therefore, there is *no impact* related to the risk of loss, injury, or death involving a rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

No Impact: The Project Site is in an area of low seismic activity. The proposed Project does not include any activities or components that could feasibly cause strong seismic ground shaking, either directly or indirectly. There is *no impact.*

iii. Seismic-related ground failure, including liquefaction?

No Impact: The risk of liquefaction within the Visalia Planning Area, outside wetland areas, is low because the soil types are generally unsuitable for liquefaction. The area's low potential for seismic activity would further reduce the likelihood of liquefaction occurrence. Because the Site is within an area of low seismic activity, and the soils associated with the Project area are unsuitable for liquefaction, there are *no impacts.*

iv. Landslides?

No Impact: The Planning Area of Visalia is considered at an insignificant risk of small landslides. Additionally, the Project Site is generally flat, and the area has no slopes. No geologic landforms exist on or near the Site that would result in a landslide event. As a result, there is a very low potential for landslides. There would be *no impact.*

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact: Because the Project Site is relatively flat, the potential for erosion is low. However, construction-related activities and increased impermeable surfaces can increase the probability of erosion. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards. Construction-related impacts related to erosion will be temporary and subject to best management practices (BMPs) required by SWPPP, which are developed to prevent significant impacts from construction. Because erosion-related impacts would be temporary and limited to construction, and

required best management practices to prevent significant impacts related to erosion, the impact will remain *less than significant.*

c) Would the Project 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?

No Impact: The soils associated with the Project Site are considered stable and have a low capacity for landslides, lateral spreading, subsidence, liquefaction, or collapse. Soils in the Visalia area have few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area generally have low expansion characteristics. Because the Project area is stable, and this Project would not result in a substantial grade change to the topography to the point that it would increase the risk of landslides, lateral spreading, subsidence, liquefaction, or collapse, there is *no impact.*

d) Would the Project 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?

No Impact: The proposed Project Site is not in an area with expansive soils. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, defined as very low potential expansion. Because the soils associated with the Project do not exhibit shrink-swell behavior, implementation of the Project will pose no risk to life or property caused by expansive soils, and there will be *no impact.*

e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact: The proposed changes to the Project would not include septic tanks or alternative wastewater disposal systems. The proposed buildings will tie into Visalia's existing sewer services. Therefore, there would be *no impact.*

f) Would the Project directly or indirectly destroy a unique paleontological resource or Site or unique geologic feature?

Less Than Significant Impact with Mitigation: No unique geologic features and no known paleontological resources are located within the Project area. However, there is always the

possibility that paleontological resources may exist below the ground surface. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that any impacts resulting from Project implementation remain *less than significant with mitigation incorporation.*

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
a) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

Environmental Setting

Natural processes and human activities emit greenhouse gases. The presence of GHGs in the atmosphere affects the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 34°C cooler. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

The effect of greenhouse gases on the earth's temperature is equivalent to how a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxide, ozone, chlorofluorocarbons, hydrochlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur, and hexafluoride. Some gases are more effective than others. The Global Warming Potential (GWP) has been calculated for each greenhouse gas to reflect how long it remains in the atmosphere, on average, and how strongly it absorbs energy. Gases with a higher GWP absorb more energy per pound than gases with a lower GWP and thus contribute more to global warming. For example, one pound of methane equals twenty-one pounds of carbon dioxide.

GHGs, as defined by AB 32, include the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs, as defined by AB 32, are summarized in Table 3-8. Each gas's effect on climate change depends on three main factors. The first is the quantity of these gases in the atmosphere, how long they stay, and finally, how strongly they impact global temperatures.

Greenhouse Gas	Description and Physical Properties	Lifetime	GWP	Sources
Methane (CH4)	Is a flammable gas and is the main component of natural gas	12 years	21	Emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
Carbon dioxide (CO2)	An odorless, colorless, natural greenhouse gas.	30-95 years	1	Enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and wood products, and also as a result of certain chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
Chloro-fluorocarbons	Gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are non-toxic nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).	55-140 years	3,800 to 8,100	Were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone.
Hydro-fluorocarbons	A man-made greenhouse gas. It was developed to replace ozone-depleting gases found in a variety of appliances. Composed of a group of greenhouse gases containing carbon, chlorine an at least one hydrogen atom.	14 years	140 to 11,700	Powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for stratospheric ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases.

Greenhouse Gas	Description and Physical Properties	Lifetime	GWP	Sources
Nitrous oxide (N2O)	Commonly known as laughing gas, is a chemical compound with the formula N2O. It is an oxide of nitrogen. At room temperature, it is a colorless, non-flammable gas, with a slightly sweet odor and taste. It is used in surgery and dentistry for its anesthetic and analgesic effects.	120 years	310	Emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
Pre-fluorocarbons	Has a stable molecular structure and only breaks down by ultraviolet rays about 60 kilometers above Earth's surface.	50,000 years	6,500 to 9,200	Two main sources of pre-fluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	An inorganic, odorless, colorless, and nontoxic nonflammable gas.	3,200 years	23,900	This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing and as a tracer gas.

Table 3-9. Greenhouse Gasses; Source: EPA, Intergovernmental Panel on Climate Change

Regarding the quantity of these gases in the atmosphere, we first must establish the amount of the particular gas in the air, known as Concentration or abundance, measured in parts per million, parts per billion, and even parts per trillion**.** To put these measurements in more relatable terms, one part per million equals one drop of water diluted into about 13 gallons, roughly a full gas tank in a compact car. Therefore, it can be assumed larger emissions of greenhouse gases lead to a higher concentration in the atmosphere.

Each designated gas described above can reside in the atmosphere for different lengths, ranging from a few years to thousands of years. All these gases remain in the atmosphere long enough to become well mixed, meaning that the amount measured in the atmosphere is roughly the same all over the world regardless of the emission source.

Regulatory Setting

AB 32

AB 32 set the 2020 greenhouse gas emissions reduction goal into law. It directed the California Air Resources Board to develop discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit.

SB 1078, SB 107, and Executive Order S-14-08

SB 1078, SB 107, and Executive Order S-14-08 require California to generate 20% of its electricity from renewable energy by 2017. SB 107 then changed the 2017 deadline to 2020. Executive Order S-14-08 required that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020.

San Joaquin Valley Air Pollution Control District

SJVAPCD adopted a Climate Change Action Plan (CCAP) in August 2008. While the plan does not have regulatory powers, it directs SJVAPCD to develop guidance to assist District staff, valley businesses, land-use agencies, and other permitting agencies in addressing GHG emissions as part of the CEQA process.

City of Visalia Climate Action Plan (CAP)

Visalia's draft 2013 CAP includes a baseline GHG emissions inventory of municipal and community emissions, identification and analysis of existing and proposed GHG reduction measures, and reduction targets to help Visalia work toward the State's goal of an 80 percent reduction below baseline emissions by 2050. The plan sets 2020 and 2030 reduction targets and includes energy, transportation, waste, and resource conservation reduction actions.

City of Visalia Climate Change Initiatives

In January 2007, Visalia's mayor signed the "Cool Cities" pledge, part of the U.S. Mayors Climate Protection Agreement. By entering into this agreement, the City has adopted the goal of reducing citywide GHG emissions to 7% below 1990 levels by 2012. As detailed in the CAP, this goal was subsequently expanded in response to ARB's recommended reduction target of 15% below the 2005 baseline, and the City added a 2030 mitigation target to correlate with the 2030 General Plan Update and the goal of achieving an 80% reduction by 2050.

Discussion

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact: The Project is expected to generate Greenhouse Gas (GHG) emissions in the short term due to construction emissions and in the long term due to mobile and other sources of operational emissions. Estimated GHG emissions calculations are in the California Emissions Estimator Model (CalEEMod) report prepared for the Project (Appendix A). However, GHG emissions from the new Site plan do not significantly change from the previously approved original Site plan.

The SJVAPCD does not provide numeric thresholds to assess the significance of greenhouse gas emissions. Instead, the SJVAPCD "Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA" states that projects that achieve a 29% GHG emission reduction compared to Business as Usual (BAU) would be determined to have a less than significant individual and cumulative impact for GHG. "Business as usual" (BAU) conditions are defined based on 2005 building energy efficiency, average vehicle emissions, and electricity energy conditions. The BAU conditions assume no improvements in energy efficiency, fuel efficiency, or renewable energy generation beyond that existing today. The 2005 BAU conditions were estimated using CalEEMod.

Implementing the hotel and drive-thru will increase the number of vehicles coming to the Project Site, however the emissions will still be above the 29% GHG reduction threshold at 30.1%.

	C02 (MT/Year)	CH4 (MT/Year)	N20 (MT/Year)	CO2e (MT/Year)
2005 BAU	8,446	9.01	1.02	8,975
Operational Emissions – Original Site Plan	4,452	6.50	0.26	4,692
Operational Emissions – New Site Plan	5,975	7.68	0.36	6,273
% Reduction From BAU				**30.1%**

Table 3-10: Projected Project Operational GHG Emissions Compared to 2005 BAU; Source: (CalEEMod, V.2020.4.0)

According to the report, the Project is expected to generate 8,975 metric tons of carbon dioxide equivalent emissions (C02E) under the 2005 BAU scenario. In contrast, the proposed

Project will have operational emissions of 6,273 metric tons of C02E, below the threshold of significance for GHG generation, owing to a 30.1% reduction compared with the 2005 BAU.

The report reveals that a substantial majority of the COE2 emissions associated with annual operations will result from mobile sources or vehicle trips associated with the uses. Most of the Vehicle Miles Traveled (VMT) associated with the drive-thru restaurant should be considered as passer-by trips rather than the destination/end of a trip based on the nature of these uses and their location in the context of the City. As a result, the VMT associated with these uses will be less than reported, and the emissions associated with these excess trips can be largely disregarded.

The proposed Project will utilize a combination of district-approved measures and existing State, Regional, and City regulations that will reduce the significance of the impact of GHG emissions. The following regulations already in effect will assist in reducing the cumulative impact associated with GHG emissions:

- Compliance with the California Building Code of 2022, including Title 24 requirements,
- Compliance with the City of Visalia's water-efficient landscape standards,
- Applicability of the SJVAPCD's Indirect Source Rule 9510 to the project,
- Compliance with the City of Visalia Development Standards (Chapter 17.30 of the Municipal Code), which requires the placement of parking lot shade trees and street trees along public streets;
- Change in use from residential to horizontal mixed-use.

The Project will also comply with certain measures approved by the SJVAPCD designated as an effective means of reducing the Project's GHG emissions to meet Best Performance Standards and would provide a measurable reduction of GHG emissions.

The following SJVAPCD-approved measures are being required as project mitigation, further described in the Mitigation Measures section of the Initial Study:

- An on-site pedestrian access network that internally links all uses and connects to existing and planned streets;
- Minimization of pedestrian barriers which impede pedestrian and bicycle access and interconnectivity;
- Providing shade and/or light-colored materials on at least 30% of the site's non-roof impervious surfaces, including parking lots;
- Commitment to exceed Title 24 requirements by 20%;

- During project construction, utilizing off-road diesel vehicles in compliance with Title 13, CCR, Section 2449.

Therefore, the impact is considered *less than significant.*

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact: The State of California has enacted the Global Warming Solutions Act of 2006 under Assembly Bill 32 (AB 32), which included provisions for reducing the GHG emission levels to 1990 "baseline" levels by 2020. The proposed Project will not impede the State's ability to meet the GHG emission reduction targets under AB 32. Current and probable future state and local GHG reduction measures will continue to reduce the Project's contribution to climate change. As a result, the Project will not contribute significantly, individually or cumulatively, to GHG emissions.

The proposed Project will comply with all Federal, State, and Local rules pertaining to the regulation of greenhouse gas emissions, and the Project will implement Best Performance Standards developed by the SJVAPCD. The Project will not conflict with any plan, policy, or regulation developed to reduce GHG emissions. There is *no impact.*

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 or excessive noise 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 for people residing or working in 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 significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

Environmental Setting

The proposed Project Site is located approximately 1.45 miles West of the nearest school (Hurley Elementary School) and approximately 0.33 miles northeast of the nearest public airport (Visalia Municipal Airport). Additionally, the nearest private airport is Gilbert Aviation Heliport, 8.8 miles northeast. See Figure 3-6.

The Department of Toxic Substances Control's (DTSC's) Envirostor was used to identify any sites associated with releases of hazardous materials or wastes within the Project area. This research confirmed that the Project would not be located on or near a Site included on a list of hazardous materials sites compiled under Government Code Section 65962.5.

Regulatory Setting

Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S. Code [U.S.C.] §9601 et seq.).

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, or the Superfund Act) authorizes the President to respond to releases or threatened releases of hazardous substances into the environment.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) sets and enforces Occupational Safety and Health Standards to ensure safe working conditions. OSHA provides training, outreach, education, and compliance assistance to promote safe workplaces. The proposed Project would be subject to OSHA requirements during construction, operation, and maintenance.

Toxic Substances Control Act of 1976 (15 U.S.C. §2601 et seq.).

The Toxic Substance Control Act was enacted by Congress in 1976 and authorizes the EPA to regulate any chemical substances determined to cause an unreasonable risk to public health or the environment.

Hazardous Waste Control Law, Title 26.

The Hazardous Waste Control Law creates hazardous waste management program requirements. The law is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR), which contains requirements for the following aspects of hazardous waste management:

- Identification and classification;
- Generation and transportation;
- Design and permitting of recycling, treatment, storage, and disposal facilities;
- Treatment standards;
- Operation of facilities and staff training; and
- Closure of facilities and liability requirements.

California Code of Regulations, Title 22, Chapter 11.

Title 22 of the California Code of Regulations contains regulations for identifying and classifying hazardous wastes. The CCR defines waste as hazardous if it has the following characteristics: ignitability, corrosivity, reactivity, and/or toxicity.

California Emergency Services Act

The California Emergency Services Act created a multi-agency emergency response plan for California. The Act coordinates various agencies, including CalEPA, Caltrans, the California Highway Patrol, regional water quality control boards, air quality management districts, and county disaster response offices.

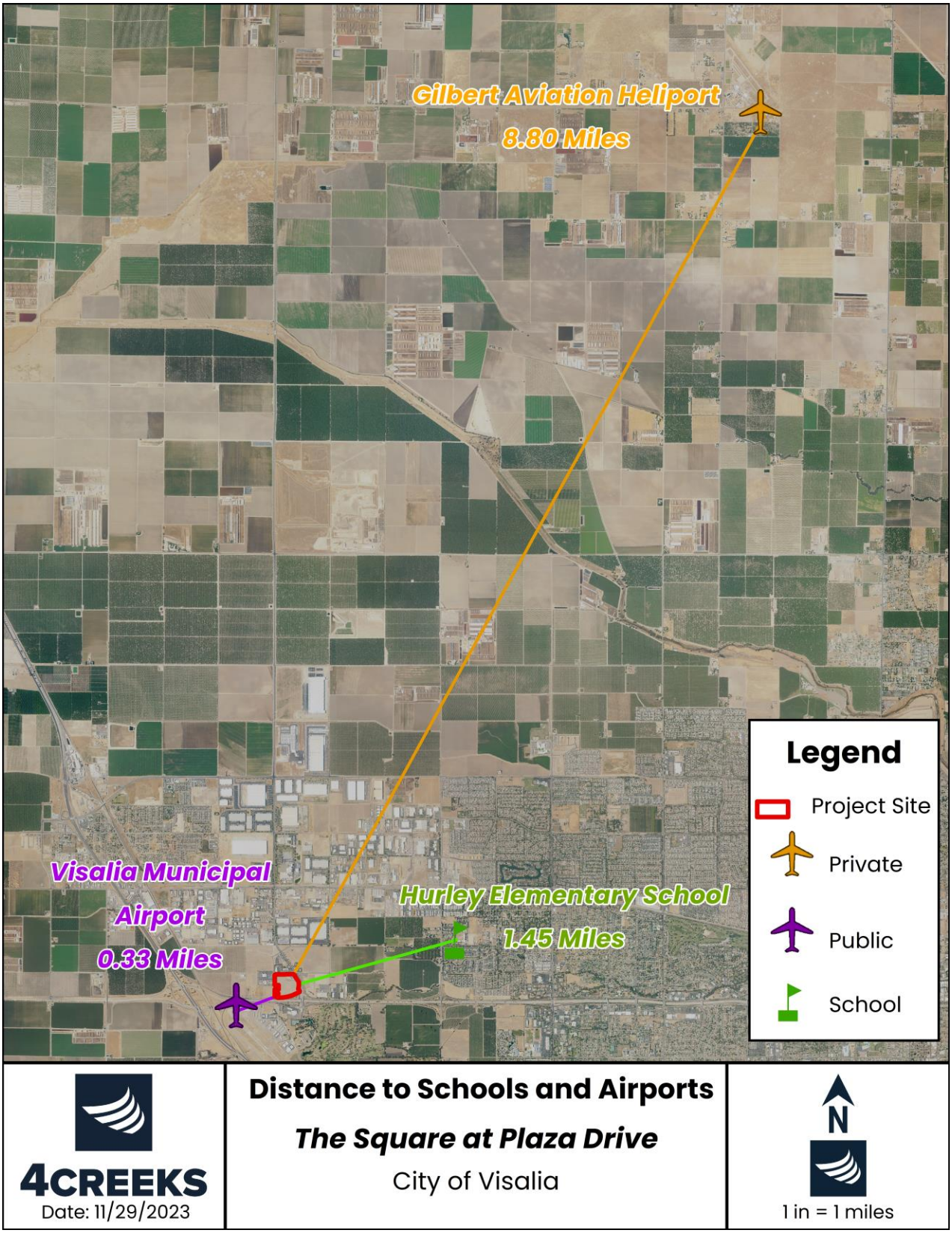


Figure 3-6: Distance to Schools and Airports

Discussion

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact: Project construction activities may involve using, storing, and transporting hazardous materials. During construction, the contractor will use fuel trucks to refuel onsite equipment and may use paints and solvents to a limited degree. The storage, transport, and use of these materials will comply with local, state, and federal regulatory requirements. There is the potential for small leaks due to refueling of construction equipment; however, standard construction Best Management Practices (BMPs) included in the SWPPP will reduce the potential for the release of construction-related fuels and other hazardous materials by controlling runoff from the Site and requiring proper disposal or recycling of hazardous materials. The change in the Project will not impact the hazardous materials used in the construction or operation. The impact is *less than significant.*

b) Would the Project 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?

Less than Significant Impact: There is no reasonably foreseeable condition or incident involving the Project that could result in the release of hazardous materials into the environment other than any potential accidental releases of standard fuels, solvents, or chemicals encountered during typical construction of a residential subdivision. Should an accidental hazardous release occur or should the Project encounter hazardous soils, existing regulations for handling hazardous materials require coordination with the California Department of Toxic Substances Control for an appropriate plan of action, which can include studies or testing to determine the nature and extent of contamination, as well as handling and proper disposal. The change in the Project will not impact the hazardous materials used in the construction or operation. Therefore, potential impacts are *less than significant*.

c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact: The Project is approximately 1.45 miles from an existing school. During construction, the contractor will use fuel trucks to refuel onsite equipment and may use paints and solvents to a limited degree. The storage, transport, and use of

these materials will comply with Local, State, and Federal regulatory requirements. There is the potential for small leaks due to refueling of construction equipment, however, standard construction Best Management Practices (BMPs) included in the SWPPP will reduce the potential for the release of construction-related fuels and other hazardous materials by controlling runoff from the Site and requiring proper disposal or recycling of hazardous materials. The operational aspect of the Project does not involve the use or storage of hazardous substances other than insignificant amounts of pesticides, fertilizers, and cleaning agents required for routine maintenance of structures and landscaping. The Project would not emit hazardous emissions or involve handling acutely hazardous materials or waste. The change in the Project will not impact the hazardous materials used in the construction or operation. Therefore, there would be *a less than significant impact.*

d) Would the Project 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?

No Impact: The Project Site is not listed as a hazardous materials Site pursuant to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Substances Control. There would be *no impact.*

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

Less Than Significant Impact: The proposed Project is approximately .33 miles northeast of the nearest public airport (Visalia Municipal Airport). However, according to the Airport Master plan, the Project Site would not be impacted by the airport. Noise contours developed for 2019 show that the airport would produce less than 65 dB on the Project Site. All land uses located outside of the 65 dB contours are considered to have a less than significant. Implementing the proposed Project would not create a safety hazard for people residing or working in the Project area. There is *a less than significant impact.*

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact: The City's design and environmental review procedures shall ensure compliance with emergency response and evacuation plans. In addition, the Site plan will be reviewed by the Fire Department per standard City procedure to ensure consistency

with emergency response and evacuation needs. The change in the Project will not impact any emergency response or evacuation plan. Therefore, the proposed Project would have *no impact* on emergency evacuation.

g) Would the Project expose people or structures, either directly or indirectly, to significant risk of loss, injury or death involving wildland fires?

No Impact: The land surrounding the Project Site has been developed for urban use and farmlands, which are not considered wildlands. Additionally, the City of Visalia General Plan finds that fire hazards within the Planning Area, including the proposed Project site, have low frequency, limited extent, limited magnitude, and low significance. The proposed Project would not expose people or structures to significant risk of loss, injury or death involving wildland fires, and there is *no impact.*

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise sustainably degrade surface or ground water 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; or	☐	☑	☐	☐
(iv) impede or redirect flood flows?	☐	☑	☐	☐
d) In flood hazard, tsunami, or seiche zones risk the release of pollutants due to Project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater movement plan?	☐	☐	☐	☑

Environmental Setting

Surface Water

Visalia is in the center of the Kaweah River Delta System, resulting in many rivers and creeks flowing through the City. The St. Johns River is the City's primary surface water feature. Other significant surface water features include Modoc Ditch, Mill Creek Ditch, Mill Creek, Tulare Irrigation District (TID) Canal, Packwood Creek, Cameron Creek, Deep Creek, Evans Creek,

Persian Ditch, and several other local ditches. These receive significant water during the rainy season and help drain stormwater.

Groundwater

Groundwater in Tulare County is present in valley deposits of alluvium that are several thousand feet thick and occur in confined and unconfined conditions. The creeks in Visalia are tied to the groundwater system. The creeks lose water in the winter while they feed the groundwater and gain water in the summer when the groundwater feeds the creeks. The depth to groundwater varies significantly throughout the valley floor area of Tulare County. In the area around Visalia, depth to groundwater varies from about 120 feet below ground surface along the western portion of the city to approximately 100 feet below ground surface to the east, as measured in spring 2010. Groundwater levels measured in the city have declined since the 1940s, from approximately 30 feet below ground surface in 1940 to 120 feet below ground surface in 2010. The water quality of the groundwater that underlies the Planning Area is excellent for domestic and agricultural uses. This is due mainly to the abundant snowmelt in the Sierra Nevada. Groundwater is the primary drinking water source for the planning area's residents.

Stormwater Drainage

The City, in conjunction with Kaweah Delta Water Conservation District and Tulare Irrigation District, operates and maintains a vast municipal storm drainage system comprising of drainage channels, 23 detention and retention basins, 33 pump stations, and 250 miles of pipe. Stormwater from the Project Site will be collected and conveyed to an on-site stormwater basin.

Regulatory Setting

Clean Water Act

The Clean Water Act (CWA) is enforced by the U.S. EPA and was developed in 1972 to regulate discharges of pollutants into the waters of the United States. The Act made it unlawful to discharge any pollutant from a point source into navigable waters unless a National Pollution Discharge Elimination System (NPDES) Permit is obtained.

National Flood Insurance Act

The Federal Emergency Management Agency (FEMA) is tasked with responding to, planning for, recovering from, and mitigating disasters. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance

Program (NFIP) and administering programs that aid with mitigating future damages from natural hazards.

California Water Quality Porter-Cologne Act

California's primary statute leading water quality and water pollution concerns with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resource Control Board (SWRCB) and each of the nine Regional Water Quality Boards (RWQCB) power to protect water quality and further develop the Clean Water Act within California. The applicable RWQCB for the proposed Project is the Central Valley RWQCB.

Central Valley RWQCB

The proposed Project Site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB requires a National Pollution Discharge Elimination System (NPDES) Permit and Stormwater Pollution Prevention Plan (SWPPP) for projects disturbing more than one acre of total land area. Because the Project is greater than one acre, a NPDES Permit and SWPPP will be required.

City of Visalia General Plan

The 2030 General Plan includes the policies related to hydrology and water quality that correlate to the proposed project:

- *PSCU-P-59*: Require new developments to incorporate floodwater detention basins into Project designs where consistent with the Stormwater Master Plan and the Groundwater Recharge Plan.
- *PSCU-P-60*: Control urban and stormwater runoff and point and non-point discharge of pollutants. As part of the City's Stormwater Management Program, adopt and implement a Stormwater Management Ordinance to minimize stormwater runoff rates and volumes, control water pollution, and maximize groundwater recharge. New development will be required to include Low Impact Development features that reduce impermeable surface areas and increase infiltration. Such features may include, but are not limited to:
    - Canopy trees or shrubs to absorb rainwater;
    - Grading that lengthens flow paths over permeable surfaces and increases runoff travel time to reduce the peak hour flow rate;
    - Partially removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas;

  - Use of permeable paving in parking lots and other areas characterized by significant impervious surfaces;
  - On-Site stormwater detention, use of bioswales and bioretention basins to facilitate infiltration; and
  - Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.
- *PSCU-P-46*: Adopt and implement a Water Efficient Landscaping Ordinance for new and/or refurbished development that exceeds mandated sizes, and ensure that all new City parks, streetscapes, and landscaped areas conform to the Ordinance's requirements. The Ordinance should include provisions to optimize outdoor water use by:
  - Promoting appropriate use of plants and landscaping;
  - Establishing limitations on use of turf including size of turf areas and use of cool-season turf such as Fescue grasses, with exceptions for specified uses (e.g., recreation playing fields, golf courses, and parks);
  - Establishing water budgets and penalties for exceeding them;
  - Requiring automatic irrigation systems and schedules, including controllers that incorporate weather-based or other self-adjusting technology;
  - Promoting the use of recycled water; and
  - Minimizing overspray and runoff.

Discussion

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant with Mitigation: The Project will not violate any water quality standards. A Master Plan has been prepared for the project, which addresses storm drainage by identifying additions and improvements to storm drain lines required to accommodate the proposed on-site improvements. The changes to the Project will not change the Master Plan. The storm drain line will feed into an off-site stormwater retention basin west of the Project site. These improvements will be consistent with the adopted City Storm Drain Master Plan. In addition to storm drain lines, bioswales will be integrated into the Site's landscaping and serve as locations for detention, disposal, and purification of stormwater. The Project will require implementing a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP identifies all potential sources of pollution that could affect stormwater discharges from the Project Site and identifies best management practices (BMPs) related

to stormwater runoff. Implementing Mitigation Measures HYD-1 and HYD-2 will ensure impacts remain *less than significant with mitigation.*

b) Would the Project substantially decrease groundwater supplies or interfere with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less than Significant Impact: The Project will not substantially deplete groundwater supplies in the Project vicinity. The project is within Cal Water's jurisdiction and is within their current Urban Water Management Plan. The primary source of water is groundwater. Existing water mains in the vicinity will be extended to serve the subject site. Water laterals will serve building sites for domestic, irrigation, and fire protection use. The Project will also be required to pay a groundwater impact fee to fund upstream and downstream ground water recharge basins and to import surface water supplies as feasible. The impact would be *less than significant.*

c) Would the Project 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?

Less than Significant with Mitigation: The changes to the Project will not result in substantial erosion on- or offsite. This impact would be appropriately mitigated by implementing a Stormwater Pollution Prevention Plan (SWPPP), which includes mandated erosion control measures developed to prevent significant impacts related to erosion caused by runoff during construction (Mitigation Measure HYD-1). The Project proponent will also be required to prepare drainage plans (Mitigation Measure HYD-2) and a Development Maintenance Manual (Mitigation Measure HYD-3) to ensure that existing drainage patterns are maintained during Project operations and that that the Project will not result in substantial erosion or siltation on- or off-site. The impact is *less than significant with the implementation of these mitigation measures.*

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant with Mitigation: The Project would add impervious surfaces on the Site, which could potentially increase surface runoff, resulting in flooding on- or off-site. This

impact would be appropriately mitigated through the implementation of Mitigation Measure HYD-2, which requires the Project to submit drainage plans to the City Engineer before the issuance of grading permits. The drainage plans will include BMPs to ensure runoff from the Project will not result in flooding on- or off-site. Therefore, impacts are *less than significant with mitigation.*

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?

Less than Significant with Mitigation: The proposed Project would result in the addition of impervious surfaces and alter existing drainage patterns on the Project Site, which would have the potential to impact existing stormwater drainage systems or provide additional sources of polluted runoff. The Project would contain a storm drainage basin to collect all runoff from the site. The disturbance of soils during construction could cause erosion, resulting in temporary construction impacts. However, this impact would be appropriately mitigated by implementing a Stormwater Pollution Prevention Plan (SWPPP), which includes mandated erosion control measures, which are developed to prevent significant impacts related to erosion caused by runoff during construction (Mitigation Measure HYD-1). During Project operations, the proposed impervious surfaces, including roads, building pads, and parking areas, would collect automobile-derived pollutants such as oils, greases, rubber, and heavy metals. This could contribute to point- and non-point-source pollution if these pollutants were transported into waterways during storm events. The Project proponent will be required to prepare drainage plans (Mitigation Measure HYD-2) and a Development Maintenance Manual (Mitigation Measure HYD-3) to ensure that the Project will not overwhelm the planned stormwater drainage basin or result in discharges of polluted runoff into local waterways. The impact is *less than significant with the implementation of these mitigation measures.*

iv. Impede or redirect flood flows?

Less than Significant with Mitigation: The Project Site is generally flat; no significant grading or leveling will be required. The proposed Project Site is not near a stream or river and will not alter the course of a stream or river. According to National Flood Hazard mapping by the Federal Emergency Management Agency, the proposed Project is within the "AE" and "X" flood zones. The AE flood zone has a 1% chance of flooding every year. The remainder of the site is within the X flood zone, which has a 0.2% chance of flooding every year.

Following regulations set by the American Society of Civil Engineers, all buildings within the AE flood zone will be built following these regulations:

1. The elevation of the lowest floor in a structure must be at or above the zone's base flood elevation (BFE).
2. Enclosed areas below the BFE or lowest floor cannot be used as living spaces.
3. All electrical, plumbing and HVAC equipment must be elevated to or above the area's BFE.

The Project would result in the addition of impervious surfaces on the Site, which could affect drainage and flood patterns. This impact would be appropriately mitigated through the implementation of Mitigation Measure HYD-2, which requires the Project to submit drainage plans to the City Engineer before the issuance of grading permits. The drainage plans will include BMPs to ensure the Project will not impede or redirect flood flows. Therefore, impacts are *less than significant with mitigation.*

d) Would the project, in flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation?

No Impact: The proposed Project is located inland and not near an ocean or large body of water; therefore, it would not be affected by a tsunami. The proposed Project is in a relatively flat area and would not be impacted by inundation related to mudflow. Since the Project is in an area that is not susceptible to inundation, the Project would not risk the release of pollutants due to Project inundation. As such, there is *no impact.*

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact: The Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The proposed Project is consistent with the Central Valley RWQCB. The Project will comply with all applicable rules and regulations regarding water quality and groundwater management, and there will be *no impact.*

Mitigation Measures for Hydrology and Water Quality

Mitigation Measure HYD-1: Prior to the issuance of any construction/grading permit and/or the commencement of any clearing, grading, or excavation, the Applicant shall submit a Notice of Intent (NOI) for discharge from the Project Site to the California SWRCB Storm Water Permit Unit.

- Prior to issuance of grading permits for Phase 1 the Applicant shall submit a copy of the NOI to the City.
- The City shall review noticing documentation prior to approval of the grading permit. City monitoring staff will inspect the Site during construction for compliance.

Mitigation Measure HYD-2: The Applicant shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City 45 days prior to the start of work for approval. The contractor is responsible for understanding the State General Permit and instituting the SWPPP during construction. A SWPPP for Site construction shall be developed prior to the initiation of grading and implemented for all construction activity on the Project Site in excess of one (1) acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to storm water and shall include specific BMPs to control the discharge of material from the site. The following BMP methods shall include, but would not be limited to:

- Dust control measures will be implemented to ensure success of all onsite activities to control fugitive dust;
- A routine monitoring plan will be implemented to ensure success of all onsite erosion and sedimentation control measures;
- Provisional detention basins, straw bales, erosion control blankets, mulching, silt fencing, sand bagging, and soil stabilizers will be used;
- Soil stockpiles and graded slopes will be covered after two weeks of inactivity and 24 hours prior to and during extreme weather conditions; and,
- BMPs will be strictly followed to prevent spills and discharges of pollutants onsite, such as material storage, trash disposal, construction entrances, etc.

Mitigation Measure HYD-3: A Development Maintenance Manual for the Project shall include comprehensive procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's maintenance conditions. The manual

shall require that devices be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e., mid-May). The manual shall also require that all devices be checked after major storm events. The Development Maintenance Manual shall include the following:

- Runoff shall be directed away from trash and loading dock areas;
- Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes;
- Trash and loading dock areas shall be screened or walled to minimize offsite transport of trash; and,
- Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills, or wash down water to enter the drainage system.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

The proposed Project Site is located within the City of Visalia. The Site is approximately 5 miles west of downtown Visalia. The Site is zoned BRP (Business Research Park) and will not need to change. The Visalia General Plan Designation is BRP, Business Research Park. The Project does not need rezoning or General Plan Amendments.

The Site is currently vacant; and it was formerly agricultural uses. The Site is topographically flat and is bounded by agricultural uses to the north and west and single-family residential to the south and east. The agricultural land to the north and west is designated as low-density residential, medium-density residential, neighborhood commercial, and parks/recreation by the Visalia General Plan.

Regulatory Setting

Visalia General Plan
The proposed Project Site is designated as a Business Research Park.

- This designation builds on the existing General Plan's Business Research Park category and emphasizes research and development uses. Land with this designation is intended for research and development enterprises, educational, and office (limited customer access) uses. Maximum FAR for this designation is 0.5; buildout is assumed at 0.1.

The 2030 General Plan includes the policies related to land use that correlate to the proposed project:

- *LU-P-19*: Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy.
- *LU-P-25*: Provide planning and technical support for the relocation of agricultural operations currently located in the city to compatible locations in the Planning Area or the County.
- *LU-P-28*: Continue to use natural and man-made edges, such as major roadways and waterways within the city's Urban Area Boundary, as urban development limit and growth phasing lines.
- *LU-P-47*: Establish criteria and standards for pedestrian, bicycle, and vehicle circulation networks within new subdivisions and non-residential development.
- *LU-P-71*: Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.

City of Visalia Zoning Ordinance

The proposed Project Site is zoned BRP, Business Research Park. The Project will comply with the BRP zoning. The purpose and intent of the planned business research park zone district is to provide for business, scientific, educational, and light industrial uses in a campus-type setting. Planned business research parks are to be planned and developed as integrated units via specific or master plans and are intended to accommodate large-scale office developments at locations that provide close-in employment opportunities; promote Visalia's community identity through special site development standards such as lot sizes, setbacks, landscaping, building scale, parking, open areas, etc.; and provide on-site ancillary uses including day care, food service, banks, recreation, etc., served by a variety of transportation modes to reduce vehicle trips.

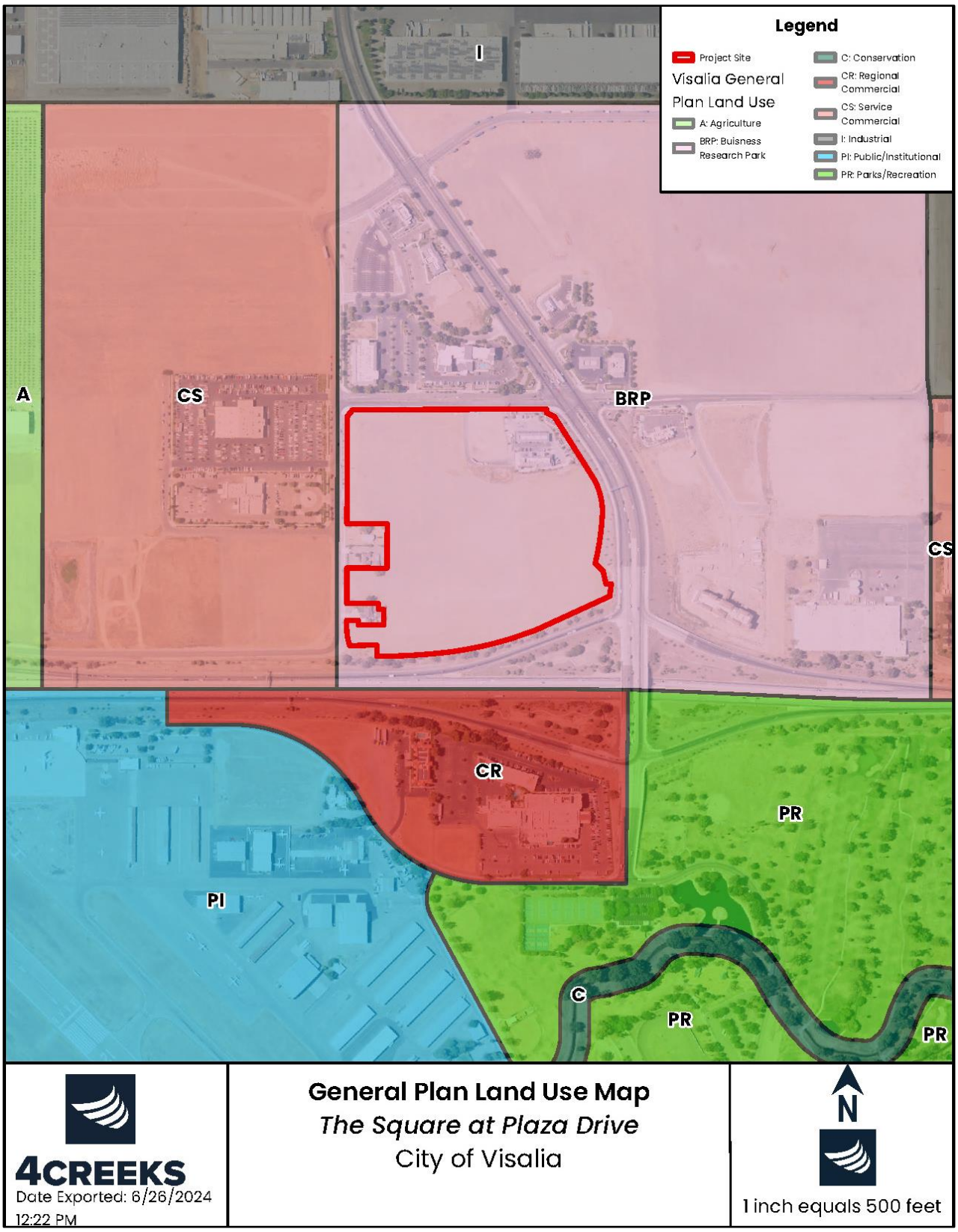


Figure 3-7: General Plan Land Use Designation

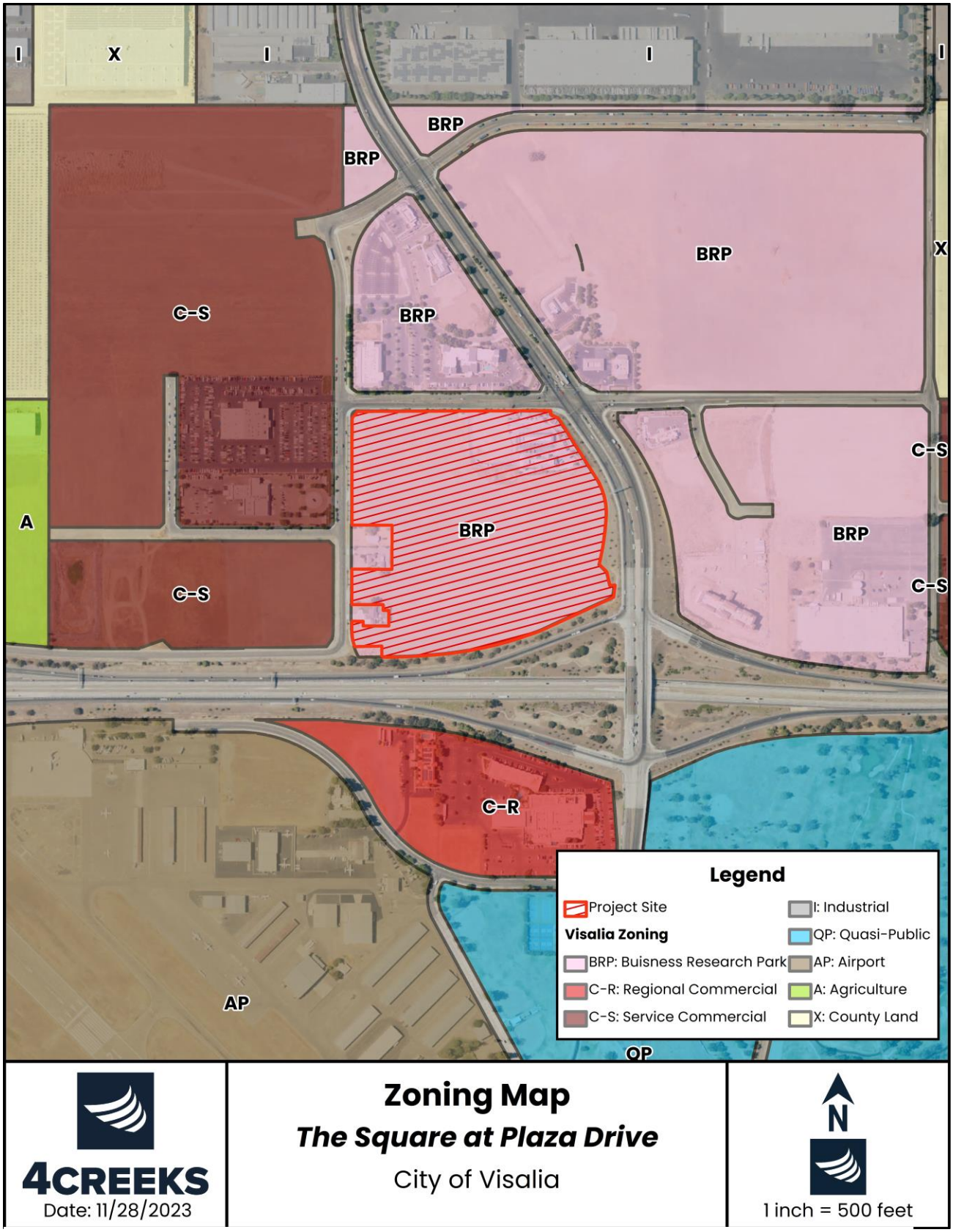


Figure 3-7: Zoning Map

Discussion

a) Would the Project physically divide an established community?

No Impact: The proposed changes to the Project will not physically divide an established community. The proposed Project Site is designated as a Business Research Park by the Visalia General Plan, and the Project is consistent with this land use designation. The Project would continue to operate as the same designation following Project implementation. There is *no impact.*

b) Would the Project 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?

No Impact: The Site is within the current city boundary of the City of Visalia. The City of Visalia has designated the area for urban development. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted urban development boundaries as mitigation measures for conversion to urban development.

The Project analysis contained in the Master Plan demonstrates compliance with applicable city policies and regulations. Chapter 17.24 of the Visalia Zoning Ordnance provides the purpose and intent of the zone along with development standards and requires that all development within the zone be part of an approved master plan. A Master Plan document has been prepared for the proposed Project to fulfill this requirement. The proposed changes to the Project are consistent with all other elements of the General Plan.

The proposed Project does not conflict with the designated land use or any other policy or regulation adopted to avoid or mitigate an environmental effect. There is *no impact.*

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 lands use plan?	☐	☐	☐	☑

Environmental Setting

Tulare County contains mineral resources of sand, gravel, and crushed stone found in alluvial deposits and hard rock quarries. Most of this mining occurs along rivers and at the base of the Sierra foothills. However, the Visalia Planning Area contains three former sand and gravel mines but no currently operating mines or designated Mineral Resource Zones.

Regulatory Setting

California State Surface Mining and Reclamation Act

The California State Surface Mining and Reclamation Act was adopted in 1975 to regulate surface mining, prevent adverse environmental impacts, and preserve the state's mineral resources. The California Department of Conservation's Division of Mine Reclamation enforces the Act.

Discussion

a) Would the Project 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?

No Impact: The Project Site has no known mineral resources that would be of a value to the region and the residents of the state, therefore the proposed Project would not result in the loss of impede the mining of regionally or locally important mineral resources. There is *no impact.*

b) Would the Project result in the loss of availability of a locally - important mineral resource recovery Site delineated on a local general plan, specific plan, or other lands use plan?

No Impact: No known mineral resources are important to the region, and the Project Site is not designated under the City's or County's General Plan as an important mineral resource recovery site. Therefore, the proposed Project would not result in the loss of availability of known regionally or locally important mineral resources. There is *no impact.*

XIII. NOISE

Would the Project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permeant 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 groundborne 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 public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☑	☐

Environmental Setting

Noise is often described as an unwanted sound. Sound is the variation in air pressure that the human ear can detect. If the pressure variations occur at least 20 times per second, they can be detected by the human ear. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, called Hertz (Hz).

Ambient noise is the "background" noise of an environment. Ambient noise levels on the proposed Project Site are primarily due to agricultural activities and traffic. Construction activities usually result in an increase in sound above ambient noise levels.

Vibration is seismic waves that radiate along the earth's surface and downward into the earth. The operation of heavy construction equipment, particularly pile driving and other impact devices such as pavement breakers, creates this vibration.

Sensitive Receptors

Noise level allowances for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hotels/motels, hospitals, schools, and libraries are

some of the most sensitive land uses to noise intrusion and, therefore, have more stringent noise level allowances than most commercial or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors are the homes to the south and east of the Site.

Regulatory Setting

City of Visalia Noise Ordinance

The City of Visalia Noise Ordinance provides noise level standards for land use compatibility. Exterior and interior noise levels may not exceed the categorical noise level standards shown in Table 3-11. The standards are shown in A-weighted decibels (dBA).

Category	*Cumulative number of minutes in any one hour time period*	*Evening and daytime (6:00 a.m. to 7:00 p.m.)*	*Nighttime (7:00 p.m. to 6:00 a.m.)*
Exterior Levels			
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65
Interior Levels			
1	5	45	35
2	1	50	40
3	0	55	45

Table 3-11: City of Visalia Noise Standards. Source: City of Visalia Noise Ordinance

City of Visalia General Plan

The City's General Plan's current noise element establishes goals and policies to limit community exposure to excessive noise levels. Visalia's current General Plan identifies noise sources such as roadways, rails, and airports within the city and includes land use compatibility guidelines.

- *N-P-3*: Establish performance standards for noise reduction for new housing that may be exposed to community noise levels above 65 dB DNL/CNEL, as shown on the Noise Contour Maps, based on the target acceptable noise levels for outdoor activity levels and interior spaces in Tables 8-2 and 8-3. Noise mitigation measures that may be considered to achieve these noise level targets include but are not limited to the following:
    - Construct façades with substantial weight and insulation;
    - Use sound-rated windows for primary sleeping and activity areas;

- Use sound-rated doors for all exterior entries at primary sleeping and activity areas;
- Use minimum setbacks and exterior barriers;
- Use acoustic baffling of vents for chimneys, attics, and gable ends;
- Install a mechanical ventilation system that provides fresh air under closed window conditions.

Discussion

a) Would the Project result in generation of a substantial temporary or permeant 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?

Less than Significant Impact: The entire project has been analyzed in a previous Initial Study (Appendix C) and found a less than significant impact. The change in the Project development will not change the impacts caused by noise. Project construction will involve temporary noise sources near the project. The average noise levels generated by construction equipment that will likely be used in the proposed Project are provided in Table 3-12.

The nearest residence and sensitive receptor are the single-family homes bordering the western border of the Site. The City requires that mitigation measures be implemented if noise levels exceed 70 dB in sensitive outdoor areas or if interior noise levels exceed 55 dB. As shown in Figure 3-10, it was found that a residence must be at least 250 feet from construction in the exterior and 100 feet from construction in the interior to avoid noise levels exceeding these thresholds.

With the Project bordering single-family homes, noise disturbance is unavoidable. However, the construction would comply with Visalia Municipal Code Chapter 8.36 to ensure that the construction noise impacts would be less than significant. Measures such as maintaining minimum setback distances between construction equipment and receptors, only having construction during weekday daytime hours, and noise barriers would be implemented to avoid significant construction noise impacts.

Commercial and hotel uses would produce long-term noise levels resulting from the Project, which are generally not associated with high operational noise levels, especially outside business hours. There will be noise generated by traffic along designated arterial and collector streets. The City's standards for setbacks and/or construction of walls along major streets will reduce noise levels to a less significant level.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise-sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or groundborne vibration impacts from the project.

Because noise generated during Project construction would not change significantly due to the changes in the Project, the Project does not propose uses that would typically generate high noise levels, and the impact is *less than significant*.

Type of Equipment	Exterior Lmax at 50 feet (dBA)
Tractors	84
Loaders	80
Backhoes	80
Excavators	85
Generator Sets	82
Air Compressors	80
Rubber Tired Dozers	85
Forklifts	75
Welders	73
Graders	85
Scrapers	85
Cranes	85
Paving Equipment	85
Rollers	85

Table 3-12. Noise levels of noise-generating construction equipment at various distances. Source: FHA Construction Noise Handbook (dBA at 50 feet). Noise levels beyond 50 feet were estimated using the inverse square law based on given values for dBA at 50 feet

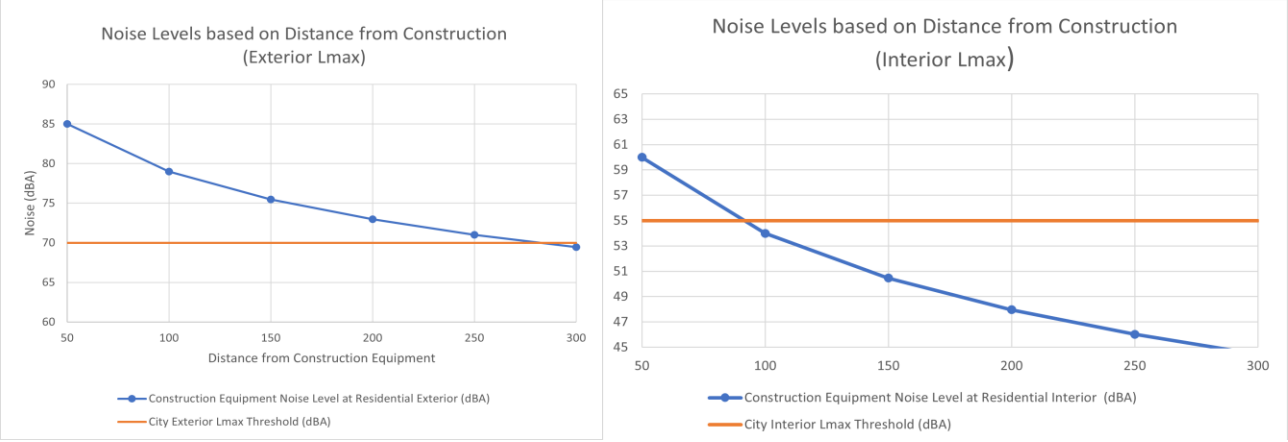


Figure 3-9: Construction Related Noise Levels Based on Distance from Construction Equipment. Interior Noise=Assume 25 dB Exterior to Interior Noise Reduction

b) Would the Project result in generation of excessive ground-borne vibration or groundborne noise levels?

Less than Significant Impact: Although Project operations would not include uses or activities that typically generate excessive groundborne vibration or groundborne noise levels, Project construction could introduce temporary groundborne vibration to the Project Site and the surrounding area. Sources that may produce perceptible vibrations are provided in Table 3-13.

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Pile driver (impact)	1.518 (upper range)/0.644 (typical)	112/104
Pile driver (sonic)	0.734 (upper range)/0.170 (typical)	105/93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil/0.017 in rock	66/75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Table 3-13. Vibration Levels Generated by Construction Equipment. Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.

During Project construction, the primary vibration source would likely be a bulldozer (tractor), which would generate 0.089 inches per second PPV at 25 feet with an approximate vibration level of 87 VdB. Vibration from the bulldozer would be intermittent and not a source of continual vibration. There are no adopted City standards or thresholds of significance for vibration. The evaluation of potential impacts related to construction vibration levels is based on the published data in the 2018 FTA Guidelines. At 25 feet, the buildings most susceptible to vibration could be impacted at .12 inches/second. The impact is *less than significant* because vibrations generated by Project construction would not exceed 0.12 inch/second.

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 public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Less than Significant Impact: The Project area is within 2 miles of a public airport. The study for the Draft Visalia Municipal Airport Master Plan has developed noise contours for areas surrounding the airport, which represent standard noise levels as defined by the City Noise Element. The California State Aeronautics Law establishes a CNEL of 65 dB as the maximum acceptable noise exposure for residential or other noise-sensitive land uses. The project area is outside of any airport noise contour area. Although this Project is located in Zone C, the location of the site is far enough away that aircraft will be at a substantial altitude while traversing the property. The project will not expose people residing or working in the project area to excessive noise levels. There is a *less than significant impact.*

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by 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?	☐	☐	☐	☑

Environmental Setting

The United States Census Bureau estimated the population in the City of Visalia to be 143,966 as of July 2022. This is an increase from the 2010 Census, which counted the population in the City of Visalia to be 124,442. Factors influencing population growth in Visalia include job availability, housing availability, and proposed and existing infrastructure capacity.

Regulatory Setting

The City of Visalia's population size is controlled by the development code and the General Plan's Housing Element. These documents regulate the number of dwelling units per acre allowed on various land uses and establish minimum and maximum lot sizes, which directly impact the City's population size.

City of Visalia 2030 General Plan Housing Element

The 2030 General Plan includes the policies related to population and housing that correlate to the proposed project:

- *LU-P-50*: Provide development standards to ensure residential development is not negatively affected by adjacent non-residential land uses.
- *LU-P-71*: Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.

Discussion

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact: The changes to the Project does not include any residential units. There will be no changes in the population growth. There is *no impact.*

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact: Development of the Site, including the proposed changes, will not displace any housing on the site. There is *No Impact*.

XV. PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable serve ratios, response times of other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☑	☐
b. Police protection?	☐	☐	☑	☐
c. Schools?	☐	☐	☑	☐
d. Parks?	☐	☐	☑	☐
e. Other public facilities?	☐	☐	☑	☐

Environmental Setting

Fire

Visalia and Project Site is served by The Visalia Fire Department (VFD), which operates five fire stations within the City of Visalia. The VFD will continue to provide fire protection services to the proposed Project Site following Project implementation. VFD Fire Station #55 is nearest to the Site, approximately 2 miles to the northeast.

Police

Law enforcement services are provided to the Project Site via The Visalia Police Department (VPD). The VPD will continue to provide police protection services to the proposed Project Site following Project implementation. The VPD headquarters are located approximately 5 miles east of the proposed Project Site.

Schools

The proposed Project Site is located within the Visalia Unified School District (VUSD) from Kindergarten through 12th Grade. The District includes 25 elementary schools, four middle schools, four traditional high schools, and alternative education programs. The nearest school is approximately 1.45 miles northeast (Hurley Elementary School).

Regulatory Setting

California Fire Code

The California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

City of Visalia Fire Department Plan Check and Hydrant Ordinance

Visalia's requirements for new construction include provisions for the Fire Department to review building and Site plans before the issuance of any permit. The Fire Department ensures that proposed projects will be adequately served by water and accessible to emergency vehicles. The Department also enforces the City's Hydrant Ordinance, which states that subdividers are responsible for the installation of water mains and hydrants and determines the minimum spacing for fire hydrants. Street dimensions are scrutinized to ensure that space will be preserved for ladder trucks to stabilize and emergency vehicles to turn around. Basic requirements in the City's subdivision ordinance include 52-foot minimum right-of-way widths and a 53-foot turning radius for cul-de-sacs.

Discussion

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable serve ratios, response times of other performance objectives for any of the public services:

a. Fire protection?

Less than Significant Impact: Current fire protection facilities are located at Visalia Station 55 and can adequately serve the site without needing alteration. Impact fees will be paid to mitigate the Project's proportionate impact on these facilities.

The timing of when new fire service facilities would be required, or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded fire service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review to identify and mitigate potential environmental impacts. Therefore, the impact is *less than significant.*

b. Police protection?

Less than Significant Impact: Current police protection facilities can adequately serve the site without alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

The timing of when new police service facilities would be required, or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded police service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review to identify and mitigate potential environmental impacts. Therefore, the impact is *less than significant*.

c. Schools?

Less than Significant Impact: The Project will not directly generate new students. To address indirect impacts, the project will be required to pay non-residential impact fees. These fees are considered to be conclusive mitigation for indirect impacts. Current school facilities can adequately serve the Site without a need for alteration. Therefore, the impact is *less than significant.*

d. Parks?

Less than Significant Impact: The changes to the Project do not include any residential units, requiring park space. Current park and recreation facilities can adequately serve the Site without needing alteration. Since the proposed Project would contribute its fair share to park facilities and any development fees, the impact is *less than significant.*

e. Other public facilities?

Less than Significant Impact: The proposed Project would be required to pay a development impact fee for Public Facilities, including for the civic center, corporation yard, and libraries. Fees for transportation, water, wastewater, and general government are based on building square footage and will be calculated prior to the issuance of building permits. Fees for groundwater recharge and storm drainage are based on site acreage. While the payment of development fees could result in the construction of new or altered public service facilities, no specific projects have been identified at this time. As new or expanded public service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is *less than significant*.

XVI. PARKS AND RECREATION

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

There are 40 park facilities totaling 678 acres within the Visalia Planning Area. The City of Visalia provides diverse types of parks and open space facilities, or park types, to meet the community's park and open space recreation needs. Park types include:

- Pocket Parks: A park typically between one-half and two acres in size intended to serve the needs of a specific neighborhood within a half-mile radius. There are currently 17 pocket parks in Visalia.
- Neighborhood Parks: A park typically 2 to 5 acres in size that provides basic recreation activities for one or more neighborhoods. There are currently 19 neighborhood parks in Visalia.
- Community Parks: A park typically ranging from 5 to 12 acres in size or larger, intended to serve the recreational needs of a larger city area. There are currently four community parks in Visalia.
- Large City Parks: A park generally larger than 40 acres in size intended to serve the recreational needs of all city residents and to create opportunities for contact with the natural environment. These parks may include a concentration of sports fields, golf courses, and areas for picnicking and passive enjoyment of open space. There are currently two large city parks in Visalia.
- Natural Corridors and Greenways: A network of greenways of varying size intended to serve the recreational needs of city residents. These parks may include facilities such

as bikeways, walkways, and riding trails, and are primarily developed along the city's waterways. There is a total of 196 acres of natural corridors and greenways.

The Visalia Planning Area additionally contains two county parks and a public golf course. The golf course is not counted to the total amount of parkland. The Visalia General Plan states a total parkland standard of five acres of city parkland per 1,000 residents.

Regulatory Setting

Quimby Act

The 1975 Quimby Act (California Government Code section 66477) authorized cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The Act states that the dedication requirement of parkland can be a minimum of three acres per thousand residents or more and up to five acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in-lieu fees collected and the Quimby Act cannot be used to operate and maintain park facilities. In 1982, the Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through studies required by the California Environmental Quality Act (CEQA).

City of Visalia General Plan

The 2030 General Plan includes the policies related to parks and recreation that correlate to the proposed project:

- *PSCU-P-2*: Strive to achieve and maintain a citywide standard of at least five acres of neighborhood and community parks per 1,000 residents.
- *PSCU-P-7*: Promote development of small pocket parks or play lots dispersed throughout new neighborhoods and in existing neighborhoods, where needed, on a voluntary basis in coordination with new infill development, consistent with the following planning guidelines:
    - Size: 0.5 to 2 acres; and
    - Facilities: the specific features of pocket parks should address the anticipated needs of nearby residents and/or workers. In a residential environment, the needs of small children and seniors should be emphasized. In mixed-use or commercial areas, lunchtime use by office workers and shoppers should be facilitated.

Discussion

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?

Less than Significant Impact: The changes to the Project will not generate new residents and, therefore, will not directly 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 impact is *less than significant.*

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?

No Impact: The changes to the proposed Project does not include any recreational facilities or require the construction or expansion of any recreational facilities that would adversely affect the environment. There is *no impact.*

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☑	☐
b) Conflict or be inconsistent with the CEQA guidelines Section 15064.3, Subdivision (b)?	☐	☐	☑	☐
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑

Environmental Setting

Discussion for this section originates from a traffic analysis prepared by Peters Engineering Group (Appendix E).

Vehicular Access

Vehicular access to the Project is available via access points on Crowley Avenue and Neeley Street. The Project includes new streets and courts that provide full access to the Project site. These internal streets will have a ROW of 30'. The Site Planning concept provides a unique central square theme with pedestrian connectivity throughout the plan to allow connections for pedestrians to/from the center to the surrounding perimeter buildings/uses.

Parking

The Project will contain a total of 812 parking spaces. During construction, workers will utilize existing parking areas and/or temporary construction staging areas for parking of vehicles and equipment.

Regulatory Setting

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.

City of Visalia Standard Specifications

The City of Visalia Standard Specifications are developed and enforced by the City of Visalia Public Works Department to guide the development and maintenance of streets within the City. The cross-section drawings contained in the City's Standard Specifications dictate the development of roads within the City.

City of Visalia General Plan:

The 2030 General Plan includes the policies related to transportation that correlate to the proposed project:

- *T-P-3*: Design and build future roadways that complement and enhance the existing network, as shown on the General Plan Circulation Diagram, to ensure that each new and existing roadway continues to function as intended.

- *T-P-5*: Take advantage of opportunities to consolidate driveways, access points, and curb cuts along existing arterials when a change in development or a change in intensity occurs or when traffic operation or safety warrants.
- *T-P-10*: Manage local residential streets to limit average daily vehicle volumes to 1,500 or less and maintain average vehicle speeds between 15 and 25 miles per hour.
- *T-P-22*: Require all residential subdivisions to be designed to discourage use of local streets as a bypass to congested arterials, and when feasible, require access to residential development to be from collector streets.
- *T-P-23*: Require that all new developments provide right-of-way, which may be dedicated or purchased, and improvements (including necessary grading, installation of curbs, gutters, sidewalks, parkway/landscape strips, bike, and parking lanes) other city street design standards. Design standards will be updated following General Plan adoption.
- *T-P-24*: Require that proposed developments make necessary off-Site improvements if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS D during peak periods or if it creates safety hazards.
- *T-P-26*: Require that future commercial developments or modifications to existing developments be designed with limited points of automobile ingress and egress, including shared access, onto major streets.
- *T-P-40*: Develop a community-wide trail system along selected planning area waterways, consistent with the Waterways and Trails Master Plan and General Plan diagrams.

Discussion

a) Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact: Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system.

Data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, are typically used to estimate the number of trips anticipated to be generated by proposed projects. The proposed changes in the plan will slightly increase the net traffic volume around the project site, as shown below.

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	*Exit*	*Total*	*Enter*	*Exit*	*Total*	
Proposed	667	559	1,226	546	560	1,106	14,870
Previous	628	482	1,110	608	644	1,252	13,432
Net Change:	**39**	**77**	**116**	**-62**	**-84**	**-146**	**1,438**

Table 3-14: Net Change in Unadjusted Project Trip Generation

A traffic impact study was prepared for The Square at Plaza Drive project and the results were presented in a report dated September 29, 2014. In that report, a five-percent internal capture rate was applied to the entire project and a 15- percent pass-by rate was applied to the remaining external trips (excluding external trips generated by hotels and residences).

The project in the 2014 Report did not include a fast-food restaurant with drive through; therefore, a discussion of pass-by trips and diverted trips for the proposed fast-food restaurant with a drive through is warranted. The ITE *Trip Generation Handbook, 3rd Edition* dated September 2017 (TGH) presents information suggesting that pass-by reductions are applicable to the fast-food restaurant. The TGH states: "*There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers…are often located adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site… These retail trips may not add new traffic to the adjacent street system.*" The TGH also states: *"Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway.*"

The TGH also states: "*A diverted trip is attracted from the traffic volume on roadways within the vicinity of the generator but without direct access to the site. A diverted trip requires a diversion from a roadway not adjacent to the site to another roadway to gain direct access to the site. A diverted trip adds traffic to streets adjacent to a site and could remove a trip on streets from which it is diverted.*"

The proposed orientation of the Project adjacent to Plaza Drive suggests that pass-by and diverted trips from Plaza Drive, Crowley Avenue, and Neeley Street will occur at the Project site. To maintain a conservative approach, 50 percent of the external fast-food trips will be pass-by/diverted trips. Table 3-15 presents a summary of the total external trips expected to be generated and Table 3-16 presents a summary of the total primary trips expected to be generated.

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	*Exit*	*Total*	*Enter*	*Exit*	*Total*	
Proposed	636	528	1,164	518	532	1,050	14,124
Previous	600	454	1,054	577	613	1,190	12,758
Net Change:	**39**	**74**	**110**	**-59**	**-81**	**-140**	**1,366**

Table 3-15: Summary of External Trips

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	*Exit*	*Total*	*Enter*	*Exit*	*Total*	
Proposed	518	419	937	418	445	863	11,430
Previous	549	405	954	531	571	1,102	11,388
Net Change:	**-31**	**14**	**-17**	**-113**	**-126**	**-239**	**42**

Table 3-16: Summary of Primary Trips

The results presented in Table 3-16 suggest that, on a regional basis, the proposed modification to the master plan is expected to generate fewer primary trips than the current master plan during the peak hours. As a result, the Project's effect at all of the study intersections during the peak hours will be less than anticipated in the 2014 Report. There is *a less than significant impact.*

b) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Less than Significant Impact: Development of the Site will result in increased traffic in the area, but will not cause a substantial increase in traffic on the City's existing circulation pattern. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for urban use.

The City of Visalia's *VMT Thresholds and Implementation Guidelines* (Guidelines) document, prepared by LSA and adopted on March 15, 2021, provides guidance for determining a project's transportation impacts based on vehicle miles traveled (VMT). The Guidelines acknowledge that certain activities and projects may result in a reduction in VMT and GHG emissions and, therefore, a less than significant impact to transportation and circulation. A variety of projects may be screened out of a complicated VMT analysis due to the presumption described in the TA regarding the occurrence of less than significant impacts.

The Guidelines state: *For the City of Visalia, projects consistent with the City's General Plan can be screened if the project would generate fewer than 1,000 average daily trips (ADT).*

Compared to the previously approved development, adding the hotel and drive-through in place of the bank and office would increase the number of average daily trips by 42. Therefore, the project can be screened out from a VMT analysis.

Considering that the proposed modification to the master plan essentially generates the same number of daily primary trips as the previous version of the plan (increase of 42 total daily primary trips), the transportation impact of the proposed change may be considered *less than significant.*

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact: There are no planned designs that are considered hazardous. The proposed Project would not substantially increase hazards in or around the Project area there is *no impact.*

d) Would the Project result in inadequate emergency access?

No Impact: The Project will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) 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:				
i) 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	☐	☑	☐	☐
ii) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

Discussion for this section originates from the previously completed and approved Initial Study for Conditional Use Permit (CUP) No. 2014-19. This Initial Study analyzed this Project Site for impacts on Tribal Cultural Resources. The full document can be found in Appendix D.

Environmental Setting

The Project area is in the Southern Valley Yokuts ethnographic territory of the San Joaquin Valley. The Yokuts are a sub-group of the Penutian language that covers much of coastal and central California and Oregon. The Yokuts were generally divided into three major groups: the Northern Valley Yokuts, the Southern Valley Yokuts, and the Foothill Yokuts. The Project area is likely within the Telamni Yokuts territory. The main village for this area was Waitatshuulul, which was approximately 3 miles east of the Project Site along Packwood

Creek Primary Yokuts villages were typically located along lakeshores and major stream courses, with scattered secondary or temporary camps and settlements located near gathering areas in the foothills. Before Euro-American contact, the Yokuts were one of the densest populations of Native Americans in western North America due to the substantial natural resources surrounding Tulare Lake. According to the Native American Heritage Commission, eight Native American tribal groups can be associated with the Project area, including the Big Sandy Rancheria of Western Mono Indians, the Dunlap Band of Mono Indians, the Tubatulabals of Kern Valley, the Wukasache Indian Tribe/Eshom Valley Band, the Kern Valley Indian Community, the Santa Rosa Rancheria Tachi Yokut Tribe, the North Fork Mono Tribe and the Tule River Indian Tribe.

Native American Consultation

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process to protect Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)).

Additional information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

The Site is currently vacant and has been routinely disturbed as part of the agricultural operations. If any artifacts are inadvertently discovered during ground-disturbing activities, existing federal, State, and local laws, and regulations as well as the mitigation measures will require construction activities to cease until such artifacts are properly examined and determined not to be of significance by a qualified cultural resource professional.

Regulatory Setting

Historical Resources

Historical resources are defined by CEQA as resources that are listed in or eligible for the California Register of Historical Resources, resources that are listed in a local historical resource register, or resources that are otherwise determined to be historical under California Public Resources Code Section 21084.1 or California Code of Regulations Section 15064.5. Under these definitions Historical Resources can include archaeological resources, Tribal cultural resources, and Paleontological Resources.

Archaeological Resources

As stated above, archaeological resources may be considered historical resources. If they do not meet the qualifications under the California Public Resources Code 21084.1 or California Code of Regulations Section 15064.5, they are instead determined to be "unique" as defined by the CEQA Statute Section 21083.2. A unique archaeological resource is an artifact, object, or Site that: (1) contains information (for which there is a demonstrable public interest) needed to answer important scientific research questions; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

Tribal Cultural Resource (TCR)

Tribal Cultural Resources can include Site features, places, cultural landscapes, sacred places, or objects, which are of cultural value to a Tribe. It is either listed on or eligible for the CA Historic Register or a local historic register or determined by the lead agency to be treated as TCR.

Paleontological Resources

For the purposes of this section, "paleontological resources" refers to the fossilized plant and animal remains of prehistoric species. Paleontological Resources are a limited scientific and educational resource and are valued for the information they yield about the history of the earth and its ecology. Fossilized remains, such as bones, teeth, shells, and leaves, are found in geologic deposits (i.e., rock formations). Paleontological resources generally include the geologic formations and localities in which the fossils are collected.

Native American Reserve (NAR)

This designation recognizes tribal trust and reservation lands managed by a Native American Tribe under the United States Department of the Interior's Bureau of Indian Affairs over which the County has no land use jurisdiction. The County encourages adoption of tribal management plans for these areas that consider compatibility and impacts upon adjacent area facilities and plans.

National Historic Preservation Act

The National Historic Preservation Act was adopted in 1966 to preserve historic and archeological sites in the United States. The Act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation offices.

California Historic Register

The California Historic Register was developed as a program to identify, evaluate, register, and protect Historical Resources in California. Historical resources may include, but are not limited to, "any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically or archaeologically significant" (PRC §5020.1[j]). In addition, a resource included in a local register of historical resources or identified as significant in a local survey conducted in accordance with the state guidelines are also considered historic resources under California Public Resources Code (PRC) Section 5020.1. According to CEQA guidelines §15064.5 (a)(3), criteria for listing on the California Register of Historical Resources includes the following:

- 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 in 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

According to CEQA guidelines §21074 (a)(1), criteria for tribal cultural resources includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    - Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

Protection of cultural resources within California is additionally regulated by PRC §5097.5, which prohibits the destruction, defacing, or removal of any historic or prehistoric cultural features on land under the jurisdiction of State or local authorities.

City of Visalia General Plan

The 2030 General Plan includes the policies related to tribal resources that correlate to the proposed project:

- *OSC-P-39*: Establish requirements to avoid potential impacts to sites suspected of being archeologically, paleontologically, or historically significant or of concern, by:
  - Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive;
  - Determining the potential effects of development and construction on archaeological or paleontological resources (as required by CEQA);
  - Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity (defined as areas identified according to the National Historic Preservation Act as part of the Section 106 process); and
  - Implementing appropriate measures to avoid the identified impacts, as conditions of Project approval.

Discussion

a) 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:

i. 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

Less Than Significant Impact with Mitigation: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. Based on the Initial Study prepared for CUP No. 2014-19 (Appendix C), no previously recorded tribal cultural resources are located within the Project site. Although no cultural resources were identified, the presence of remains or

unanticipated cultural resources under the ground surface is possible. Therefore, Tribes that can potentially be impacted were consulted. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that impacts to this checklist item will be *less than significant with mitigation* incorporation.

ii. **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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact with Mitigation: Based on the Initial Study prepared for CUP No. 2014-19 (Appendix C), the lead agency has not determined there to be any known tribal cultural resources located within the Project area. Additionally, there are not believed to be any paleontological resources or human remains buried within the Project area's vicinity. However, if resources were found 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 resources to a California Native American Tribe. Implementation of Mitigation Measures CUL-1 and CUL-2 will ensure that any impacts resulting from Project implementation remain *less than significant with mitigation* incorporation.

Mitigation Measures for Impacts to Cultural Resources:

Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the Site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area

of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

Mitigation Measure CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relation 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?	☐	☐	☐	☑

Environmental Setting

Wastewater

Sewer services will be provided to the Site by the City of Visalia. The City owns a Water Conservation Plant (WCP) to treat wastewater. The WCP's permitted capacity, as established by the Regional Water Quality Control Board (RWQCB), is 20 million gallons per day (mgd). A planned upgrade will increase the capacity to 26 mgd. The WCP currently has a daily flow of 13 mgd. The City of Visalia operates a sewer system divided into eight service areas. The system currently has over 468 miles of sewer pipe.

Solid Waste

The City of Visalia provides residential waste pickup but has contracts with companies for other aspects. Sunset Waste Systems collects waste for commercial uses and processes recyclable material—Tulare County Compost and Biomass processes green waste.

The Tulare County Resource Management Agency manages solid waste disposal. Programs include household hazardous waste disposal, electronics recycling, tire recovery, yard waste recycling, metal recycling, and appliance recovery programs. The county landfills approximately 300,000 tons of waste annually, equivalent to about 5 pounds per person per day or one ton per county resident yearly. The County operates three disposal sites: the Visalia Disposal Site, northwest of Visalia, and the Woodville Disposal Site, southeast of Tulare. These sites have a remaining capacity of 23,115,774 cubic yards, totaling 30,555,116 cubic yards.

Water

The California Water Service Company (Cal Water) distributes groundwater supply. Cal Water's Visalia District supply wells extract groundwater from the Kaweah Groundwater Subbasin. The Cal Water system includes 75 operational groundwater wells, about one-third of which have auxiliary power for backup. There are 519 miles of main pipeline in the system. The system includes two elevated 300,000-gallon storage tanks, an ion exchange treatment plant, four granular activated carbon filter plants, and one nitrate blending facility.

The system can pump 100,829 acre-feet per year (AFY), all from groundwater. This will be able to supply a growing population, in 2010, 31,762 AF was needed. By 2030, the City is expected to use 43,002 AFY.

Regulatory Setting

CalRecycle

California Code of Regulations, Title 14, Natural Resources – Division 7 contains all current CalRecycle regulations regarding nonhazardous waste management in the state. These regulations include standards for the handling of solid waste, standards for the handling of compostable materials, design standards for disposal facilities, and disposal standards for specific types of waste.

Central Valley RWQCB

The Central Valley RWQCB requires a Stormwater Pollution Prevention Plan (SWPPP) for projects disturbing more than one acre of total land area. Because the Project is greater than one acre, a SWPPP to manage stormwater generated during Project construction will be required.

The Central Valley RWQCB regulates Wastewater Discharges to Land by establishing thresholds for discharged pollutants and implementing monitoring programs to evaluate program compliance. This program regulates approximately 1500 dischargers in the region.

The Central Valley RWQCB is also responsible for implementing the federal program, the National Pollutant Discharge Elimination System (NPDES). The NPDES Program is the federal permitting program that regulates discharges of pollutants to surface waters of the U.S. Under this program, a NPDES permit is required to discharge pollutants into Waters of the U.S. There are 350 permitted facilities within the Central Valley Region.

Cal Water Urban Water Management Plan (UWMP) – Visalia District

The UWMP describes the Visalia District service area, system demand and usage, available water resources, reliability of the water supply, and contingency planning for water shortage. It also contains a conservation section in compliance with SB X7-7 describing water usage reduction targets and implementation measures. The UWMP identifies five core programs for water conservation in the District that involve promotion of high-efficiency fixtures in residential settings, promotion of high-efficiency irrigation systems, and public information and education.

City of Visalia General Plan

The 2030 General Plan includes the objectives and policies related to utilities and service systems that correlate to the proposed project:

- *PSCU-O-14*: Provide for long-range community water needs by adopting best management practices for water use, conservation, groundwater recharge and wastewater and stormwater management.
- *PSCU-P-46*: Adopt and implement a Water Efficient Landscaping Ordinance for new and/or refurbished development that exceeds mandated sizes, and ensure that all new City parks, streetscapes, and landscaped areas conform to the Ordinance's requirements. The Ordinance should include provisions to optimize outdoor water use by:
    - Promoting appropriate use of plants and landscaping;

  - Establishing limitations on use of turf including size of turf areas and use of cool-season turf such as Fescue grasses, with exceptions for specified uses (e.g., recreation playing fields, golf courses, and parks);
  - Establishing water budgets and penalties for exceeding them;
  - Requiring automatic irrigation systems and schedules, including controllers that incorporate weather-based or other self-adjusting technology;
  - Promoting the use of recycled water; and
  - Minimizing overspray and runoff.
- *PSCU-P-59*: Require new developments to incorporate floodwater detention basins into Project designs where consistent with the Stormwater Master Plan and the Groundwater Recharge Plan.
- *PSCU-P-60*: Control urban and stormwater runoff and point and non-point discharge of pollutants. As part of the City's Stormwater Management Program, adopt and implement a Stormwater Management Ordinance to minimize stormwater runoff rates and volumes, control water pollution, and maximize groundwater recharge. New development will be required to include Low Impact Development features that reduce impermeable surface areas and increase infiltration. Such features may include, but are not limited to:
  - Canopy trees or shrubs to absorb rainwater;
  - Grading that lengthens flow paths over permeable surfaces and increases runoff travel time to reduce the peak hour flow rate;
  - Partially removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas;
  - Use of permeable paving in parking lots and other areas characterized by significant impervious surfaces;
  - On-Site stormwater detention, use of bioswales and bioretention basins to facilitate infiltration; and
  - Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.

Discussion

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relation of which could cause significant environmental effects?

Less than Significant Impact: The entire project has been analyzed in a previous Initial Study (Appendix C) and found a less than significant impact. The changes in the plan will not significantly change the demand for utilities. A Master Plan has been prepared for the Project that analyzed the Project's impact on the sewage, water, and storm drainage system. The Project is a developed site that will be connected to existing City sanitary sewer lines. Proposed connections to the existing lines shall be shown at the time of improvement drawings are submitted to the City. There is currently a 12" line under Crowley Avenue and a 20" sewer line under Neeley Street to connect into the Site. The usage of the existing lines is consistent with the City Sewer Master Plan. Visalia's wastewater treatment plant has more than sufficient capacity to accommodate impacts associated with the proposed project. These improvements will not cause significant environmental impacts.

The proposed Project would result in new water services. However, the proposed Site has no change of use proposal. Visalia's current system for water and wastewater can manage the projected growth expected from the land uses in the General Plan. New development will be required to pay impact fees to compensate for these services. Future water line connection locations will be approved by Cal Water and shown on future improvement drawings for the Project.

The Project will incorporate all or most of the on-site stormwater into bio-swales around the Project area, with a large swale collection near the southwest corner. The bio-swales will be designed to collect storm runoff while maintaining a visual amenity with lush landscaping and river rock within and around the swales. The Project may be required to tie into some of the existing storm drain lines if there is not enough capacity on-site for all project-related stormwater collection. There is currently a 36" main under Crowley Avenue and a 24" line under Neeley Street. The storm basin collection from these lines is located along Hillsdale Avenue about 1,300 feet west of Neeley Street.

It is not anticipated that implementation of the proposed changes to the Project would result in increased demand for any utility services beyond the planned conditions. There is *a less than significant impact.*

b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact: Cal Water will provide water services. The City's water supply source is comprised of 75 operational groundwater wells. The system can pump 100,829 acre-feet per year (AFY), all from groundwater. This will be able to supply a growing

population, as in 2010, 31,762 AF was needed. By 2030, the City is expected to use 43,002 AFY. With the system capacity of 100,829 AFY, there will be enough water supply for the proposed Project. The Project does not propose any new or expanded uses against the Visalia General Plan.

As previously analyzed and approved in the Initial Study for CUP No. 2014-19 (Appendix C), the California Water Service Company has determined sufficient water supplies to support the site, and that service can be extended to the site. The changes to the Project will not significantly impact California Water Services Company's ability to provide enough water to the Site.

To compensate for these services, the new development will be required to pay impact fees for new water services and the reduced water use implementations from the policies set forth in the Visalia General Plan. Therefore, the impact is *less than significant.*

c) Would the Project 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?

Less than Significant Impact: The changes in the Project do not propose any new or expanded uses and do not anticipate increasing demand for wastewater treatment services beyond existing conditions in the Visalia General Plan. The City's General Plan EIR has also evaluated the site's current and future wastewater service demand. The current capacity of the wastewater system is approximately 20 mgd. It currently receives 13 mgd, leaving an available 7 mgd. In addition, future upgrade plans to increase the capacity to 26 mgd.

As previously analyzed and approved in the Initial Study for CUP No. 2014-19 (Appendix C), The City of Visalia has determined that adequate capacity exists to serve the Site's projected wastewater treatment demands at the City wastewater treatment plant.

Because the City's sewer system can meet the Project site's expected demand for wastewater treatment, and it is not anticipated that the Project will increase the site's demand for wastewater treatment, it can be inferred that the existing wastewater treatment system has adequate capacity to serve the proposed project. There is a *less than significant impact.*

d) Would the Project 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?

No Impact: The changes to the Project do not propose any new or expanded uses beyond what is in the General Plan and is therefore not anticipated to result in increased solid waste generation beyond existing conditions. Current solid waste disposal facilities can adequately serve the site without needing alteration. Because the City's existing infrastructure can accommodate the solid waste currently planned in the General Plan, it can be inferred that the existing solid waste infrastructure has adequate capacity to serve the proposed Project. The Project would not generate solid waste more than State or Local Standards, and there would be *no impact.*

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact: The Project will be able to meet the applicable regulations for solid waste. Removing debris from construction will be subject to the City's waste disposal requirements. Therefore, the proposed Project would have *no impact* on solid waste regulations.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

There are no State Responsibility Areas (SRAs) within the vicinity of the Project site, and the Project Site is not categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire. This CEQA topic only applies to areas within an SRA or a Very High FHSZ.

Regulatory Setting

Fire Hazard Severity Zones: Geographical areas designated pursuant to California Public Resources Codes Sections 4201 through 4204 and classified as Very High, High, or Moderate in State Responsibility Areas or as Local Agency Very High Fire Hazard Severity Zones designated pursuant to California Government Code, Sections 51175 through 51189.

Discussion

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact: The changes to the Project would not substantially impair an adopted emergency response or evacuation plan. The Visalia Fire Department will review the Project to ensure that the Project does not impair emergency response or evacuation. The proposed Project Site is not located within an SRA or a Very High FHSZ. There is *no impact.*

b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact: The Project is located on a flat agricultural and urban land area with little risk of fire. The proposed Project Site is not located within an SRA or a Very High FHSZ. There is *no impact.*

c) Would the Project 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?

Less than Significant Impact: The Project's construction involves adding new local residential streets and new and relocated utilities. Utilities such as emergency water sources and power lines would be included as part of the proposed development, however, all improvements would be subject to City standards and Fire Chief approval. The proposed Project would not exacerbate fire risk, and the impact would be *less than significant.*

d) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes?

No Impact: The Project Site is not located in an area designated as a Fire Hazard Severity Zone, and lands associated with the Project Site are relatively flat. Therefore, the Project would not be susceptible to downslope, downstream flooding, or landslides due to post-fire instability or drainage changes. There is *no impact.*

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Does the Project have the potential substantially to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
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?	☐	☐	☑	☐

Discussion

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation: This initial study/mitigated negative declaration found the Project could have significant impacts on biological resources, hydrology and water quality, historical, and Tribal cultural resources. However,

implementation of the identified mitigation measures for each respective section would ensure that impacts are *less than significant with mitigation incorporation.*

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)?

Less than Significant Impact: CEQA Guidelines Section 15064(h) states that a Lead Agency shall consider whether the cumulative impact of a Project is significant and whether the effects of the Project are cumulatively considerable. The significance of the cumulative effects of a Project must, therefore, be assessed in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, increase in traffic, air pollutants, etc). Impacts would be *less than significant*.

c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact: The analyses of environmental issues in this Initial Study indicate that the Project is not expected to impact human beings, either directly or indirectly substantially. Mitigation measures have been incorporated in the Project design to reduce all potentially significant impacts to less than significant, resulting in a *less significant impact* on this checklist item.

3.6 MITIGATION MONITORING AND REPORTING PROGRAM

As required by Public Resources Code Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Project to monitor the implementation of the mitigation measures adopted for the project. This Mitigation Monitoring and Reporting Program (MMRP) has been created based on the Initial Study/Mitigated Negative Declaration (IS/MND) findings for the Elliot Property Subdivision Project in the City of Visalia.

The first column of the table identifies the mitigation measure. The second column names the party responsible for carrying out the required action. The third column, "Timing of Mitigation Measure," identifies when the mitigation measure should be initiated. The fourth column, "Responsible Party for Monitoring," names the party ensuring the mitigation measure is implemented. The City will use the last column to ensure that the individual mitigation measures have been monitored.

Plan checking and verification of mitigation compliance shall be the City of Visalia's responsibility.

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the Site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.	Project Applicant	Ongoing during construction	Contractor /Lead Agency	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.	Project Applicant	Ongoing during construction	Contractor /Lead Agency	
Mitigation Measure HYD-1: Prior to the issuance of any construction/grading permit and/or the commencement of any clearing, grading, or excavation, the Applicant shall submit a Notice of Intent (NOI) for discharge from the Project Site to the California SWRCB Storm Water Permit Unit. • Prior to issuance of grading permits for Phase 1 the Applicant shall submit a copy of the NOI to the City. • The City shall review noticing documentation prior to approval of the grading permit. City monitoring staff will inspect the Site during construction for compliance.	Project Applicant	Prior to the Start of Construction	Contractor /Lead Agency	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure HYD-2: The Applicant shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City 45 days prior to the start of work for approval. The contractor is responsible for understanding the State General Permit and instituting the SWPPP during construction. A SWPPP for Site construction shall be developed prior to the initiation of grading and implemented for all construction activity on the Project Site in excess of one (1) acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to storm water and shall include specific BMPs to control the discharge of material from the site. The following BMP methods shall include, but would not be limited to: • Dust control measures will be implemented to ensure success of all onsite activities to control fugitive dust; • A routine monitoring plan will be implemented to ensure success of all onsite erosion and sedimentation control measures; • Provisional detention basins, straw bales, erosion control blankets, mulching, silt fencing, sand bagging, and soil stabilizers will be used; • Soil stockpiles and graded slopes will be covered after two weeks of inactivity and 24 hours prior to and during extreme weather conditions; and, • BMPs will be strictly followed to prevent spills and discharges of pollutants onsite, such as material storage, trash disposal, construction entrances, etc.	Project Applicant	45 Days Prior to the Start of Construction	Contractor /Lead Agency	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure HYD-3: A Development Maintenance Manual for the Project shall include comprehensive procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's maintenance conditions. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e., mid-May). The manual shall also require that all devices be checked after major storm events. The Development Maintenance Manual shall include the following: • Runoff shall be directed away from trash and loading dock areas; • Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes; • Trash and loading dock areas shall be screened or walled to minimize offsite transport of trash; and • Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills or wash down water to enter the drainage system.	Project Applicant	Prior to the Start of Construction	Contractor /Lead Agency	

3.7 Supporting Information and Sources

1. AB 3098 List
2. EMFAC2014
3. Tulare County General Plan
4. City of Visalia General Plan
5. City of Visalia General Plan MEIR
6. City of Visalia Greenhouse Gas Reduction Plan
7. City of Visalia Zoning Ordinance
8. Engineering Standards, City of Visalia
9. SJVAPCD Regulations and Guidelines
10. FEMA Flood Maps
11. California Air Resources Board's (CARB's) Air Quality and Land Use Handbook
12. 2019 California Environmental Quality Act CEQA Guidelines
13. California Building Code
14. California Stormwater Pollution Prevention Program (SWPPP)
15. "Construction Noise Handbook." U.S. Department of Transportation/Federal Highway Administration.
16. Government Code Section 65962.5
17. California Environmental Protection Agency (CEPA) San Joaquin Valley Air Pollution Control District Mitigation Measures (http://www.valleyair.org/transportation/Mitigation-Measures.pdf
18. Southern California Edison 2019 Power Content Label
19. Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.
20. 2020 U.S. Census
21. California Department of Transportation Scenic Roadways
22. EPA, Intergovernmental Panel on Climate Change
23. 2020 Cal Water Urban Water Management Plan (UWMP) – Visalia District
24. State of California Governor's Office of Planning and Research

Initial Study and Mitigated Negative Declaration for the Square at Plaza Drive

January 2024

Prepared By:

4Creeks, Inc.
324 S Santa Fe Street,
Suite A
Visalia, CA, 93292

Prepared For:

City of Visalia
315 E Acequia Avenue
Visalia, CA, 93291

TABLE OF CONTENTS

Section 1

Initial Study/Negative Declaration Process

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 1
CEQA Review Process

Project Title: The Square at Plaza Drive

1.1 California Environmental Quality Act Guidelines

Section 15063 of the California Environmental Quality Act (CEQA) Guidelines requires that the Lead Agency prepare an Initial Study to determine whether a discretionary project will have a significant effect on the environment. All phases of the project planning, implementation, and operation must be considered in the Initial Study. The purposes of an Initial Study, as listed under Section 15063(c) of the CEQA Guidelines, include:

(1) Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or negative declaration;
(2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration;
(3) Assist in the preparation of an EIR, if one is required, by:
- *(a) Focusing the EIR on the effects determined to be significant,*
- *(b) Identifying the effects determined not to be significant,*
- *(c) Explaining the reasons for determining that potentially significant effects would not be significant, and*
- *(d) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.*

(4) Facilitate environmental assessment early in the design of a project;
(5) Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment
(6) Eliminate unnecessary EIRs;
(7) Determine whether a previously prepared EIR could be used with the project.

1.2 Initial Study

This document serves as the Initial Study/Mitigated Negative Declaration for the proposed modification within "The Square at Plaza Drive" project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant. The City of Visalia will continue to act as the Lead Agency for this modified Project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

1.3 Environmental Checklist

The Lead Agency may use the CEQA Environmental Checklist Form [CEQA Guidelines, Section 15063(d)(3) and (f)] in preparation of an Initial Study to provide information for determining if there are significant effects of the project on the environment. A copy of the completed Environmental Checklist is outlined in **Section Three**.

1.4 Notice of Intent to Adopt a Negative Declaration

The Lead Agency shall provide a Notice of Intent to Adopt a Negative Declaration (CEQA Guidelines, Section 15072) to the public, responsible agencies, trustee agencies, and the County Clerk within which the project is located, sufficiently before adoption by the Lead Agency of the Negative Declaration to allow the public and agencies the review period. The public review period (CEQA Guidelines, Section 15105) shall not be less than 30 days when the Initial Study/Negative Declaration is submitted to the State Clearinghouse unless a shorter period, not less than 20 days, is approved by the State Clearinghouse.

Before approving the project, the Lead Agency shall consider the proposed Negative Declaration together with any comments received during the public review process and shall adopt the proposed Negative Declaration only if it finds based on the whole record before it, that there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the Lead Agency's independent judgment and analysis.

The written and oral comments received during the public review period will be considered by The City of Visalia before adopting the Negative Declaration. Regardless of the type of CEQA document that must be prepared, the overall purpose of the CEQA process is to:

1) Assure that the environment and public health and safety are protected in the face of discretionary projects initiated by public agencies or private concerns;
2) Provide full disclosure of the project's environmental effects to the public, the agency decision-makers who will approve or deny the project, and the responsible trustee agencies charged with managing resources (e.g. wildlife, air quality) that may be affected by the project; and
3) Provide a forum for public participation in the decision-making process on potential environmental effects.

According to Section 15070(a) a public agency shall prepare or have prepared a proposed negative declaration for a project subject to CEQA when:

> ***The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment. Less than significant impacts with mitigation measures have been identified.***

The Environmental Checklist Discussion contained in Section Three of this document has determined that the environmental impacts of the project are less than significant with mitigation measures and that a Mitigated Negative Declaration is adequate for adoption by the Lead Agency.

1.5 Negative Declaration or Mitigated Negative Declaration

The Lead Agency shall prepare or have prepared a proposed Negative Declaration or Mitigated Negative Declaration (CEQA Guidelines Section 15070) for a project subject to CEQA when the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the Project may have a significant effect on the environment. The proposed Negative Declaration or Mitigated Negative Declaration circulated for public review shall include the following:

(a) A brief description of the project, including a commonly used name for the project.
(b) The location of the project, preferably shown on a map.
(c) A proposed finding that the project will not have a significant effect on the environment.

(d) An attached copy of the Initial Study documenting reasons to support the finding.
(e) Mitigation measures, if any.

1.6 Intended Uses of Initial Study/Negative Declaration Documents

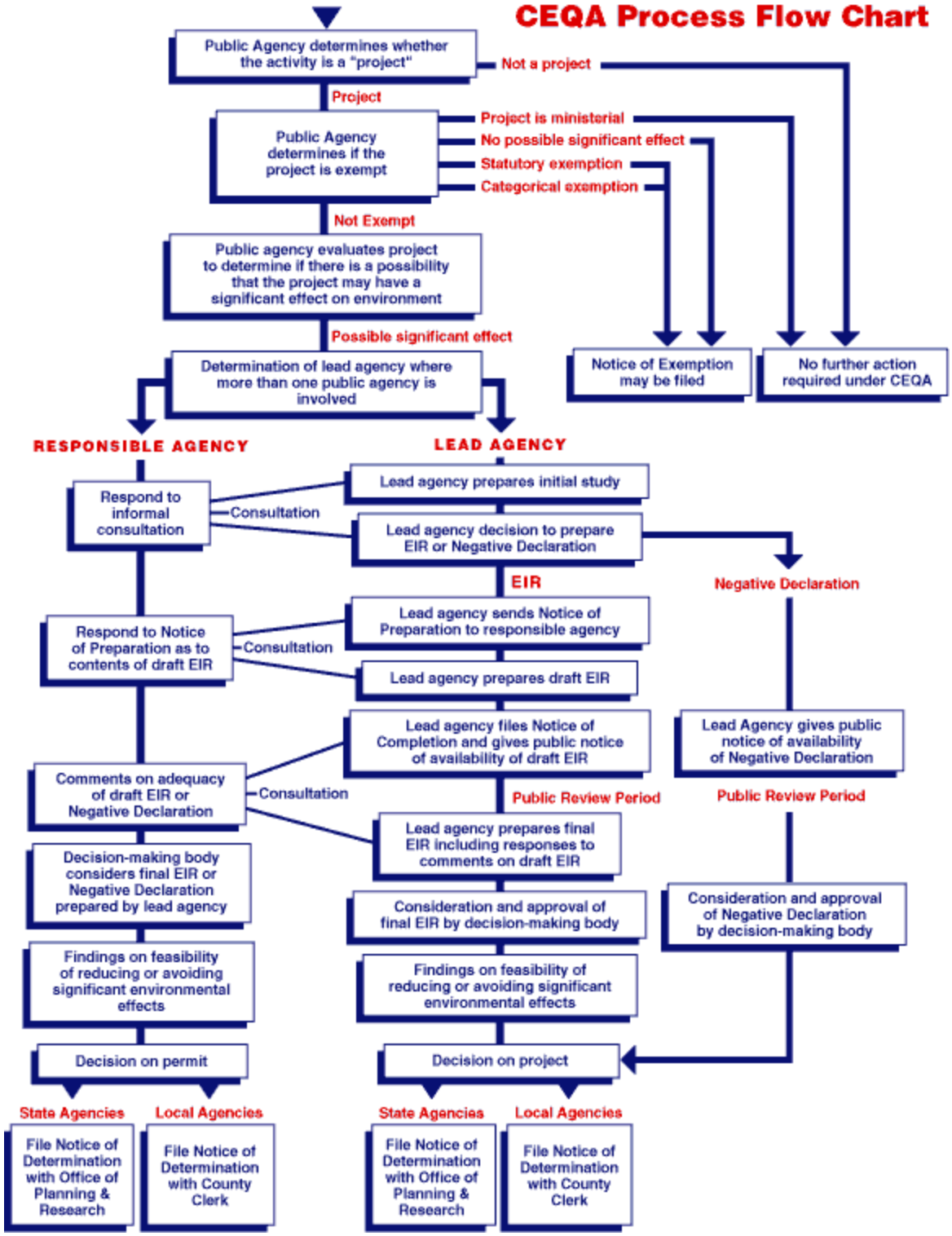
The Initial Study/Negative Declaration document is an informational document that is intended to inform decision-makers, other responsible or interested agencies, and the general public of the potential environmental effects of the proposed project. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency must balance any potential environmental effects against other public objectives, including economic and social goals. The City of Visalia, as the Lead Agency, will make a determination, based on the environmental review for the Environmental Study, Initial Study, and comments from the general public, if there are less than significant impacts from the proposed project and the requirements of CEQA can be met by adoption of a Mitigated Negative Declaration.

1.7 Notice of Determination (NOD)

The Lead Agency shall file a Notice of Determination within five working days after deciding to approve the project. The Notice of Determination (CEQA Guidelines, Section 15075) shall include the following:

(1) An identification of the project including the project title as identified on the proposed negative declaration, its location, and the State Clearinghouse identification number for the proposed negative declaration if the notice of determination is filed with the State Clearinghouse.
(2) A brief description of the project.
(3) The agency's name and the date on which the agency approved the project.
(4) The determination of the agency that the project will not have a significant effect on the environment.
(5) A statement that a negative declaration or a mitigated negative declaration was adopted pursuant to the provisions of CEQA.
(6) A statement indicating whether mitigation measures were made a condition of the approval of the project, and whether a mitigation monitoring plan/program was adopted.
(7) The address where a copy of the negative declaration or mitigated negative declaration may be examined.
(8) The identity of the person undertaking a project which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies or the identity of the person receiving a lease, permit, license, certificate, or other entitlement for use from one or more public agencies.

1.8 CEQA Process Flow Chart



Section 2

Project Description

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 2
Project Description

Project Title: The Square at Plaza Drive

2.1 Project Description and Purpose

This document aims to evaluate the environmental impacts associated with the proposed revisions to *The Square at Plaza Drive* Project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant.

The Square at Plaza Drive Project consists of a 25-acre mixed-use development with office space, residential units, and highway commercial businesses and complies with *Policy LU-P-15* of the Land Use Element of the 2030 Visalia General Plan. The development is comprised of the following uses:

Land Use	Square Feet
Office	
Office Building 1	10,000
Office Building 3	15,800
Office Building 4	11,000
Office Building 5	6,000
Mixed Use – Office Space	40,000
Office Total	***82,800***
Commercial	
NEW- Home 2 Suites By Hilton Hotel *(91 Guestrooms)*	48,866
Hotel *(87 Guestrooms)*	47,767
NEW- Restaurant 1	6,300
Restaurant 2	5,500
Restaurant 3	5,500
Restaurant 4	5,500
Mixed Use – Retail Space	30,000
Gas Station/Convenience Store	6,000
Commercial Total	***155,433***
Residential	
Townhome Building 1 *(5 Units)*	12,500
Townhome Building 2 *(3 Units)*	5,000
Townhome Building 3 *(5 Units)*	12,500
Townhome Building 4 *(5 Units)*	12,500
Townhome Building 5 *(5 Units)*	12,500

Executive Residential Suites *(28 Units)*	28,000
Residential Total	***83,000***

This IS/MND will only evaluate impacts associated with replacing an office building and bank building with a hotel and drive-thru restaurant. Changes to the site plan that have occurred prior to the current Project were approved administratively and were not subject to CEQA analysis. Such changes will not be reflected in this environmental analysis.

This proposed revisions to *The Square at Plaza Drive* Master Plan adheres to the principles of the original plan, which emphasized high-quality, larger-scale office and commercial uses. Introducing a hotel and drive-thru restaurant aims to enhance the area's hospitality and dining options, contributing positively to the local community and economy. The development will include dedicated parking areas integrated into the surrounding development.

Consistent with the high-quality architectural standards outlined in the initial Project, the design of the hotel and restaurant will feature contemporary and modern elements aimed at complementing the existing area's aesthetic. Landscaping will be a critical component of the Site design, ensuring the new structures are seamlessly integrated into the environment. In accordance with the City Site Plan Review process, as outlined in the original approval, the hotel and restaurant structures will be evaluated to ensure their consistency with the revised Project plan, the Master Plan, and other City-adopted policies and development standards.

The document's overall purpose is to facilitate a detailed review of the environmental impacts resulting from this specific modification to *The Square at Plaza Drive* Master Plan.

This Project will be the third Master Planned BRP development in Visalia to incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system. The Master Plan will include the following features prescribed in the LEED program:

1) Avoidance of prime farmland or key habitat areas;
2) Location of the Project within ¼ mile of bus stops and integration of transit into the project design;
3) Providing bicycle facilities, including on-site bicycle racks;
4) Preferential parking for vanpools, carpools, and low-emission vehicles;
5) Implementing on-site bio-swale stormwater management system to retain stormwater;
6) Performance standards for containing errant light;
7) Use of trees and highly reflective materials to reduce heat buildup;
8) Shared parking;
9) Reduction in on-site water consumption by 50 percent through the use of selected plant materials and building features.

Chapter 17.24 of the Visalia Municipal Code describes the City's BRP district:

The purpose and intent of the planned business research park zone district is to provide for business, scientific, educational, and light industrial uses in a campus-type setting. Planned business research parks are to be planned and developed as integrated units via specific or Master plans and are intended to accommodate large-scale office developments at locations that provide close-in employment opportunities; promote Visalia's community identity through special site development standards such as lot sizes, setbacks, landscaping, building scale, parking, open areas, etc.; and provide on-site ancillary uses including day care, food service, banks, recreation, etc., served by a variety of transportation modes to reduce vehicle trips.

2.2 Project Location

The proposed Project is set to occur in the northwest corner of the *Square at Plaza Drive* Master Plan Site, located within the City of Visalia. N Keeley Street bounds the Site to the west, E Crowley Ave to the north, and Plaza Drive to the east. The Site is approximately 5 miles west of downtown Visalia. The Project involves construction on APNs 081-170-27 and 081-170-028. The Site is topographically flat, with similar BRP developments to the north and east. A car dealership and vacant/agricultural land currently exist to the west. Highway 198 borders the Site to the south. The Site is zoned BRP (Business Research Park) and will not need to change. The Visalia General Plan Designation is BRP, Business Research Park. The Site is currently vacant land. The gas station/convenience store has been developed in the Site's northeast corner.

2.3 Other Permits and Approvals

The following discretionary approvals are required from the City of Visalia for the proposed Project:

- Conditional Use Permit
- San Joaquin Valley Air Pollution Control District (SJVAPCD). The proposed Project is within the jurisdiction of the SJVAPCD and will be required to comply with Rules VIII, 3135, 4101, and 9510.
- Central Valley Regional Water Quality Control Board, SWPPP. The proposed project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB will require a Storm Water Pollution Prevention Plan (SWPPP) to prevent impacts related to stormwater because of project construction.

The following ministerial approvals are required from the City of Visalia for the proposed Project:

- City of Visalia Building and Encroachment Permits

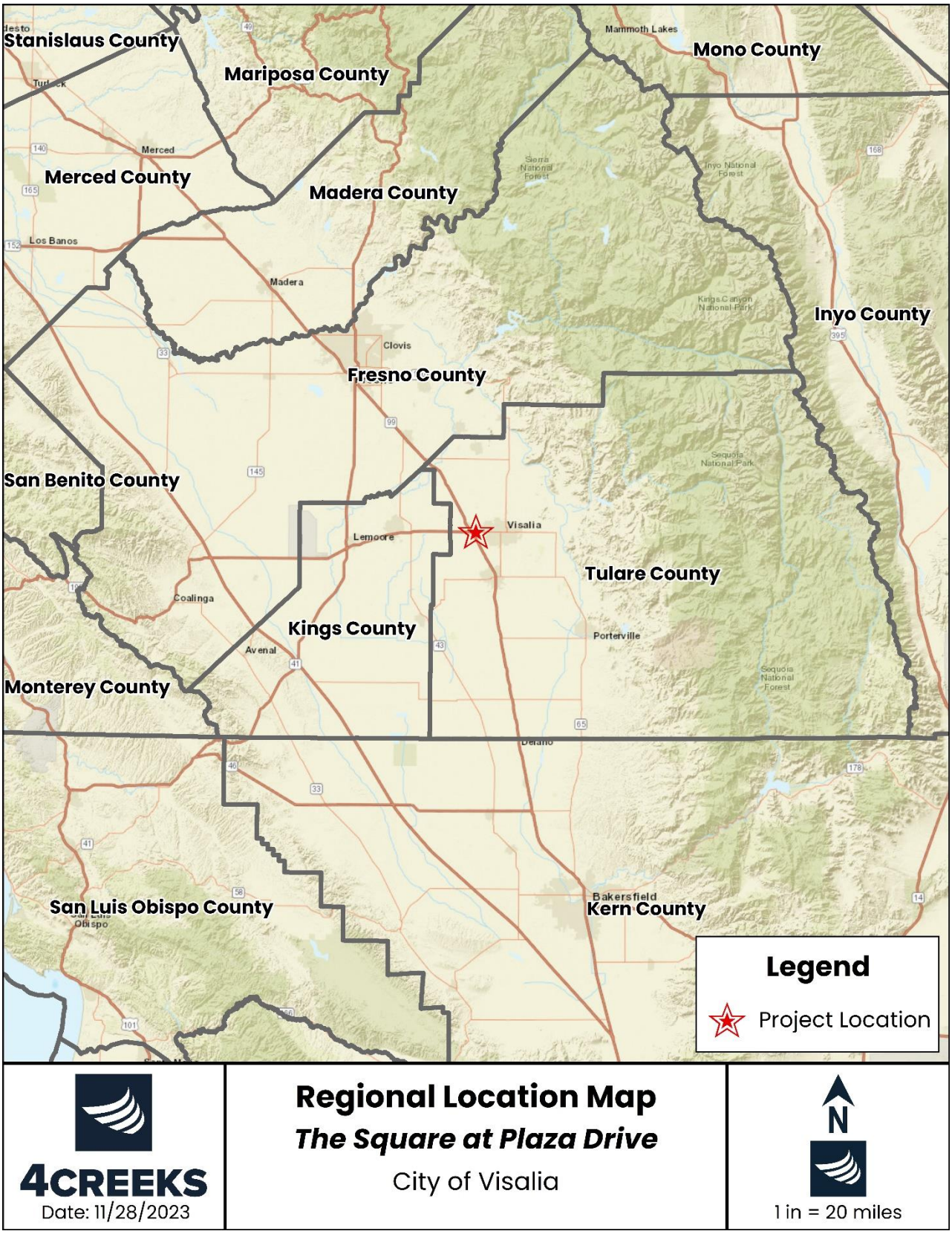


Figure 2-1. Regional Location Map

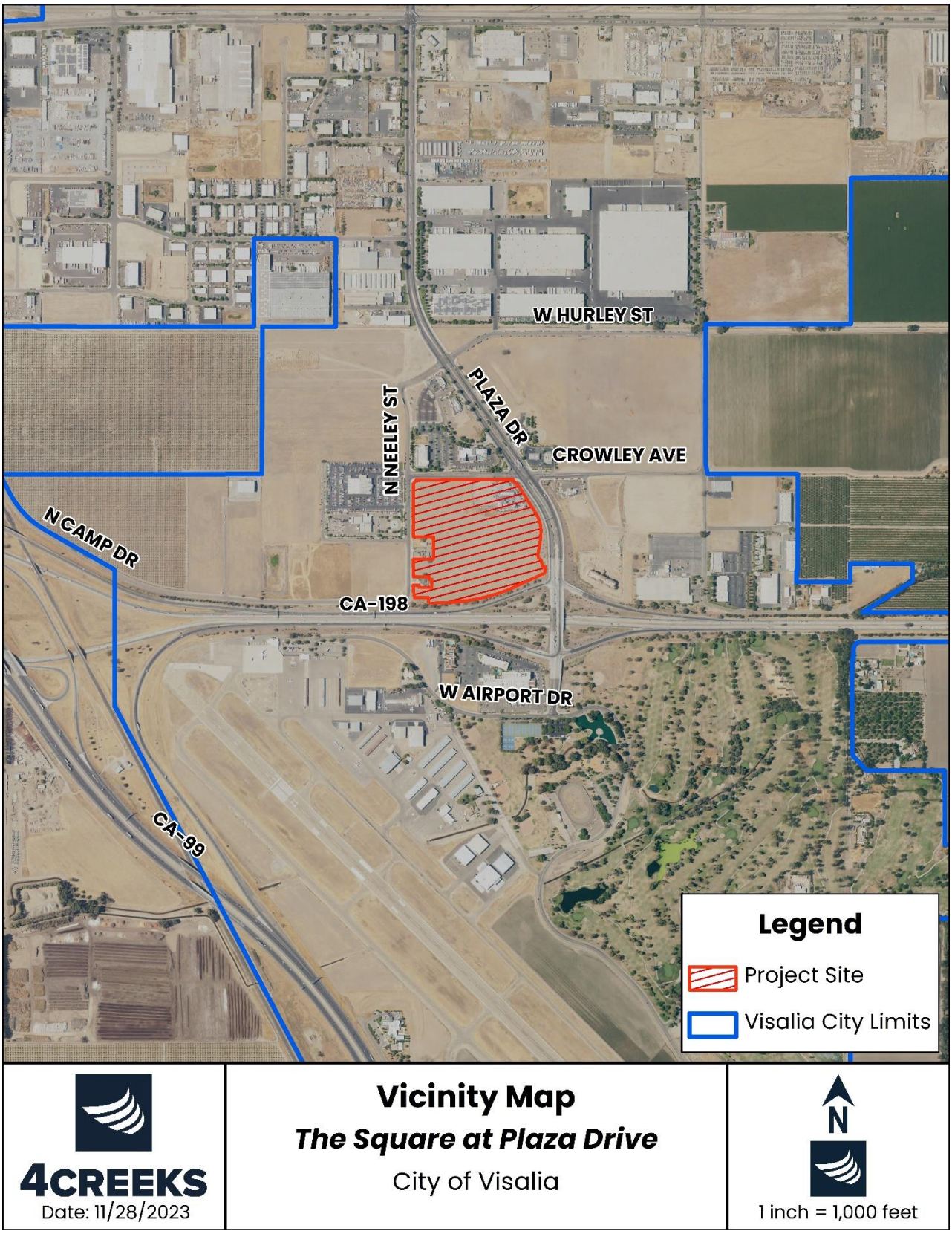


Figure 2-2. Vicinity Map

Section 3

Evaluation of Environmental Impacts

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 3
Evaluation of Environmental Impacts
Project Title: The Square at Plaza Drive

This document serves as the Initial Study/Mitigated Negative Declaration for the proposed modification within "The Square at Plaza Drive" project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant. The City of Visalia will continue to act as the Lead Agency for this modified Project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

3.1 PURPOSE

The purpose of this environmental document is to implement the California Environmental Quality Act (CEQA). Section 15002(a) of the CEQA Guidelines describes the basic purposes of CEQA as follows.

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

This Initial Study of environmental impacts has been prepared to conform to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). According to Section 15070, a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a Project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the Project may have a significant effect on the environment, or
(b) The initial study identifies potentially significant effects, but:
  (1) Revisions in the Project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  (2) There is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

3.2 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1. **Project Title:** The Square at Plaza Drive

2. **Lead Agency:** City of Visalia, Planning and Development Department
Contact Person: Cristobal Carrillo, Planning Division
315 E Acequia Ave
Visalia, CA 93291
Phone Number: (559) 713-4443

3. **Applicant:** 4 Creeks, Inc
324 S Santa Fe Street
Visalia, CA 93292
Phone Number: (559)-802-3052

4. **Project Location:** The proposed Project is set to occur in the northwest corner of the Square at Plaza Drive Master Plan Site, located within the City of Visalia. N Keeley Street bounds the Site to the west, E Crowley Ave to the north, and Plaza Drive to the east. The Site is approximately 5 miles west of downtown Visalia. The Project involves construction on APNs 081-170-27 and 081-170-028. The Site is topographically flat, with similar BRP developments to the north and east. A car dealership and vacant/agricultural land currently exist to the west. Highway 198 borders the Site to the south. The Site is zoned BRP (Business Research Park) and will not need to change. The Visalia General Plan Designation is BRP, Business Research Park. The Site is currently vacant land. The gas station/convenience store has been developed in the Site's northeast corner.

5. **General Plan Designation:** The Site is designated as a Business Research Park (BRP) by the Visalia General Plan.

6. **Zoning Designation:** The Site is currently zoned BRP, Business Research Park.

7. **Project Description:** This document aims to evaluate the environmental impacts associated with the proposed revisions to *The Square at Plaza Drive* Project. The original plan for this 25-acre mixed-use development, which included office space, residential units, and highway commercial businesses within the City of Visalia, was approved via a Conditional Use Permit in 2014. This current document focuses on the environmental impacts of the revised project scope, specifically the replacement of an existing bank and office building with a new hotel and a drive-thru restaurant.

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Residential Total	***83,000***

This IS/MND will only evaluate impacts associated with replacing an office building and bank building with a hotel and drive-thru restaurant. Changes to the site plan that have occurred prior to the current Project were approved administratively and were not subject to CEQA analysis. Such changes will not be reflected in this environmental analysis.

This proposed revisions to *The Square at Plaza Drive* Master Plan adheres to the principles of the original plan, which emphasized high-quality, larger-scale office and commercial uses. Introducing a hotel and drive-thru restaurant aims to enhance the area's hospitality and dining options, contributing positively to the local community and economy. The development will include dedicated parking areas integrated into the surrounding development.

Consistent with the high-quality architectural standards outlined in the initial Project, the design of the hotel and restaurant will feature contemporary and modern elements aimed at complementing the existing area's aesthetic. Landscaping will be a critical component of the Site design, ensuring the new structures are seamlessly integrated into the environment. In accordance with the City Site Plan Review process, as outlined in the original approval, the hotel and restaurant structures will be evaluated to ensure their consistency with the revised Project plan, the Master Plan, and other City-adopted policies and development standards.

8. **Surrounding Land Uses and Settings:**

Direction	*Adjacent Street*	*Adjacent Property Usage*
North	E Crowley Ave	BRP Land Uses (GPLU: BRP)
South	Highway 198	Highway
East	Plaza Drive	Vacant/Developing into BRP Land Uses (GPLU: BRP)
West	N Neeley St	Car Dealership/Vacant/Agricultural (GPLU: Agricultural)

9. **Required Approvals:** The following discretionary approvals are required from the City of Visalia for the proposed project:

- Tentative Parcel Map
- San Joaquin Valley Air Pollution Control District (SJVAPCD). The proposed Project is within the jurisdiction of the SJVAPCD and will be required to comply with Rule VIII, 3135, 4101, and 9510.
- Central Valley Regional Water Quality Control Board, SWPPP. The proposed Project Site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB will require a Storm Water Pollution Prevention Plan (SWPPP) to prevent impacts related to stormwater because of Project construction.

The following ministerial approvals are required from the City of Visalia for the proposed project:

- City of Visalia Building and Encroachment Permits

10. **Native American Consultation:** The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Native American tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Tulare County has several Rancherias.

    Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential

for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

11. **Parking and access:** Vehicular access to the Project is available via access points on Crowley Avenue and Neeley Street. The Project includes new streets and courts that provide full access to the Project site. These internal streets will have a ROW of 30'. The Site Planning concept provides a unique central square theme with pedestrian connectivity throughout the plan to allow connections for pedestrians to/from the center to the surrounding perimeter buildings/uses. During construction, workers will utilize existing parking areas and/or temporary construction staging areas for parking vehicles and equipment.

12. **Landscaping and Design:** A landscaping plan has been prepared along with the Master Plan document for this Project. The landscaping will represent English Gardens through many tree structures, evergreen shrub massing, lush flower colors, and an overall green garden theme. Trees, shrubs, plants, vines, and flowers with bark shall be utilized within the landscape plans with minimal use of turf. The landscape materials will include drought-tolerant landscaping with adaptive Mediterranean plants. All projects shall include landscaping to comply with the Water Efficient Landscape Ordinance (WELO).

13. **Utilities and Electrical Services:** The Project would improve onsite and offsite infrastructure, including new and relocated utilities. Electricity will be provided by Southern California Edison, telephone will be provided by SBC, and Southern California Gas will provide natural gas. Cal Water will provide water, and sewer services will be provided by the City of Visalia via existing lines. A bioswale for stormwater will be located in the Site's southwest corner. During construction, a temporary stormwater basin will be utilized.

Acronyms

BMP	Best Management Practices
BAU	Business as Usual
CAA	Clean Air Act
CBC	California Building Code
CCAP	Climate Change Action Plan
CCR	California Code of Regulation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CRHR	California Register of Historic Places
CWA	California Water Act
DHS	Department of Health Services
FEIR	Final Environmental Impact Report
FMMP	Important Farmland Mapping and Monitoring Program
ISMND	Initial Study Mitigated Negative Declaration
ISR	Indirect Source Review
MCL	Maximum Contaminant Level
MEIR	Master Environmental Impact Report
NOI	Notice of Intent
ND	Negative Declaration
NAC	Noise Abatement Criteria
RCRA	Resource Conservation and Recovery Act of 1976
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SHPO	State Historic Preservation Office
SJVAPCD	San Joaquin Valley Air Pollution Control District
SSJVIC	Southern San Joaquin Information Center
SWPPP	Storm Water Pollution Prevention Plan
TCR	Tribal Cultural Resource
UWMP	Urban Water Management Plan

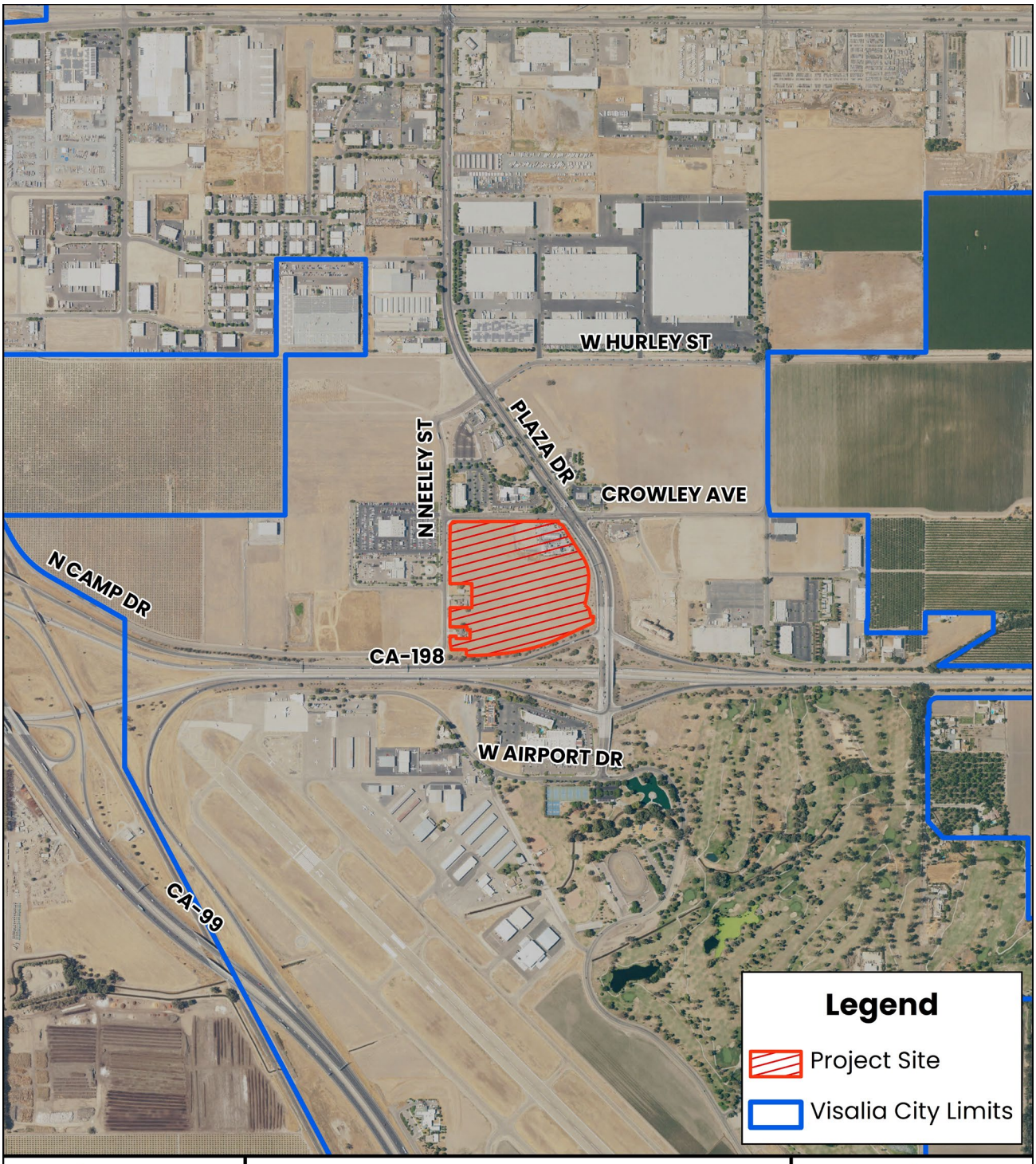

Figure 3-1. Vicinity Map

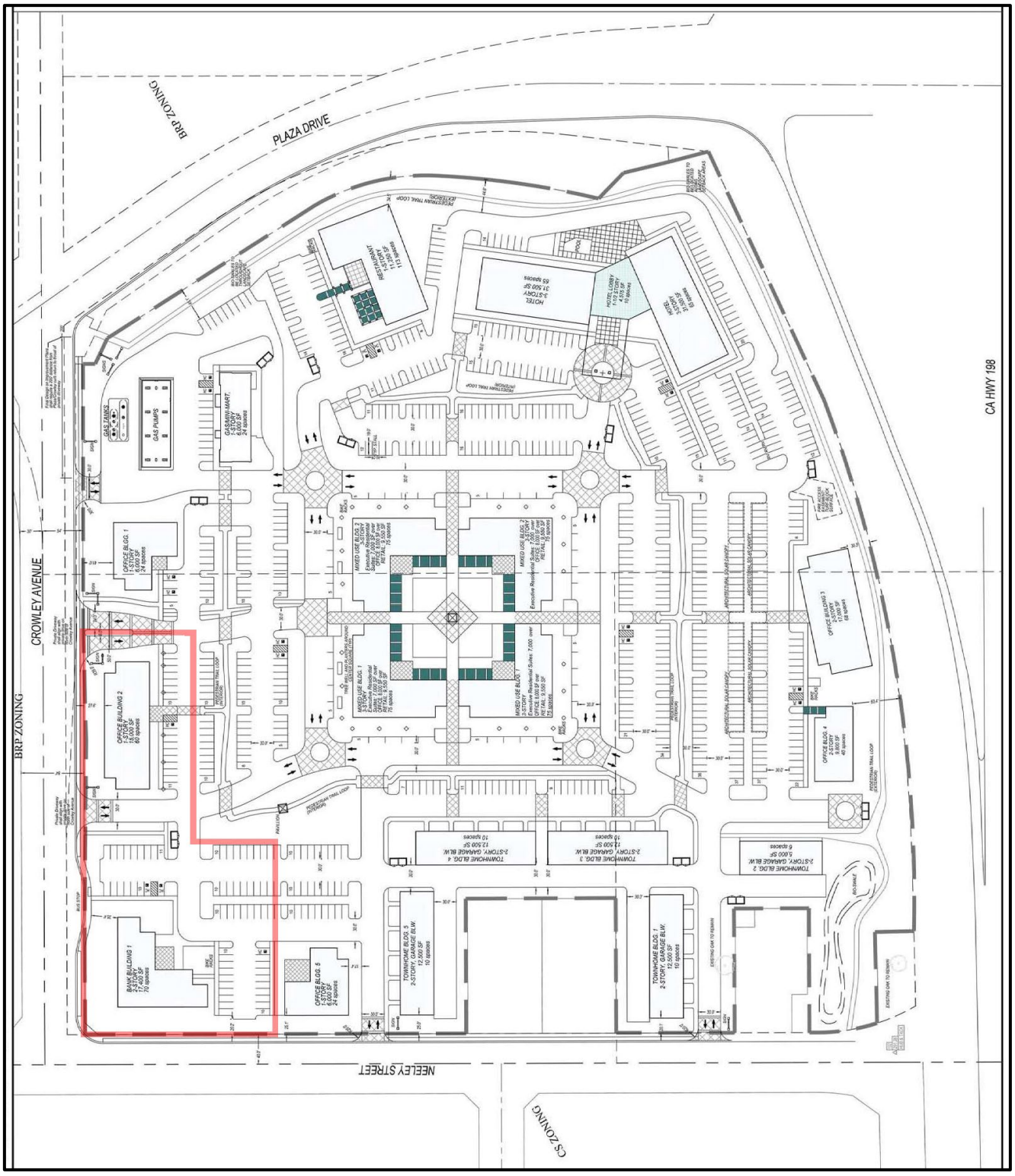

Figure 3-2: Original Site Plan

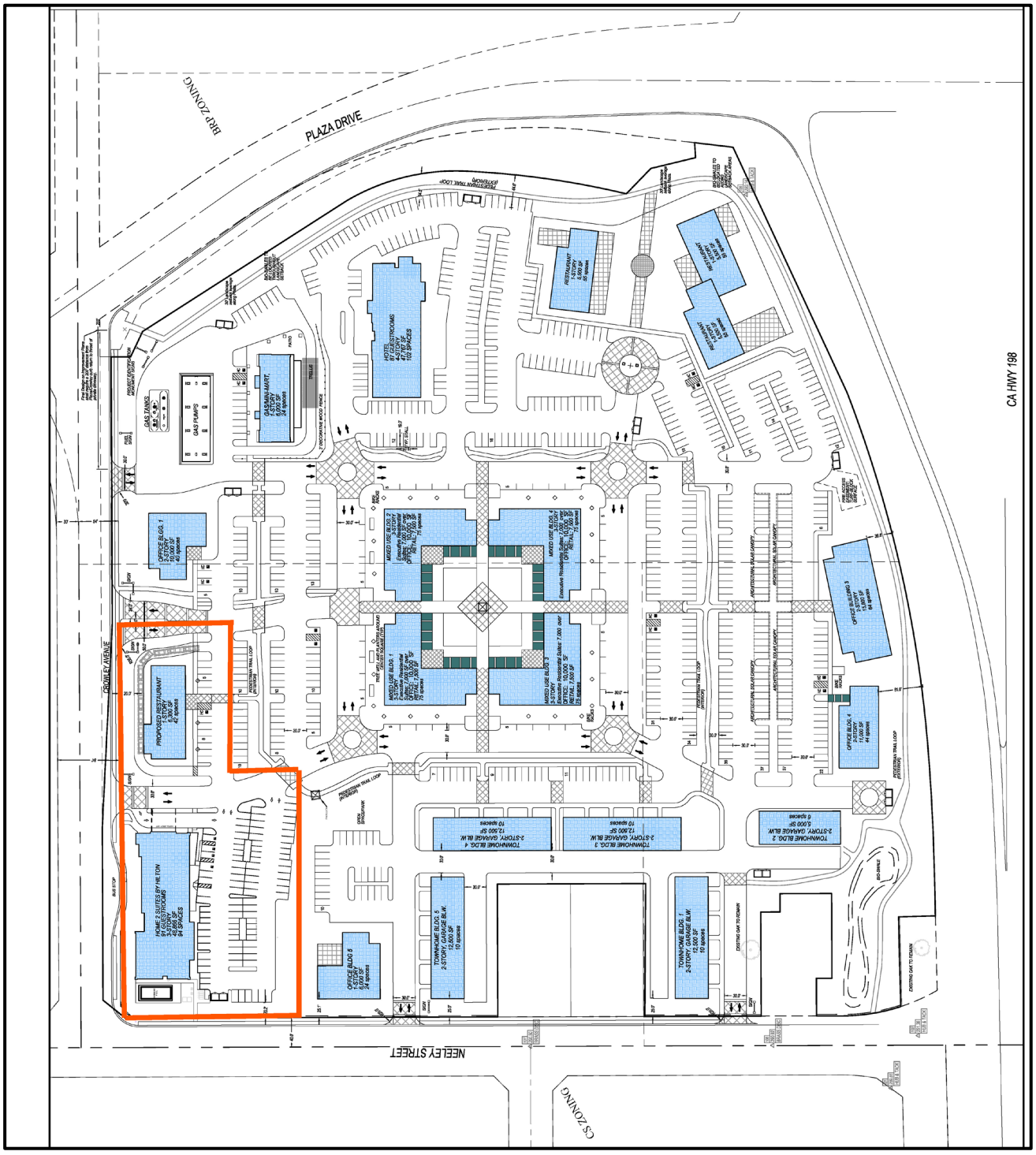

Figure 3-3: New Site Plan

3.3 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 reference 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 if 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(c) (3)(D). In this case, a brief discussion should identify the following.

    - Earlier Analysis Used. Identify and state where they are available for review.
    - 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.
    - Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated." Describe and 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.

3.4 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	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forest Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Air Quality	☑ Hydrology and Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use and Planning	☑ Tribal Cultural Resources
☑ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service System
☐ Energy	☐ Noise	☐ Wildfire
☑ Geology and soils	☐ Population	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency) Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

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 by 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. A Negative Declaration 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 requested.

_____	_____
SIGNATURE	DATE
_____	City of Visalia
PRINTED NAME	AGENCY

3.5 ENVIRONMENTAL ANALYSIS

The following section provides an evaluation of the impact categories and questions contained in the checklist and identify mitigation measures, if applicable.

I. AESTHETICS

Except as provided in Public Resource Code Section 210999, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 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 a 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?	☐	☐	☑	☐

Environmental Setting

Scenic Resources

Scenic resources include landscapes and features that are visually or aesthetically pleasing. They contribute positively to a distinct community or region. These resources produce a visual benefit to communities. The City of Visalia has a visual character of a mix of rural and built environments. Visalia is surrounded by natural open space agricultural land, characterized by uses such as grazing, open space, and cultivated agriculture. Downtown Visalia is the physical, cultural, and economic center, with historic homes surrounding the downtown. St. John's River flows along the north side of Visalia's City limits, along with smaller creeks and ditches throughout the city. Valley Oak trees, both individually and in groves, also provide an essential

scenic feature and link to the natural setting of the San Joaquin Valley. The goal of Visalia's General Plan regarding visual resources is to preserve and re-establish the City's natural waterway system and Valley Oak tree groves with parks, conservation areas, and trailways.

Scenic Vistas

The Visalia General Plan identifies the Sierra Nevada mountains to the east and agricultural lands surrounding the City as scenic vistas surrounding Visalia.

Existing Visual Character

The following photos demonstrate the aesthetic character of the Project area. As shown, the proposed Project Site area is in a relatively flat area characterized by agricultural uses.

Photo 1: Northwest Corner of Project Site, Facing Southeast (Source: Google Street View, October 2022)

Photo 2: Southwest Corner of Project Site, Facing Northeast (Source: Google Street View, April 2021)

Photo 3: Southeast Corner of Project Site, Facing Northwest (Source: Google Street View, September 2022)

Photo 4: Northern Boundary of Project Site, Facing South (Source: Google Street View, October 2022)

Photo 5: Southern Boundary of Project Site, Facing North (Source: Google Street View, September 2022)

Regulatory Setting

Scenic Roadways

The California Scenic Highway Program was established in 1963 by the State Legislature to protect and enhance the natural beauty of California highways and adjacent corridors through conservation strategies. The State Scenic Highway System includes a list of highways that have either been officially designated or are eligible for designation. State laws governing the scenic highway program can be found in Sections 260-263 in The Street and

Highways Code.

State Scenic Highways

According to the California Department of Transportation mapping of State Scenic Highways, the City of Visalia does not have officially designated State Scenic Highways; however, the City has one eligible State Scenic Highway, a 44-mile stretch of State Route 198 from State Route 99 to Sequoia National Park. This stretch of highway is a designated scenic corridor in the City's General Plan. This portion of the highway is less than 100 feet south from the proposed Site.

City of Visalia General Plan

The 2030 General Plan includes the policies related to aesthetic resources that correlate to the proposed Project:

- *LU-P-28*: Continue to use natural and man-made edges, such as major roadways and waterways within the City's Urban Area Boundary, as urban development limit and growth phasing lines.
- *LU-P-34*: Work with Tulare County to prevent urban development of agricultural land outside of the current growth boundaries and to promote the of use agricultural preserves, where they will promote orderly development.
- *LU-P-39*: Improve tree planting, landscaping, and site design standards to minimize the visual impact of large parking lots and buildings, to enhance and promote natural characteristics compatible with urban form, to minimize heat gain and promote energy conservation, and to improve stormwater infiltration.
- *LU-P-40*: Where possible, through the Site Plan Review process, retain native trees as landscape elements and for shading.
- *LU-P-42*: Develop scenic corridor and gateway guidelines that will maintain the agricultural character of Visalia at its urban fringe.
- *LU-P-43*: Work with utilities and transportation companies to landscape power line and railroad rights-of-way throughout the community and to underground utilities where possible.
- *LU-P-72*: Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good Site planning, building design, and/or appropriate operational measures.
- *LU-P-106*: Develop performance standards to supplement and augment design standards to minimize the negative impacts (glare, signage, noise, dust, traffic) associated with the establishment of new or expansion of existing service commercial

and industrial development.

- *OSC-P-10*: Ensure that building and vehicle service areas, loading docks, trash enclosures and storage areas are setback back from waterways and/or screened from view from the creek corridor to minimize environmental and visual impacts.
- *OSC-P-13*: In new neighborhoods that include waterways, improvement of the waterway corridor, including preservation and/or enhancement of natural features and development of a continuous waterway trail on at least one side, shall be required.
- *OSC-P-17*: Require that new development along waterways maintain a visual orientation and active interface with waterways. Develop design guidelines to be used for review and approval of subdivision and development proposals to illustrate how this can be accomplished for different land uses in various geographic settings.
- *OSC-P-28*: Protect significant stands of Valley Oak woodlands from further development by designating them for Conservation, creating habitat management plans, where needed, and undertaking restoration activities as appropriate.
- *OSC-P-34*: Enhance views and public access to Planning Area waterways and other significant features such as Valley Oak groves consistent with flood protection, irrigation water conveyance, habitat preservation and recreation planning policies.
- *T-P-57*: Amend the Zoning Ordinance to include updated off-street parking and loading area design standards that have multiple benefits and reduce environmental impacts. Strategies may include, but are not limited to:
    - Require parking and loading to be provided on the side of or behind buildings, where feasible;
    - Promote the use of time and/or motion sensitive parking lot and security lights, where feasible;
    - Establish specific standards for perimeter landscaping for parking lots and structures;
    - Separate pedestrian pathways from car lanes where feasible;
    - Promote the use of porous pavement and low impact drainage features, as appropriate to the site; and
    - Restrict use of vacant lots as vehicle parking and outdoor storage of commercial equipment, construction equipment, and similar unless screened from public view.

Tulare County General Plan

The 2030 Tulare County General Plan contains the following goals and policies related to aesthetic resources that correlate to the proposed Project:

- *SL-1.1 Natural Landscapes*: During review of discretionary approvals, including parcel

and subdivision maps, the County shall, as appropriate, require new development to not significantly impact or block views of Tulare County's natural landscapes.

- Be sited to minimize obstruction of views from public lands and rights-of-ways,
- Screen parking areas from view,
- Include landscaping that screens the development,
- Limit the impact of new roadways and grading on natural settings, and
- Include signage that is compatible and in character with the location and building design

- *SL-1.2 Working Landscapes*: The County shall require that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape.
  - Referencing traditional agricultural building forms and materials,
  - Screening and breaking up parking and paving with landscaping, and
  - Minimizing light pollution and bright signage.
- *SL-1.3 Watercourses*: The County shall protect visual access to, and the character of, Tulare County's scenic rivers, lakes, and irrigation canals.
- *SL-3.2 Urban Expansion–Edges*: The County shall design and plan the edges and interface of communities with working and natural landscapes to protect their scenic qualities by:
  - Maintaining urban separators between cities and communities,
  - Encouraging cities to master plan mixed-density neighborhoods at their edges, locating compatible lower density uses adjacent to working and natural landscapes, and
  - Protecting important natural, cultural, and scenic resources located within areas that may be urbanized in the future.

City of Visalia Zoning Ordinance

The Visalia Zoning Ordinance governs the distribution and intensity of land uses, sets the principles for evaluating development, and guides the development and growth of the City. The Zoning Ordinance establishes specific development criteria for each zoning district (i.e., parking requirements, walls, fencing, setbacks, building height, etc.). The Project is located within Design District G. District G coincides with the Planned Business Research Park (PBRP) zone on the north side of Highway 198 at Plaza Drive. The P-BRP zone has its own development regulations and requires that all development be approved through Specific or master plans.

City of Visalia Valley Oak Ordinance

The City's Valley Oak Ordinance provides basic standards, measures, and compliance

requirements for the preservation and protection of native Valley oak trees and landmark trees. The Ordinance prohibits the destruction of oak trees except with an oak tree removal permit. A permit may be granted only if it is found that the oak tree is in danger of falling on a structure or is a host for a plant, pest, or disease endangering other species; if removal is necessary to allow the reasonable enjoyment of private property; or if urban forestry or land management practices warrant removal. If a tree removal permit is granted, the tree must either be replaced by new oak trees on the same property or paid mitigation fees to be used to establish new oak trees on other properties.

West Highway 198 Corridor Open Space Buffer

In April 2010, the Visalia City Council approved the establishment of a 200-foot open space buffer on both sides of Highway 198, creating a scenic corridor between Highway 99 and Central Visalia. The Council directed the Parks and Recreation Commission to begin formal corridor design and landscaping efforts.

Discussion

a) Would the Project have a substantial adverse effect on a scenic vista?

Less than Significant Impact: A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The Sierra Nevada mountains to the east and agricultural lands surrounding the city are the primary scenic vistas within this region. The Site is surrounded by Similar BRP uses and Highway 198, while the Sierra Nevada foothills are approximately 20 miles east of the Project Site. The proposed addition includes a three-story hotel. However, the addition to the project would not significantly alter views overall from the surrounding community because the Site will be surrounded by similar two-story office development. There is *a less than significant impact.*

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within state scenic highway?

Less than Significant Impact: No officially designated State Scenic Highways are located in the City of Visalia or near the site. Highway 198, less than 100 feet south of the Site, is eligible to become a State Scenic Highway. Landscaping within the setback areas will maintain consistency with the West Visalia Specific Plan and preserve the greenscape and sense of country characteristics along the corridor. Trees shall be planted within the setback area to maintain a high level of scenic quality and

consistency within the scenic corridor along Highway 198. The theme shall be a "natural forested" landscape with planting materials to consist of London Plane, Valley Oak, Live Oak, Oriental Plane, native grasses, wildflowers, and granite cobbles (within bio-swales). The proposed addition to the Project would not damage any scenic resources within a state scenic highway, and there would be a *less than significant impact.*

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of the Site and its surroundings? (Public views are those that are experienced from a 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?

Less than Significant Impact: The proposed Project proposes a high degree of visual character through a high-quality, consistent architectural theme, landscaping, building facades, signage, and other amenities. The Project elements will be integrated and carried throughout the architecture of the entire development. The proposed addition to the Project will comply with all applicable zoning and other scenic quality regulations. There is *a less than significant impact.*

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

Less than Significant Impact: The proposed Project would result in new lighting sources on the Project Site consistent with adjacent development. New lighting sources include interior lighting from residences and commercial uses, street lighting, and security lighting. The City's development and Project design standards limit on-site lighting, errant lighting at individual property lines, and public rights of way for any new light sources to 0.25 lumens. This standard shall be demonstrated on building permit applications submitted with the development. Although the changes to the Project will introduce new light sources to the area, all lighting will be consistent with adjacent land uses and the City's lighting standards. The impacts are *less than significant.*

II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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 agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned timberland Production (as defined by Government Code section 51104(g)?	☐	☐	☐	☑
d) Result in the loss of forestland 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 forestland to non-forest use?	☐	☐	☐	☑

Environmental Setting

Central California is one of the world's premier growing regions. Agriculture is a vital economic resource for Visalia and the surrounding areas. 39,518 acres, or 65 percent, of the Visalia Planning Area, is farmland producing fruit and nut crops, vegetables, nursery products (trees), apiary products (honey), seed crops (cotton), industrial crops (timber), field crops (alfalfa, barley, corn), and livestock.

The proposed Project Site is located within the Visalia Planning Area. The proposed Project Site is not under a Williamson Act or Farmland Security Zone Contract. The proposed Site is designated Farmland of Local Importance and Urban and Built-Up Land under the Important Farmland Mapping and Monitoring Program (FMMP). The Site is within the Visalia City Limits and is designated for Business Research Park.

Regulatory Setting

California Land Conservation Act of 1965

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, allows local governments to enter into contracts with private landowners to restrict the activities on specific parcels of land to agricultural or open space uses. The landowners benefit from the contract by receiving significantly reduced property tax assessments. The California Department of Conservation oversees the California Land Conservation Act; however, local governments are responsible for determining specifically allowed uses and enforcing the contract.

Right to Farm Ordinance

Tulare County adopted a "Right to Farm Ordinance" to protect the rights of commercial farming operations while promoting a "good neighbor policy" between these uses. Under this ordinance, property owners and residents are made aware that they may experience inconveniences due to commercial agricultural operations.

Visalia Municipal Code Chapter 18.04: Agricultural Land Preservation Program

Chapter 18.04 of the Visalia Municipal Code details the Agricultural Land Preservation Program (Program) in Visalia. The agricultural land preservation program intends to establish a process for the required preservation of agricultural land by acquiring agricultural conservation easements or paying an in-lieu fee for projects.

California Farmland Mapping and Monitoring Program (FMMP)

The FMMP is implemented by the California Department of Conservation (DOC) to conserve and protect agricultural lands within the State. Land is included in this program based on soil type, annual crop yields, and other factors that influence the quality of farmland. The FMMP mapping categories for the most important statewide farmland are as follows:

- ***Prime Farmland*** has the ideal physical and chemical composition for crop production. It has been used for irrigated production four years before classification and can produce sustained yields. 51% of the Visalia Planning Area is classified as Prime Farmland.
- ***Farmland of Statewide Importance*** has also been used for irrigated production four years before classification and is only slightly poorer quality than Prime Farmland. 11% of the Visalia Planning Area is classified as Farmland of Statewide Importance.
- ***Unique Farmland*** has been cropped in the four years before classification and does not meet the criteria for Prime Farmland or Farmland of Statewide Importance but has produced specific crops with high economic value. Less than 1% of the Visalia Planning Area is classified as Unique Farmland.
- ***Farmland of Local Importance*** encompasses farmland that does not meet the criteria for the previous three categories. These may lack irrigation, produce major crops, be zoned as agricultural, and/or support dairy. 2% of the Visalia Planning Area is classified as Farmland of Local Importance.

City of Visalia General Plan

The 2030 General Plan includes the policies related to agricultural resources that correlate to the proposed Project:

- *LU-P-14*: Recognize the importance of agriculture-related business to the City and region, and support the continuation and development of agriculture and agriculture related enterprises in and around Visalia by:
  - Implementing growth boundaries and cooperating with the County on agricultural preservation efforts;
  - Accommodating agriculture-related industries in industrial districts;
  - Facilitating successful farmers' markets;
  - Helping to promote locally grown and produced agricultural goods, and the image of Visalia and Tulare County as an agricultural region.
- *LU-P-19*: Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy.

- *LU-P-21*: Allow annexation and development of residential, commercial, and industrial land to occur within the Tier II UDB and the Tier III Urban Growth Boundary consistent with the City's Land Use Diagram, according to the stated phasing thresholds.
- *LU-P-30*: Maintain greenbelts, or agricultural/open space buffer areas, between Visalia and other communities by implementing growth boundaries and working with Tulare County and land developers to prevent premature urban growth north of the St. Johns River and in other sensitive locations within the timeframe of this General Plan.
- *LU-P-31*: Promote the preservation of permanent agricultural open space around the City by protecting viable agricultural operations and land within the City limits in the airport and wastewater treatment plant environs.
- *LU-P-32*: Continue to maintain a 20-acre minimum for parcel map proposals in areas designated for Agriculture to encourage viable agricultural operations in the Planning Area.
- *OSC-P-27*: To allow efficient cultivation, pest control and harvesting methods; require buffer and transition areas between urban development and adjoining or nearby agricultural land.
- *OSC-P-28*: Require new development to implement measures, as appropriate, to minimize soil erosion related to grading, site preparation, landscaping, and construction.

Tulare County General Plan

The 2030 Tulare County General Plan contains following goals related to agricultural resources that correlate to the proposed project:

- *AG-1.1*: 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-1.6*: The County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including "Important Farmlands"), as defined in this Element. This program may require payment of an in-lieu fee sufficient to purchase a farmland conservation easement, farmland deed restriction, or other farmland conservation mechanism as a condition of approval for conservation of important agricultural land to non-agricultural use. If available, the ACEP shall be used for replacement lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be a part of a community separator as part

of a comprehensive program to establish community separators. The in-lieu fee or other conservation mechanism shall recognize the importance of land value and shall require equivalent mitigation.

- *AG-*1.7: The County shall promote the preservation of its agricultural economic base and open space resources through the implementation of resource management programs such as the Williamson Act, Rural Valley Lands Plan, Foothill Growth Management Plan or similar types of strategies and the identification of growth boundaries for all urban areas located in the County.
- *AG-1.8*: The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.
- *AG-1.10*: The County shall oppose extension of urban services, such as sewer lines, water lines, or other urban infrastructure, into areas designated for agriculture use unless necessary to resolve a public health situation. Where necessary to address a public health issue, services should be located in public rights-of-way in order to prevent interference with agricultural operations and to provide ease of access for operation and maintenance. Service capacity and length of lines should be designed to prevent the conversion of agricultural lands into urban/suburban uses.
- *AG-1.11*: The County shall examine the feasibility of employing agricultural buffers between agricultural and non-agricultural uses, and along the edges of UDBs and HDBs. Considering factors include the type of operation and chemicals used for spraying, building orientation, planting of trees for screening, location of existing and future rights-of-way (roads, railroads, canals, power lines, etc.), and unique site conditions.
- *LU-1.8*: The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.
- *LU-2.1*: The County shall maintain agriculturally-designated areas for agriculture use by directing urban development away from valuable agricultural lands to cities, unincorporated communities, hamlets, and planned community areas where public facilities and infrastructure are available.

- *PF-1.2*: The County shall ensure that urban development only takes place in the following areas:
  - Within incorporated cities and CACUDBs
  - Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets
  - Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan
  - Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
  - Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.
- *PF-1.3*: 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*: 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.

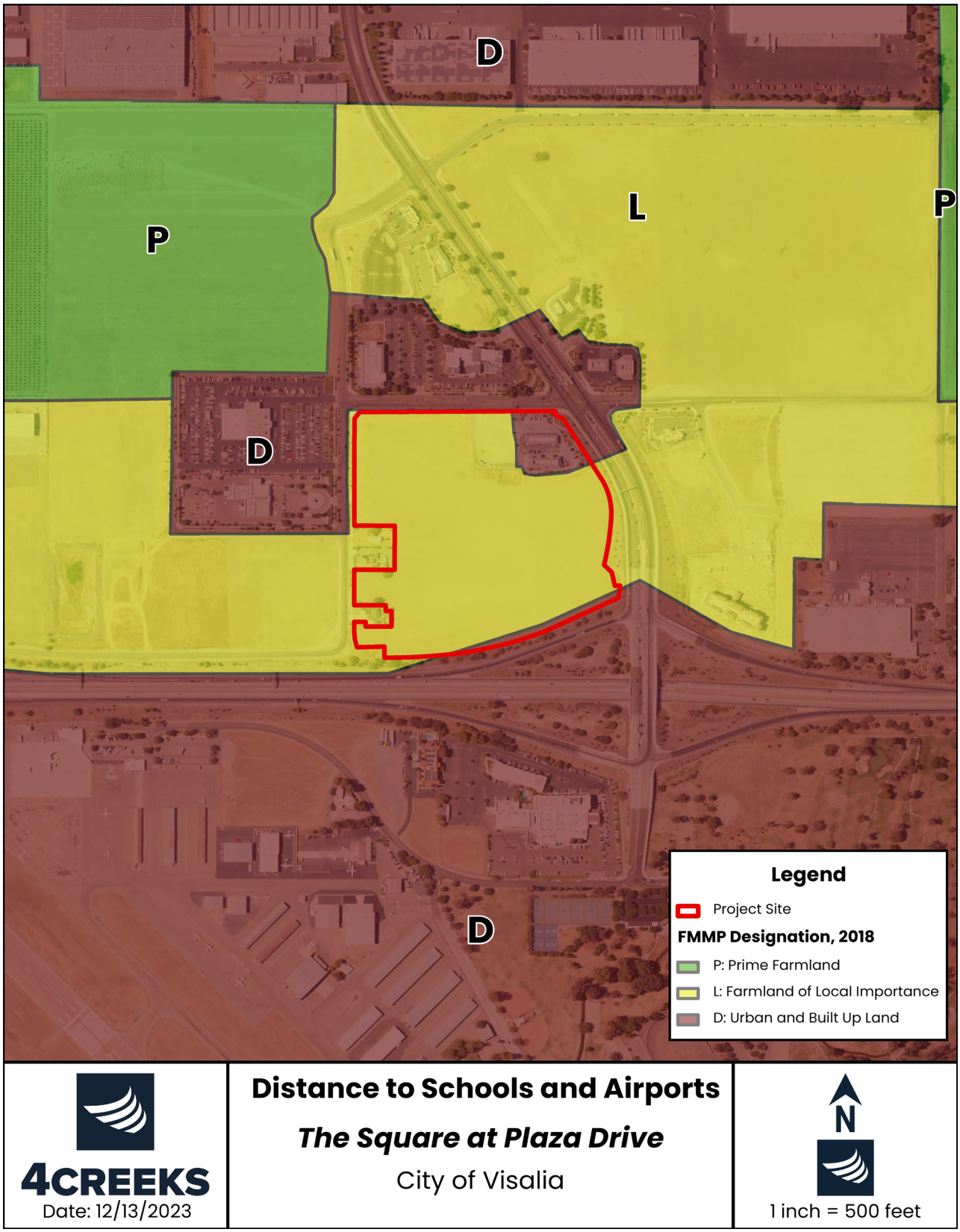

Figure 3-4: Important Farmlands Map

Discussion

a) Would the Project 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?

No Impact: The Project Site is vacant but was formerly farmland. Implementation of the entire Project would result in the permanent conversion of approximately 22.6 acres of Farmland of Local Importance to non-agricultural uses. The remaining 2.2 acres have been designated as Urban and Built-Up Land. The entire project has been analyzed in a previous Initial Study (Appendix D) and found no impact.

The Visalia 2030 General Plan (at full buildout) plans to develop 14,265 total acres of Important Farmland, of which 12,490 are Prime Farmland. Most of the growth is planned to be adjacent to urbanized areas, which is much less disruptive to other agricultural uses countywide because it discourages the development of new rural neighborhoods or communities that would require the extension of infrastructure to create growth-inducing impacts and potentially more significant impacts to agricultural resources.

Although the proposed Site is located on Farmland of Local Importance, the development follows the 2030 General Plan land use designation. The Site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use, and the City has already adopted urban development boundaries as mitigation measures for the conversion of prime agricultural land. The Site is within Visalia's City Limits and is designated as BRP (Business Research Park) by the General Plan. The Project will follow all existing and proposed 2030 General Plan policies to reduce potential impacts.

Furthermore, the Site has not been under agricultural production in the past 15 years. The Site's size and configuration, adjacent land uses, and other factors severely limit the Site's usefulness for commercial agriculture. The property is below the minimum parcel size for consideration as Prime Agricultural land under the Williamson Act. Additionally, there is no direct access to surface irrigation supplies or onsite groundwater irrigation wells, further limiting the potential for agricultural production. There is *no impact.*

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact: The Project will not conflict with an existing zoning for agricultural use, as there are no properties in the Project area with an Agriculture zoning. There are no known Williamson Act contracts on properties within the Project area. There is *no impact.*

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned timberland Production (as defined by Government Code section 51104(g)?

No Impact: The Project Site is not zoned for forest or timberland production. Therefore, *no impacts* would occur.

d) Would the Project result in the loss of forestland or conversion of forest land to non-forest use?

No Impact: No conversion of forestland, as defined under the Public Resource Code or General Code, will occur as a result of the Project, and there will be *no impacts*.

e) Would the Project 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 forestland to non-forest use?

No Impact: The Project will not involve other changes in the existing environment, which could result in the conversion of Farmland to nonagricultural use due to their location or nature. The Site is currently fallow, not in "agricultural use," and is not considered economically viable farmland. There is *no impact.*

III. 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:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

Environmental Setting

Air pollution is directly related to regional topography. Topographic features can either stimulate the movement of air or restrict air movement. California is divided into regional air basins based on topographic air drainage features. The proposed Project Site is within the San Joaquin Valley Air Basin, bordered by the Sierra Nevada Mountains to the East, Coastal Ranges to the West, and the Tehachapi Mountains to the South.

The mountain ranges surrounding the San Joaquin Valley Air Basin (SJVAB) restrict air movement and prevent pollution dispersal. As a result, the SJVAB is highly susceptible to pollution accumulation over time. Table 3-1 shows that the SJVAB is nonattainment for several pollutant standards. The primary pollutants in the San Joaquin Valley are ozone (O3) and PM10.

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – One hour	No Federal Standard[f]	Nonattainment/Severe
Ozone – Eight hour	Nonattainment/Extreme[e]	Nonattainment
PM 10	Attainment[c]	Nonattainment
PM 2.5	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

[a] See 40 CFR Part 81
[b] See CCR Title 17 Sections 60200-60210
[c] On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan.
[d] The Valley is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).
[e] 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).
[f] Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

Table 3-1. San Joaquin Valley Attainment Status; Source: SJVAPCD

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (03)	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet 8 Hour Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Annual Analysis
	Annual Arithmetic Mean	20 µg/m3		--		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour		Gravimetric or Beta Attenuation	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Annual Analysis
	Annual Arithmetic Mean	12 µg/m³		15 µg/m³		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	--	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		--	--	
Nitrogen Dioxide (NO_2)[8]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	--	Gas Phase Annual Chemiluminescence
	Arithmetic Mean	0.030 ppm (57 µg/m³)		53 ppb (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	--		--	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)9	--	
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas)9	--	
Lead[10,11]	30 Day Average	1.5 µg/m³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m3 (for		

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
				certain areas)11	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m³		
Visibility Reducing Particles[12]	8 Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	No National Standard		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[10]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each Site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each Site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.
9. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each Site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
10. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
12. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table 3-2. Ambient Air Quality Standards; Source: SJVAPCD

Valley Fever

Valley Fever is an illness caused by a fungus (*Coccidioides immitis* and *C. posadasii*) that grows in soils under certain conditions. Favorable conditions for the Valley Fever fungus include low rainfall, high summer temperatures, and moderate winter temperatures. In California, the counties with the highest incidence of Valley Fever are Fresno, Kern, and Kings counties. When soils are disturbed by wind or activities like construction and farming, Valley Fever fungal spores can become airborne. The spores present a potential health hazard when inhaled. Individuals in occupations such as construction, agriculture, and archaeology have a higher risk of exposure due to working in areas of disturbed soils, which may harbor the Valley Fever fungus.

Regulatory Setting

Federal Clean Air Act

The 1977 Federal Clean Air Act (CAA) authorized the establishment of the National Ambient Air Quality Standards (NAAQS) and set deadlines for their attainment. The Clean Air Act identifies specific emission reduction goals, requires a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to meet interim milestones. The U.S. EPA is the federal agency charged with administering the Act and other air quality-related legislation. EPA's principal functions include setting NAAQS, establishing minimum national emission limits for significant sources of pollution, and promulgating regulations. Under CAA, the NCCAB is identified as an attainment area for all pollutants.

Nonroad Diesel Rule

The EPA established a series of increasingly strict emission standards for new offroad diesel equipment, on-road diesel trucks, and harbor craft. New construction equipment used for the project, including heavy-duty trucks, off-road construction equipment, and tugboats, will be required to comply with the emission standards.

California Clean Air Act

California Air Resources Board coordinates and oversees state and federal air pollution control programs in California. As part of this responsibility, the California Air Resources Board monitors existing air quality, establishes California Ambient Air Quality Standards, and limits allowable emissions from vehicular sources. Regulatory authority within established air basins is provided by air pollution control and management districts, which control stationary-source and most

categories of area-source emissions and develop regional air quality plans. The Project is located within the jurisdiction of the San Joaquin Valley Air Pollution Control District.

The state and federal standards for the criteria pollutants are presented in Section 8.4 of The San Joaquin Valley Unified Air Pollution Control District's 2015 "Guidance for Assessing and Mitigating Air Quality Impacts." These standards are designed to protect public health and welfare. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soils, water, visibility, materials, vegetation, and other aspects of general welfare. The U.S. EPA revoked the national 1-hour ozone standard on June 15, 2005, and the annual PM_{10} standard on September 21, 2006, when a new $PM_{2.5}$ 24-hour standard was established.

State Tailpipe Emission Standards

To reduce emissions from off-road diesel equipment, on-road diesel trucks, and harbor craft, ARB established a series of increasingly strict emission standards for new engines. New construction equipment used for the project will be required to comply with the standards, including heavy-duty trucks, off-road construction equipment, tugboats, and barges.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

The SJVAPCD is responsible for enforcing air quality standards in the Project area. To meet state and federal air quality objectives, the SJVAPCD adopted the following thresholds of significance for projects:

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
PM10	15	15	15
PM2.5	15	15	15

Table 3-3. SJVAPCD Thresholds of Significance for Criteria Pollutants; Source: SJVAPCD

The following SJVAPCD rules and regulations may apply to the proposed project:

- **Rule 3135:** Dust Control Plan Fee. All projects that include construction, demolition, excavation, extraction, and/or other earth-moving activities as defined by Regulation VIII (Described below) are required to submit a Dust Control Plan and required fees to mitigate dust-related impacts.
- **Rule 4101:** Visible Emissions. District Rule 4101 prohibits visible emissions of air contaminants that are dark in color and/or have the potential to obstruct visibility.
- **Rule 9510:** Indirect Source Review (ISR). This rule reduces the impact of PM10 and NOX emissions from growth on the SJVB. This rule places application and emission reduction requirements on applicable development projects to reduce emissions through on-site mitigation, off-site SJVAPCD-administered projects, or a combination of the two. This Project will submit an Air Impact Assessment (AIA) application following Rule 9510's requirements.
- **Regulation VIII:** Fugitive PM10 Prohibitions. Regulation VIII comprises eight rules that aim to limit PM10 emissions by reducing fugitive dust. These rules contain required management practices to limit PM10 emissions during construction, demolition, excavation, extraction, and/or other earth-moving activities.

City of Visalia General Plan

The 2030 General Plan includes the policies related to air quality that correlate to the proposed Project:

- *AQ-P-1*: Amend the Zoning Ordinance to prohibit locating new "sensitive receptor" uses—hospitals, residential care facilities and child care facilities—within 500 feet of a limited access state highway (SR 99 and SR 198), except as provided by approved master plans.
- *AQ-P-2*: Require use of Best Management Practices (BMPs) to reduce particulate emission as a condition of approval for all subdivisions, development plans, and grading permits, in conformance with the San Joaquin Valley Air Pollution Control District Fugitive Dust Rule.
- *AQ-P-3*: Support implementation of the San Joaquin Valley Air Pollution Control District's regulations on the use of wood-burning fireplaces, as well as their regulations for the installation of EPA-certified wood heaters or approved woodburning appliances in new residential development and a "No Burn" policy on days when the air quality is poor.
- *AQ-P-8*: Update the Zoning Ordinance to strictly limit the development of drive-through facilities, only allowing them in auto-oriented areas and prohibiting them in Downtown and East Downtown.
- *AQ-P-9*: Continue to mitigate short-term construction impacts and long-term stationary source impacts on air quality on a case-by-case basis and continue to assess air quality impacts through environmental review. Require developers to implement Best Management Practices (BMPs) to reduce air pollutant emissions associated with the construction and operation of development projects.

Discussion

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

Less than Significant Impact: The proposed Project is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD) and would result in air pollutant emissions that are regulated by the air district during both its construction and operational phases. The SJVAPCD is responsible for bringing air quality in the Visalia Planning Area into compliance with federal and state air quality standards. The Air District has Particulate Matter (PM) plans, Ozone Plans, and Carbon Monoxide Plans that serve as the clean air plan for the basin.

Together, these plans quantify the required emission reductions to meet federal and state air quality standards and provide strategies to meet these standards. The SJVAPCD adopted the Indirect Source Review (ISR) Rule to fulfill the District's emission reduction commitments in its PM10 and Ozone (NOx) attainment plans and has since determined that implementation and compliance with ISR would reduce the cumulative PM10 and NOx impacts anticipated in the air quality plans to a less than significant level.

The entire project has been analyzed in a previous Initial Study (Appendix D) and found a less than significant impact.

Construction Phase: Project construction would generate pollutant emissions from construction activities: site preparation, grading, building construction, application of architectural coatings, and paving. The construction-related emissions from these activities were calculated using CalEEMod. A CalEEMod report for both the original and new site plan were created to analyze the impacts of the replacement buildings. The full CalEEMod Report can be found in Appendix A. As shown in Table 3-4 below, project construction-related emissions do not exceed the thresholds established by the SJVAPCD, and the emissions from the new Site plan do not significantly change from the previously approved original Site plan.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Emissions Generated from Project Construction – Original Site Plan	**2.70**	**2.42**	**.0059**	**2.39**	**0.49**	**0.24**
Emissions Generated from Project Construction – New Site Plan	**2.74**	**2.58**	**.0061**	**2.41**	**0.50**	**0.24**
SJVAPCD Air Quality Thresholds of Significance	**100**	**10**	**27**	**10**	**15**	**15**
*Threshold established by SJVAPCD for SOx, however emissions are reported as SO2 by CalEEMod.						

Table 3-4. Projected Project Emissions Compared to SJVAPCD Thresholds of Significance for Criteria Pollutants related to Construction; Source: SJVAPCD, CalEEMod (v. 2020.4.0) Analysis (Appendix A)

Operational Phase: Implementation of the proposed Project would result in long-term emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile vehicle emissions. Operational emissions from these factors were calculated

using CalEEMod. A CalEEMod report for both the original and new site plan were created to analyze the impacts of the replacement buildings. The full CalEEMod report can be found in Appendix A. As shown in Table 3-5 below, the Project's operational emissions do not exceed the thresholds established by the SJVAPCD, and the emissions from the new Site plan do not significantly change from the previously approved original Site plan.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Operational Emissions – Original Site Plan	**21.23**	**4.38**	**0.04**	**3.52**	**4.48**	**1.34**
Operational Emissions – New Site Plan	**28.83**	**5.79**	**0.05**	**5.17**	**5.33**	**1.48**
SJVAPCD Air Quality Thresholds of Significance	**100**	**10**	**27**	**10**	**15**	**15**
*Threshold established by SJVAPCD for SOx, however, emissions are reported as SO2 by CalEEMod.						

Table 3-5. Projected Project Emissions Compared to SJVAPCD Thresholds of Significance for Criteria Pollutants related to Operations; Source: SJVAPCD, CalEEMod (v. 2020.4.0) Analysis (Appendix A)

Because the emissions from both the construction and operation of the proposed Project would be below the thresholds of significance established by the SJVAPCD, the Project would not conflict with or obstruct the implementation of an applicable air quality plan, and there is a *less than significant impact.*

b) Would the Project 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?

Less Than Significant Impact: The San Joaquin Valley is a region that is already at nonattainment for air quality. This Site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion into urban development. The City adopted urban development boundaries as mitigation measures for air quality.

The SJVAPCD is responsible for bringing air quality in the Visalia Planning Area into compliance with federal and state air quality standards. The significance thresholds and rules developed by the SJVAPCD are designed to prevent projects from violating air quality standards or significantly contributing to existing air quality violations. As discussed above, neither construction nor operation emissions will exceed thresholds established by the SJVAPCD. The Project will comply with all applicable SJVAPCD rules

and regulations, which will further reduce the potential for any significant impacts related to air quality due to the Project implementation. Because these thresholds and regulations are designed to achieve and/or maintain federal and state air quality standards, and the Project is compliant with these thresholds and regulations, the Project will not violate an air quality standard or significantly contribute to an existing air quality violation. The impact is *less than significant.*

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact: As previously analyzed and approved in the Initial Study for Conditional Use Permit (CUP) No. 2014-19 (Appendix C), the Project would not expose sensitive receptors to substantial pollutant concentrations. The impact would be *less than significant.*

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

Less Than Significant Impact: The Project will create temporary localized odors during the Project's construction. The proposed Project will not introduce conflicting land use (surrounding land includes similar developments) to the area and will not have any component that would typically emit odors. The Project would not create objectionable odors affecting a substantial number of people. Therefore, impacts would be *less than significant.*

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish & 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, regulations or by the California Department of Fish and Game or US 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 director 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?	☐	☐	☑	☐

Discussion for this section originates from the previously completed and approved Initial Study for Conditional Use Permit (CUP) No. 2014-19. This Initial Study analyzed this Project Site for impacts to Biological Resources. The full document can be found in Appendix C.

Environmental Setting

The Project Site is in the Visalia City Limits, within the lower San Joaquin Valley, in the Central Valley of California. The Central Valley is bordered to the east by the Sierra Nevada Mountain Range and the Coast Ranges to the west. Like most of California, Visalia is considered a Mediterranean climate.

Warm, dry summers are followed by cool, moist winters. Summer temperatures often reach above 90 degrees Fahrenheit, and the humidity is relatively low. Winter temperatures are often below 60 degrees Fahrenheit during the day and rarely exceed 70 degrees. On average, Visalia receives approximately 11 inches of precipitation in the form of rainfall yearly, most of which occurs between October and March.

Regulatory Setting

Federal Endangered Species Act (FESA) defines an endangered species as "any species or subspecies that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species or subspecies that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range."

The Federal Migratory Bird Treaty Act (FMBTA: 16 USC 703-712): FMBTA prohibits killing, possessing, or trading in any bird species covered in one of four international conventions to which the United States is a party, except in accordance with regulations prescribed by the Secretary of the Interior. The name of the act is misleading, as it actually covers almost all birds native to the United States, even those that are non-migratory. The FMBTA encompasses whole birds, parts of birds, and bird nests and eggs. Although the USFWS and its parent administration, the U.S. Department of the Interior, have traditionally interpreted the FMBTA as prohibiting incidental as well as intentional "take" of birds, a January 2018 legal opinion issued by the Department of the Interior now states that incidental take of migratory birds while engaging in otherwise lawful activities is permissible under the FMBTA. However, California Fish and Game Code makes it unlawful to take or possess any non-game bird covered by the FMBTA (Section 3513), as well as any other native non-game bird (Section 3800), even if incidental to lawful activities.

Birds of Prey (CA Fish and Game Code Section 3503.5): Birds of prey are protected in California under provisions of the Fish and Game Code (Section 3503.5), which states that it is unlawful

to take, possess, or destroy any birds in the order Falconiformes (hawks and eagles) or Strigiformes (owls), as well as their nests and eggs. The bald eagle and golden eagle are afforded additional protection under the federal Bald and Golden Eagle Protection Act (16 USC 668), which makes it unlawful to kill birds or their eggs.

Clean Water Act: Section 404 of the Clean Water Act of (1972) is to maintain, restore, and enhance the physical, chemical, and biological integrity of the nation's waters. Under Section 404 of the Clean Water Act, the US Army Corps of Engineers (USACE) regulates discharges of dredged and fill materials into "waters of the United States" (jurisdictional waters). Waters of the US including navigable waters of the United States, interstate waters, tidally influenced waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries.

California Endangered Species Act (CESA): prohibits the take of any state-listed threatened and endangered species. CESA defines take as "any action or attempt to hunt, pursue, catch, capture, or kill any listed species." If the proposed project results in a take of a listed species, a permit pursuant to Section 2080 of CESA is required from the CDFG.

City of Visalia Oak Tree Ordinance: The City of Visalia has an oak tree ordinance that protects valley oak trees with a diameter at breast height (dbh) of 2 inches or greater. Under this ordinance, removal, or encroachment within the drip-line of or damage to valley oak trees is prohibited. Removal requires a permit from the city manager and mitigation either by replacement in-kind or payment of an in-lieu fee to be used for oak tree planting.

City of Visalia General Plan: The 2030 Visalia General Plan contains the following policies related to the preservation of biological resources that may be considered relevant to the proposed Project's environmental review:

- *OSC-P-8*: Protect, restore, and enhance a continuous corridor of native riparian vegetation along Planning Area waterways, including the St. Johns River; Mill, Packwood, and Cameron Creeks; and segments of other creeks and ditches where feasible, in conformance with the Parks and Open Space diagram of this General Plan.
- *OSC-P-19*: Establish easements or require dedication of land along waterways to protect natural habitat areas, allow maintenance operations and promote trails and bike paths.

- *OSC-P-26*: Establish Best Management Practices (BMPs) for control of invasive plant species where such plants could adversely impact wildlife habitat.
- *OSC-P-27*: Establish a "no net loss" standard for sensitive habitat acreage, including wetlands and vernal pools potentially affected by development.
- *OSC-P-30*: Require assessments of biological resources prior to approval of any discretionary development projects involving riparian habitat, wetlands, or special status species habitat. Early in the development review process, consult with California Department of Fish and Game, U.S. Fish and Wildlife Service, and other agencies.
- *OSC-P-31*: Protect and enhance habitat for special status species, designated under state and federal law. Require protection of sensitive habitat areas and special status species in new development in the following order: 1) avoidance; 2) onsite mitigation, and 3) offsite mitigation.

Discussion

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

Less Than Significant Impact: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), the Site has no known species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. City-wide biological resources were evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. There is a *less than significant impact.*

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

Less Than Significant Impact: The Visalia General Plan identifies Grasslands, Valley Oak Riparian Woodland, Valley Oak Woodland, Vernal Pools, and Wetlands as natural communities to protect. The Project is not located within or adjacent to an identified sensitive riparian habitat or other natural community. Impacts would be *less than significant.*

c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through director removal, filling, hydrological interruption, or other means?

No Impact: The Project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act. Regarding federally protected wetlands, the Project will have *no impact.*

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?

Less than Significant Impact: The proposed Project Area comprises vacant lands surrounded by urban development and paved roads. This development would not act as a barrier to animal movement. This site was evaluated in the General Plan EIR for the City of Visalia Land Use Element Update for conversion to urban use. The impacts would be *less than significant.*

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact: One oak tree on the Project site will be protected during construction and preserved per Chapter 12.24 of the City's Municipal Code (VMC) regarding Oak Tree Presentation and its *Standard Specifications for Building Around Valley Oaks.* There is a *less than significant impact.*

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?

No Impact: No known habitat conservation plans or Natural Community Conservation Plans (NCCP) exist in the proposed Project area. There would be *no impact.*

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☑	☐	☐

Discussion for this section originates from the previously completed and approved Initial Study for Conditional Use Permit (CUP) No. 2014-19. This Initial Study analyzed this Project Site for impacts to Cultural Resources. The full document can be found in Appendix C.

Environmental Setting

The Project area is in the Southern Valley Yokuts ethnographic territory of the San Joaquin Valley, located between the Kings River and the north shore of Tulare Lake. The Yokuts were generally divided into three major groups: the Northern Valley Yokuts, the Southern Valley Yokuts, and the Foothill Yokuts. The Project area is likely within the Telamni Yokuts territory. The main village for this area was Waitatshuulul, which was approximately 3 miles east of the Project Site along Packwood Creek.

The San Joaquin Valley did not experience contact with Europeans until the late 1700s. The earliest exploration of the San Joaquin Valley by Europeans was likely by the Spaniards when, in the fall of 1772, a group known as the Catalonian Volunteers entered the valley through Tejon Pass in search of deserters from the Southern California Missions. However, the group only made it as far north as Buena Vista Lake in modern-day Kern County before turning around due to the extensive swamps. Initial settlement within the valley by Europeans in the 1830s was primarily either by trappers or horse thieves. With the end of the Mexican-American War and the beginning of the gold rush in 1848, the San Joaquin Valley became more populated with ranchers and prospectors. In 1850, California became a state, and Tulare County was established in 1853. Visalia, founded in 1852, is one of the oldest cities in the Southern San

Joaquin Valley. During the first few decades, Visalia was a supply center for nearby gold rushes and had an agricultural economy based on livestock and some agriculture.

AB 52 Native American Consultation

Following AB 52, Native American Tribes that the Project could potentially impact were contacted. The Tribes that were formally noticed of this Project were the Big Sandy Rancheria of Western Mono Indians, Santa Rosa Rancheria Tachi Yokut Tribe, Dunlap Band of Mono Indians, Tubatulabals of Kern Valley, Tule River Indian Tribe, Kern Valley Indian Community, North Fork Mono Tribe, and the Wuksache Indian Tribe/Eshom Valley Band.

Regulatory Setting

This report defines "cultural resources" as prehistoric or historical archaeological sites and historical objects, buildings, or structures. Per 30 Code of Federal Regulations (CFR) §60.4, "historical" in this report applies to cultural resources at least 50 years old. The significance or importance of a cultural resource depends on whether the resource qualifies for inclusion at the local or state level in the California Register of Historical Resources (CRHR) or the federal level in the National Register of Historic Places (NRHP). Cultural resources that are determined to be eligible for inclusion in the CRHR are called "historical resources" (California Code of Regulations [CCR] 15064.5[a]). Under this statute, the determination of eligibility is partially based on the consideration of the criteria of significance as defined in 14 CCR 15064.5(a)(3). Cultural resources eligible for the NRHP are deemed "historic properties."

National Historic Preservation Act

The National Historic Preservation Act was adopted in 1966 to preserve historic and archeological sites in the United States. The Act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation offices.

California Historic Register

The California Historic Register was developed to identify, evaluate, register, and protect Historical Resources in California. Historical resources may include, but are not limited to, "any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically or archaeologically significant" (PRC §5020.1[j]). In addition, a resource included in a local register of historical resources or identified as significant in a local survey conducted in accordance with the state guidelines are also considered historic resources under California Public Resources Code (PRC) Section 5020.1.

According to CEQA guidelines §15064.5 (a)(3), the criteria for listing on the California Register of Historical Resources includes the following:

- 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 in 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Protection of cultural resources within California is additionally regulated by PRC §5097.5, which prohibits destruction, defacing, or removal of any historic or prehistoric cultural features on land under the jurisdiction of State or local authorities.

City of Visalia General Plan

The 2030 General Plan includes the policies related to cultural resources that correlate to the proposed Project:

- *LU-P-48*: Preserve established and distinctive neighborhoods throughout the City by maintaining appropriate zoning and development standards to achieve land use compatibility in terms of height, massing, and other characteristics; providing design guidelines for high-quality new development; supporting housing rehabilitation programs; and other means.
- *OSC-P-42*: Establish requirements to avoid potential impacts to sites suspected of being archeologically, paleontologically, or historically significant or of concern, by:
    - Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive;
    - Determining the potential effects of development and construction on archaeological or paleontological resources (as required by CEQA);
    - Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity (defined as areas identified according to the National Historic Preservation Act as part of the Section 106 process); and
    - Implementing appropriate measures to avoid the identified impacts, as conditions of Project approval.

Discussion

a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

Less Than Significant Impact with Mitigation: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), no known historical resources are located within the Project area. If some potentially historical or cultural resource is unearthed during development, all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations. Although no cultural resources were identified on the Site, the presence of remains or unanticipated cultural resources under the ground surface is possible. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that impacts to this checklist item will be *less than significant with mitigation incorporation.*

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact with Mitigation: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), no known archaeological resources are located within the project area. If some archaeological resource is unearthed during development, all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that mitigation incorporation will make the potential impact on unknown archeological resources *less than significant with mitigation incorporation.*

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation: According to the Initial Study prepared for CUP No. 2014-19 (Appendix C), no known human remains are buried in the Project vicinity. If human remains are unearthed during development, all work should cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations. If human remains are unearthed during Project construction, there is a potential for a significant impact. As such, implementation of Mitigation Measure CUL-2 will ensure that impacts remain *less than significant with mitigation incorporation.*

Mitigation Measures for Impacts to Cultural Resources

Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the Site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

Mitigation Measure CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

Southern California Edison (SCE) provides electricity services to the City of Visalia. SCE serves approximately 15 million people in a 50,000 square-mile area of Central, Coastal, and Southern California. SCE supplies electricity to its customers through various renewable and nonrenewable sources. Table 3-6, below, shows the proportion of each energy resource sold to California consumers by SCE in 2021 compared to the statewide average.

Fuel Type		SCE Power Mix	California Power Mix
Coal		0%	3.0%
Large Hydroelectric		2.3%	9.2%
Natural Gas		22.3%	37.9%
Nuclear		9.2%	9.3%
Other (Oil/Petroleum Coke/Waste Heat)		0.2%	0.2%
Unspecified Sources of Power[1]		34.6%	6.8%
Eligible Renewables	Biomass	0.1%	2.3%
	Geothermal	5.7%	4.8%
	Small Hydro	0.5%	1.0%
	Solar	14.9%	14.2%
	Wind	10.2%	11.4%
	Total Eligible Renewable	**31.4%**	**33.6%**
1. "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.			

Table 3-6. 2021 SCE and State power resources; Source: SCE; California Energy Commission

SCE also offers Green Rate Options, which allow consumers to indirectly purchase up to 100% of their energy from renewable sources. To accomplish this, SCE purchases the renewable energy necessary to meet the needs of Green Rate participants from solar renewable developers.

Southern California Gas Company (SoCalGas) provides natural gas services to the Project area. Natural gas is an energy source developed from fossil fuels composed primarily of methane (CH4). Approximately 45% of the natural gas burned in California is used for electricity generation, while the residential sector consumes 21%, 25% is consumed by the industrial sector, and 9% is consumed by the commercial sector.

Regulatory Setting

California Code of Regulations, Title 20

Title 20 of the California Code of Regulations establishes standards and requirements for appliance energy efficiency. The standards apply to a broad range of appliances sold in California.

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations is a broad set of standards designed to address the energy efficiency of new and altered homes and commercial buildings. These standards regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. Title 24 requirements are enforced locally by the City of Selma Building Department.

California Green Building Standards Code (CALGreen)

CalGreen is a mandatory green building code that sets minimum environmental standards for new buildings. It includes standards for volatile organic compound (VOC) emitting materials, water conservation, and construction waste recycling.

SB 100

SB 100, passed in 2018, set a deadline in 2045 for 100% of energy to be renewable. Additionally, by 2030, 60% of all energy must be renewable. California is targeting this goal through solar and other renewable sources.

AB 178

For California to meet its renewable goals, AB 178 was passed in 2018. AB 178 states that starting in 2020, all new low-rise residential buildings must be built with solar power.

City of Visalia General Plan

The 2030 General Plan includes the policies related to energy use that correlate to the proposed Project:

- *T-P-41*: Integrate the bicycle transportation system into new development and infill redevelopment. Development shall provide short-term bicycle parking and long-term bicycle storage facilities, such as bicycle racks, stocks, and rental bicycle lockers. Development also shall provide safe and convenient bicycle and pedestrian access to high-activity land uses such as schools, parks, shopping, employment, and entertainment centers.
- *T-P-53*: Develop flexible parking requirements in the zoning ordinance for development proposals based on "best practices" and the proven potential to reduce parking demand.

Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less Than Significant Impact: The original Project includes constructing and operating a 25-acre mixed-use development with office space, residential units, and highway commercial businesses. This was approved in a previous initial study (Appendix C). This report analyses the impacts of replacing a bank and an office building with a hotel and drive-thru restaurant. A CalEEMod report for both the original and new site plan were created to analyze the impacts of the replacement buildings. The full CalEEMod Report can be found in Appendix A, and the energy calculations in Appendix B.

During Project construction, energy consumption related to worker trips and construction equipment operation would increase. This increase in energy use would be temporary and limited to the greatest extent possible through compliance with local, state, and federal regulations. Vehicle fuel consumption during Project construction was estimated based on the assumed construction schedule, vehicle trip lengths, and the number of workers per construction phase as provided by CalEEMod, and Year 2026 gasoline/diesel MPG factors provided by the EMFAC2017. To simplify the estimation process, it was assumed that all worker vehicles used gasoline as a fuel source and all vendor vehicles used diesel as a fuel source. Table 3-7, below, provides gasoline and diesel fuel used by construction and on-road sources during each Project construction

phase. As shown, Project construction-related emissions from the new Site plan do not significantly change from the previously approved original Site plan.

	Construction Phase	# of Days	Daily Worker Trips[1]	Daily Vendor Trips[1]	Daily Hauling Trips[1]	Total Gasoline Fuel Use (gallons)[2]	Total Diesel Fuel Use (gallons)[2]
Energy Use – Original Site Plan	Site Preparation	10	18	0	0	1,950	0
	Grading	35	20	0	0	10,777	0
	Building Construction	370	112	41	0	63,421	13,137
	Paving	20	15	0	0	2,356	0
	Architectural Coating	20	22	0	0	420	0
	Total	**455**	**N/A**	**N/A**	**N/A**	**78,924**	**13,137**
Energy Use – New Site Plan	Site Preparation	10	18	0	0	1,950	0
	Grading	35	20	0	0	10,777	0
	Building Construction	370	125	44	0	65,198	14,098
	Paving	20	15	0	0	2,356	0
	Architectural Coating	20	25	0	0	443	0
	Total	**455**	**N/A**	**N/A**	**N/A**	**80,724**	**14,098**
		1. Data provided by CalEEMod (Appendix A) 2. See Appendix B					

Table 3-7. On-Road Mobile Fuel Use Generated by Construction Activities. Source: CalEEMod (v. 2020.4.0); EMFAC2017

While construction of the proposed Project will result in additional energy consumption, this energy use is not unnecessary or inefficient. This energy use is justified by the energy-efficient nature of the proposed Project and would be limited to the greatest extent possible through compliance with local, state, and federal regulations. The California Energy Commission is responsible for developing and enforcing specific strategies to achieve this goal. These strategies are implemented through Title 24, Part 6 of the California Building Code, which requires developers to include certain measures to achieve required building efficiency standards.

	Total Annual Operational VMT[1]	Annual Fuel Use (Gasoline)	Annual Fuel Use (Diesel)	Average MPG
Energy Use – Original Site Plan	11,489,772 Miles	362,959 Gallons	43,846 Gallons	28.2
Energy Use – New Site Plan	14,080,444 Miles	444,798 Gallons	53,733 Gallons	28.2
	1. Data Provided by CalEEMod 2. See Appendix B			

Table 3-8. On-Road Mobile Fuel Use Generated by Operational Activities. Source CalEEMod (v. 2020.4.0); EMFAC2017

During Project operations, the proposed Project does not anticipate resulting in wasteful fuel consumption. This is due to the distance of the Project Site to the commercial, recreational, and other residential uses, resulting in less reliance on personal vehicles. As shown, Project construction-related emissions from the new Site plan do not significantly change from the previously approved original Site plan.

Because construction-related energy use would be temporary and limited to the greatest extent feasible through consistency with Federal, State, and local policies related to energy conservation, and the operation of the Project will comply with all energy efficiency standards required under Title 24, Section 6, and these standards were specifically developed to achieve net zero energy for residential projects, it can be presumed that the Project will achieve net zero energy. The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. The impact is *less than significant.*

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact: The proposed change in the Project will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. The proposed Project will comply with all state and local policies related to energy efficiency, and there will be *no impact*.

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☑
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
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 and indirect risks to life or property?	☐	☐	☐	☑
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?	☐	☑	☐	☐

Environmental Setting

Geologic Stability and Seismic Activity

- **Seismicity**
  The Visalia Planning Area has no known major fault systems within its boundaries. There are minor faults in the Southern San Joaquin Valley, approximately 30 miles away, though none are known to be active. The most significant potential for seismic activity in Visalia Planning Area is posed by the San Andreas Fault, approximately 75 miles away from the site, or the Owens Valley Fault Group, located approximately 125 miles from the Project site.

- **Liquefaction**
  Liquefaction occurs when unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state due to severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like soil behavior, which can result in landslides and lateral spreading. Soil liquefaction causes ground failure, damaging roads, pipelines, underground cables, and buildings with shallow foundations. Liquefaction hazards may exist in and around wetland areas and creeks, though soil types are generally too coarse or too high in clay content and not likely to be subject to sufficient acceleration to cause liquefaction.

- **Landslides**
  Landslides refer to various processes that result in the downward and outward movement of soil, rock, and vegetation under gravitational influence. Natural and human-induced slope stability changes cause landslides and often accompany other natural hazard events, such as floods, wildfires, or earthquakes. Due to little elevation changes throughout the planning area, including the proposed Project Site, it is considered a low landslide hazard area.

- **Subsidence**
  Land Subsidence refers to the vertical sinking of land because of manmade or natural underground voids. Subsidence has occurred throughout the Central Valley because of groundwater, oil, and gas withdrawal. The Kaweah Subbasin that underlies the Planning Area is in overdraft on an average long-term basis. According to the most recent Urban Water Management Plan (UWMP), groundwater elevations have declined to 50 feet

between 1990 and 2010. While groundwater recharge efforts are in progress, groundwater levels will continue to decline unless recharge is increased.

Soils Involved in Project

The proposed Project involves the construction on two soil types. The properties of the soil are described briefly below:

- **Colpien loam, 0 to 2 percent slopes:** The Colpien series consists of very deep, moderately well-drained soils on terraces formed in alluvium derived mainly from granitic rocks. These soils are artificially drained. Slopes are 0 to 2 percent. It has negligible to low runoff and moderately slow permeability due to high mica content in the soil.

- **Akers-Akers, saline-Sodic, complex, 0 to 2 percent slopes:** The Akers series consists of very deep, well-drained soils formed in alluvium derived from granitic rock. Akers soils are on terraces and have slopes of 0 to 2 percent. It is well drained, has negligible to low runoff, and has moderate permeability. Saline-sodic phases have moderately slow permeability.

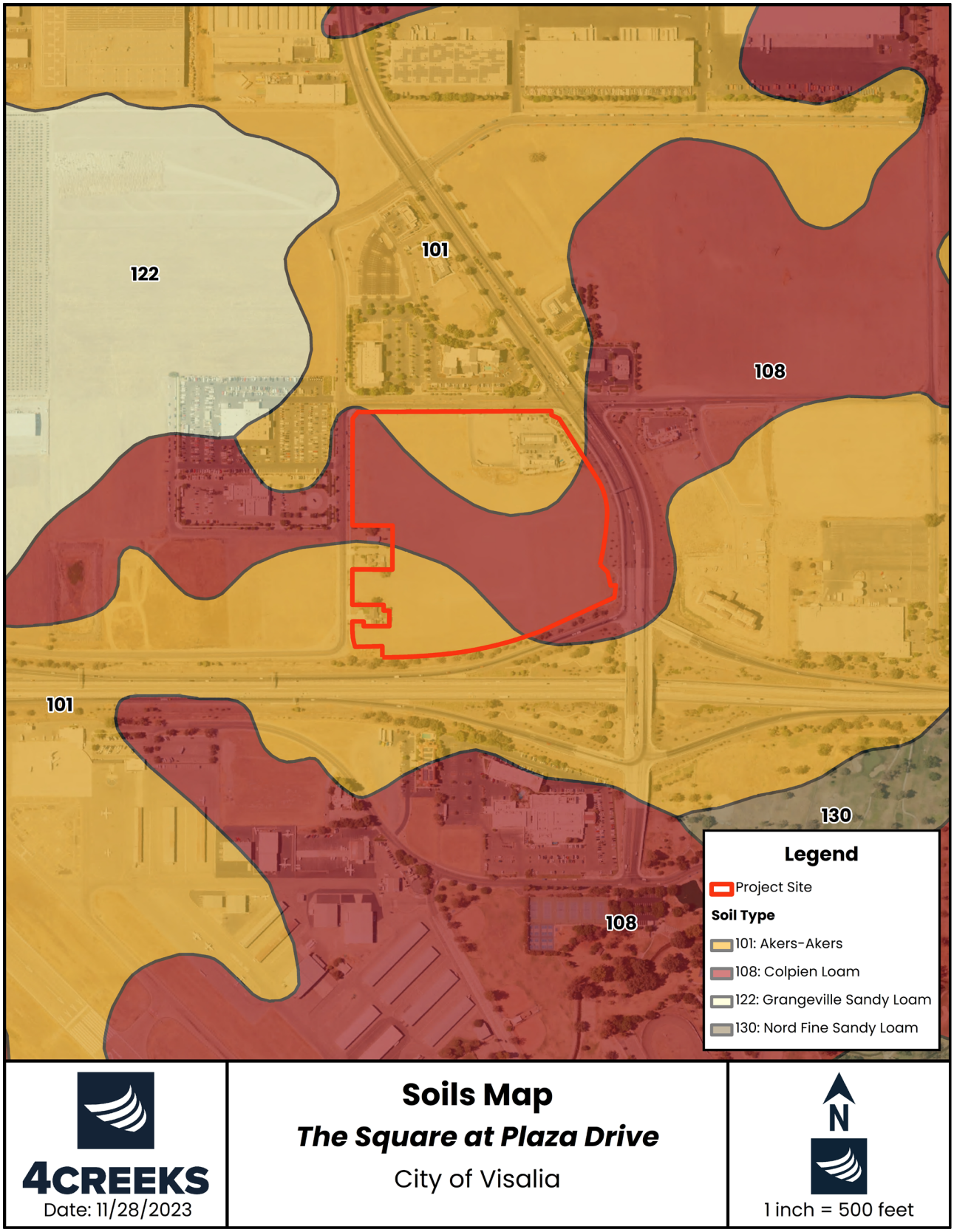

Figure 3-5: Soils Map

Regulatory Setting

California Building Code

The California Building Code (CBC) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures, and certain equipment.

City of Visalia Municipal Code (California Building Code)

The City of Visalia Municipal Code has incorporated and adopted the CBC, 2013 Edition, as promulgated by the California Building Standards Commission, which incorporates the adoption of the 2012 edition of the International Building Code, as amended with necessary California amendments and the 2012 International Building Code of the International Code Council.

City of Visalia General Plan

The 2030 General Plan includes the policies related to geology and soils that correlate to the proposed project:

- *OSC-P-28*: Require new development to implement measures, as appropriate, to minimize soil erosion related to grading, site preparation, landscaping, and construction.

Discussion

a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact: Although the Project is located in an area of relatively low seismic activity, the Site has a low chance of being affected by ground shaking from distant faults. The potential for strong seismic ground shaking on the Project Site is not a significant environmental concern due to the infrequent seismic activity of the area and the distance to the faults. The Project does not propose any components which could cause substantial adverse effects in the event of an earthquake. Additionally, the Project has

no potential to indirectly or directly cause the rupture of an earthquake fault. Therefore, there is *no impact* related to the risk of loss, injury, or death involving a rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

No Impact: The Project Site is in an area of low seismic activity. The proposed Project does not include any activities or components that could feasibly cause strong seismic ground shaking, either directly or indirectly. There is *no impact.*

iii. Seismic-related ground failure, including liquefaction?

No Impact: The risk of liquefaction within the Visalia Planning Area, outside wetland areas, is low because the soil types are generally unsuitable for liquefaction. The area's low potential for seismic activity would further reduce the likelihood of liquefaction occurrence. Because the Site is within an area of low seismic activity, and the soils associated with the Project area are unsuitable for liquefaction, there are *no impacts.*

iv. Landslides?

No Impact: The Planning Area of Visalia is considered at an insignificant risk of small landslides. Additionally, the Project Site is generally flat, and the area has no slopes. No geologic landforms exist on or near the Site that would result in a landslide event. As a result, there is a very low potential for landslides. There would be *no impact.*

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact: Because the Project Site is relatively flat, the potential for erosion is low. However, construction-related activities and increased impermeable surfaces can increase the probability of erosion. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards. Construction-related impacts related to erosion will be temporary and subject to best management practices (BMPs) required by SWPPP, which are developed to prevent significant impacts from construction. Because erosion-related impacts would be temporary and limited to construction, and

required best management practices to prevent significant impacts related to erosion, the impact will remain *less than significant.*

c) Would the Project 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?

No Impact: The soils associated with the Project Site are considered stable and have a low capacity for landslides, lateral spreading, subsidence, liquefaction, or collapse. Soils in the Visalia area have few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area generally have low expansion characteristics. Because the Project area is stable, and this Project would not result in a substantial grade change to the topography to the point that it would increase the risk of landslides, lateral spreading, subsidence, liquefaction, or collapse, there is *no impact.*

d) Would the Project 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?

No Impact: The proposed Project Site is not in an area with expansive soils. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, defined as very low potential expansion. Because the soils associated with the Project do not exhibit shrink-swell behavior, implementation of the Project will pose no risk to life or property caused by expansive soils, and there will be *no impact.*

e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact: The proposed changes to the Project would not include septic tanks or alternative wastewater disposal systems. The proposed buildings will tie into Visalia's existing sewer services. Therefore, there would be *no impact.*

f) Would the Project directly or indirectly destroy a unique paleontological resource or Site or unique geologic feature?

Less Than Significant Impact with Mitigation: No unique geologic features and no known paleontological resources are located within the Project area. However, there is always the

possibility that paleontological resources may exist below the ground surface. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that any impacts resulting from Project implementation remain *less than significant with mitigation incorporation.*

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
a) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

Environmental Setting

Natural processes and human activities emit greenhouse gases. The presence of GHGs in the atmosphere affects the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 34°C cooler. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

The effect of greenhouse gases on the earth's temperature is equivalent to how a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxide, ozone, chlorofluorocarbons, hydrochlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur, and hexafluoride. Some gases are more effective than others. The Global Warming Potential (GWP) has been calculated for each greenhouse gas to reflect how long it remains in the atmosphere, on average, and how strongly it absorbs energy. Gases with a higher GWP absorb more energy per pound than gases with a lower GWP and thus contribute more to global warming. For example, one pound of methane equals twenty-one pounds of carbon dioxide.

GHGs, as defined by AB 32, include the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs, as defined by AB 32, are summarized in Table 3-8. Each gas's effect on climate change depends on three main factors. The first is the quantity of these gases in the atmosphere, how long they stay, and finally, how strongly they impact global temperatures.

Greenhouse Gas	Description and Physical Properties	Lifetime	GWP	Sources
Methane (CH4)	Is a flammable gas and is the main component of natural gas	12 years	21	Emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
Carbon dioxide (CO2)	An odorless, colorless, natural greenhouse gas.	30-95 years	1	Enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and wood products, and also as a result of certain chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
Chloro-fluorocarbons	Gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are non-toxic nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).	55-140 years	3,800 to 8,100	Were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone.
Hydro-fluorocarbons	A man-made greenhouse gas. It was developed to replace ozone-depleting gases found in a variety of appliances. Composed of a group of greenhouse gases containing carbon, chlorine an at least one hydrogen atom.	14 years	140 to 11,700	Powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for stratospheric ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases.

Greenhouse Gas	Description and Physical Properties	Lifetime	GWP	Sources
Nitrous oxide (N2O)	Commonly known as laughing gas, is a chemical compound with the formula N2O. It is an oxide of nitrogen. At room temperature, it is a colorless, non-flammable gas, with a slightly sweet odor and taste. It is used in surgery and dentistry for its anesthetic and analgesic effects.	120 years	310	Emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
Pre-fluorocarbons	Has a stable molecular structure and only breaks down by ultraviolet rays about 60 kilometers above Earth's surface.	50,000 years	6,500 to 9,200	Two main sources of pre-fluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	An inorganic, odorless, colorless, and nontoxic nonflammable gas.	3,200 years	23,900	This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing and as a tracer gas.

Table 3-9. Greenhouse Gasses; Source: EPA, Intergovernmental Panel on Climate Change

Regarding the quantity of these gases in the atmosphere, we first must establish the amount of the particular gas in the air, known as Concentration or abundance, measured in parts per million, parts per billion, and even parts per trillion**.** To put these measurements in more relatable terms, one part per million equals one drop of water diluted into about 13 gallons, roughly a full gas tank in a compact car. Therefore, it can be assumed larger emissions of greenhouse gases lead to a higher concentration in the atmosphere.

Each designated gas described above can reside in the atmosphere for different lengths, ranging from a few years to thousands of years. All these gases remain in the atmosphere long enough to become well mixed, meaning that the amount measured in the atmosphere is roughly the same all over the world regardless of the emission source.

Regulatory Setting

AB 32

AB 32 set the 2020 greenhouse gas emissions reduction goal into law. It directed the California Air Resources Board to develop discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit.

SB 1078, SB 107, and Executive Order S-14-08

SB 1078, SB 107, and Executive Order S-14-08 require California to generate 20% of its electricity from renewable energy by 2017. SB 107 then changed the 2017 deadline to 2020. Executive Order S-14-08 required that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020.

San Joaquin Valley Air Pollution Control District

SJVAPCD adopted a Climate Change Action Plan (CCAP) in August 2008. While the plan does not have regulatory powers, it directs SJVAPCD to develop guidance to assist District staff, valley businesses, land-use agencies, and other permitting agencies in addressing GHG emissions as part of the CEQA process.

City of Visalia Climate Action Plan (CAP)

Visalia's draft 2013 CAP includes a baseline GHG emissions inventory of municipal and community emissions, identification and analysis of existing and proposed GHG reduction measures, and reduction targets to help Visalia work toward the State's goal of an 80 percent reduction below baseline emissions by 2050. The plan sets 2020 and 2030 reduction targets and includes energy, transportation, waste, and resource conservation reduction actions.

City of Visalia Climate Change Initiatives

In January 2007, Visalia's mayor signed the "Cool Cities" pledge, part of the U.S. Mayors Climate Protection Agreement. By entering into this agreement, the City has adopted the goal of reducing citywide GHG emissions to 7% below 1990 levels by 2012. As detailed in the CAP, this goal was subsequently expanded in response to ARB's recommended reduction target of 15% below the 2005 baseline, and the City added a 2030 mitigation target to correlate with the 2030 General Plan Update and the goal of achieving an 80% reduction by 2050.

Discussion

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact: The Project is expected to generate Greenhouse Gas (GHG) emissions in the short term due to construction emissions and in the long term due to mobile and other sources of operational emissions. Estimated GHG emissions calculations are in the California Emissions Estimator Model (CalEEMod) report prepared for the Project (Appendix A). However, GHG emissions from the new Site plan do not significantly change from the previously approved original Site plan.

The SJVAPCD does not provide numeric thresholds to assess the significance of greenhouse gas emissions. Instead, the SJVAPCD "Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA" states that projects that achieve a 29% GHG emission reduction compared to Business as Usual (BAU) would be determined to have a less than significant individual and cumulative impact for GHG. "Business as usual" (BAU) conditions are defined based on 2005 building energy efficiency, average vehicle emissions, and electricity energy conditions. The BAU conditions assume no improvements in energy efficiency, fuel efficiency, or renewable energy generation beyond that existing today. The 2005 BAU conditions were estimated using CalEEMod.

Implementing the hotel and drive-thru will increase the number of vehicles coming to the Project Site, however the emissions will still be above the 29% GHG reduction threshold at 30.1%.

	C02 (MT/Year)	CH4 (MT/Year)	N20 (MT/Year)	CO2e (MT/Year)
2005 BAU	8,446	9.01	1.02	8,975
Operational Emissions – Original Site Plan	4,452	6.50	0.26	4,692
Operational Emissions – New Site Plan	5,975	7.68	0.36	6,273
% Reduction From BAU				**30.1%**

Table 3-10: Projected Project Operational GHG Emissions Compared to 2005 BAU; Source: (CalEEMod, V.2020.4.0)

According to the report, the Project is expected to generate 8,975 metric tons of carbon dioxide equivalent emissions (C02E) under the 2005 BAU scenario. In contrast, the proposed

Project will have operational emissions of 6,273 metric tons of C02E, below the threshold of significance for GHG generation, owing to a 30.1% reduction compared with the 2005 BAU.

The report reveals that a substantial majority of the COE2 emissions associated with annual operations will result from mobile sources or vehicle trips associated with the uses. Most of the Vehicle Miles Traveled (VMT) associated with the drive-thru restaurant should be considered as passer-by trips rather than the destination/end of a trip based on the nature of these uses and their location in the context of the City. As a result, the VMT associated with these uses will be less than reported, and the emissions associated with these excess trips can be largely disregarded.

The proposed Project will utilize a combination of district-approved measures and existing State, Regional, and City regulations that will reduce the significance of the impact of GHG emissions. The following regulations already in effect will assist in reducing the cumulative impact associated with GHG emissions:

- Compliance with the California Building Code of 2010, including Title 24 requirements,
- Compliance with the City of Visalia's water-efficient landscape standards,
- Applicability of the SJVAPCD's Indirect Source Rule 9510 to the project,
- Compliance with the City of Visalia Development Standards (Chapter 17.30 of the Municipal Code), which requires the placement of parking lot shade trees and street trees along public streets;
- Change in use from residential to horizontal mixed-use.

The Project will also comply with certain measures approved by the SJVAPCD designated as an effective means of reducing the Project's GHG emissions to meet Best Performance Standards and would provide a measurable reduction of GHG emissions.

The following SJVAPCD-approved measures are being required as project mitigation, further described in the Mitigation Measures section of the Initial Study:

- An on-site pedestrian access network that internally links all uses and connects to existing and planned streets;
- Minimization of pedestrian barriers which impede pedestrian and bicycle access and interconnectivity;
- Providing shade and/or light-colored materials on at least 30% of the site's non-roof impervious surfaces, including parking lots;
- Commitment to exceed Title 24 requirements by 20%;

- During project construction, utilizing off-road diesel vehicles in compliance with Title 13, CCR, Section 2449.

Therefore, the impact is considered *less than significant.*

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact: The State of California has enacted the Global Warming Solutions Act of 2006 under Assembly Bill 32 (AB 32), which included provisions for reducing the GHG emission levels to 1990 "baseline" levels by 2020. The proposed Project will not impede the State's ability to meet the GHG emission reduction targets under AB 32. Current and probable future state and local GHG reduction measures will continue to reduce the Project's contribution to climate change. As a result, the Project will not contribute significantly, individually or cumulatively, to GHG emissions.

The proposed Project will comply with all Federal, State, and Local rules pertaining to the regulation of greenhouse gas emissions, and the Project will implement Best Performance Standards developed by the SJVAPCD. The Project will not conflict with any plan, policy, or regulation developed to reduce GHG emissions. There is *no impact.*

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 or excessive noise 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 for people residing or working in 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 significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

Environmental Setting

The proposed Project Site is located approximately 1.45 miles West of the nearest school (Hurley Elementary School) and approximately 0.33 miles northeast of the nearest public airport (Visalia Municipal Airport).

The Department of Toxic Substances Control's (DTSC's) Envirostor was used to identify any sites associated with releases of hazardous materials or wastes within the Project area. This research confirmed that the Project would not be located on or near a Site included on a list of hazardous materials sites compiled under Government Code Section 65962.5.

Regulatory Setting

Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S. Code [U.S.C.] §9601 et seq.).

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, or the Superfund Act) authorizes the President to respond to releases or threatened releases of hazardous substances into the environment.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) sets and enforces Occupational Safety and Health Standards to ensure safe working conditions. OSHA provides training, outreach, education, and compliance assistance to promote safe workplaces. The proposed Project would be subject to OSHA requirements during construction, operation, and maintenance.

Toxic Substances Control Act of 1976 (15 U.S.C. §2601 et seq.).

The Toxic Substance Control Act was enacted by Congress in 1976 and authorizes the EPA to regulate any chemical substances determined to cause an unreasonable risk to public health or the environment.

Hazardous Waste Control Law, Title 26.

The Hazardous Waste Control Law creates hazardous waste management program requirements. The law is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR), which contains requirements for the following aspects of hazardous waste management:

- Identification and classification;
- Generation and transportation;
- Design and permitting of recycling, treatment, storage, and disposal facilities;
- Treatment standards;
- Operation of facilities and staff training; and
- Closure of facilities and liability requirements.

California Code of Regulations, Title 22, Chapter 11.

Title 22 of the California Code of Regulations contains regulations for identifying and classifying hazardous wastes. The CCR defines waste as hazardous if it has the following characteristics: ignitability, corrosivity, reactivity, and/or toxicity.

California Emergency Services Act

The California Emergency Services Act created a multi-agency emergency response plan for California. The Act coordinates various agencies, including CalEPA, Caltrans, the California Highway Patrol, regional water quality control boards, air quality management districts, and county disaster response offices.

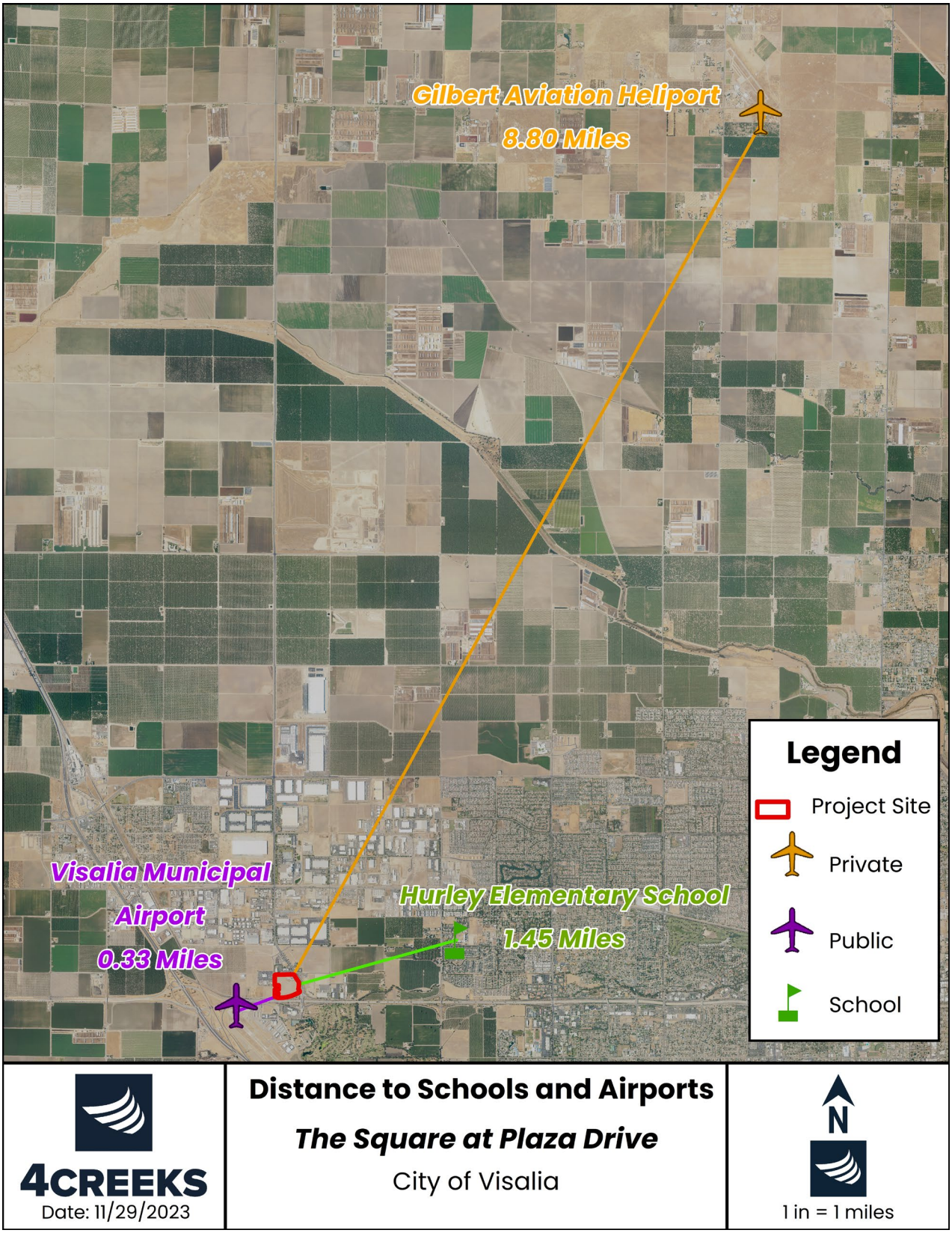

Figure 3-6: Distance to Schools and Airports

Discussion

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact: Project construction activities may involve using, storing, and transporting hazardous materials. During construction, the contractor will use fuel trucks to refuel onsite equipment and may use paints and solvents to a limited degree. The storage, transport, and use of these materials will comply with local, state, and federal regulatory requirements. There is the potential for small leaks due to refueling of construction equipment; however, standard construction Best Management Practices (BMPs) included in the SWPPP will reduce the potential for the release of construction-related fuels and other hazardous materials by controlling runoff from the Site and requiring proper disposal or recycling of hazardous materials. The change in the Project will not impact the hazardous materials used in the construction or operation. The impact is *less than significant.*

b) Would the Project 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?

Less than Significant Impact: There is no reasonably foreseeable condition or incident involving the Project that could result in the release of hazardous materials into the environment other than any potential accidental releases of standard fuels, solvents, or chemicals encountered during typical construction of a residential subdivision. Should an accidental hazardous release occur or should the Project encounter hazardous soils, existing regulations for handling hazardous materials require coordination with the California Department of Toxic Substances Control for an appropriate plan of action, which can include studies or testing to determine the nature and extent of contamination, as well as handling and proper disposal. The change in the Project will not impact the hazardous materials used in the construction or operation. Therefore, potential impacts are *less than significant*.

c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact: The Project is approximately 1.45 miles from an existing school. During construction, the contractor will use fuel trucks to refuel onsite equipment and may use paints and solvents to a limited degree. The storage, transport, and use of

these materials will comply with Local, State, and Federal regulatory requirements. There is the potential for small leaks due to refueling of construction equipment, however, standard construction Best Management Practices (BMPs) included in the SWPPP will reduce the potential for the release of construction-related fuels and other hazardous materials by controlling runoff from the Site and requiring proper disposal or recycling of hazardous materials. The operational aspect of the Project does not involve the use or storage of hazardous substances other than insignificant amounts of pesticides, fertilizers, and cleaning agents required for routine maintenance of structures and landscaping. The Project would not emit hazardous emissions or involve handling acutely hazardous materials or waste. The change in the Project will not impact the hazardous materials used in the construction or operation. Therefore, there would be *a less than significant impact.*

d) Would the Project 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?

No Impact: The Project Site is not listed as a hazardous materials Site pursuant to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Substances Control. There would be *no impact.*

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

Less Than Significant Impact: The proposed Project is approximately .33 miles northeast of the nearest public airport (Visalia Municipal Airport). However, according to the Airport Master plan, the Project Site would not be impacted by the airport. Noise contours developed for 2019 show that the airport would produce less than 65 dB on the Project Site. All land uses located outside of the 65 dB contours are considered to have a less than significant. Implementing the proposed Project would not create a safety hazard for people residing or working in the Project area. There is *a less than significant impact.*

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact: The City's design and environmental review procedures shall ensure compliance with emergency response and evacuation plans. In addition, the Site plan will be reviewed by the Fire Department per standard City procedure to ensure consistency

with emergency response and evacuation needs. The change in the Project will not impact any emergency response or evacuation plan. Therefore, the proposed Project would have *no impact* on emergency evacuation.

g) Would the Project expose people or structures, either directly or indirectly, to significant risk of loss, injury or death involving wildland fires?

No Impact: The land surrounding the Project Site has been developed for urban use and farmlands, which are not considered wildlands. Additionally, the City of Visalia General Plan finds that fire hazards within the Planning Area, including the proposed Project site, have low frequency, limited extent, limited magnitude, and low significance. The proposed Project would not expose people or structures to significant risk of loss, injury or death involving wildland fires, and there is *no impact.*

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise sustainably degrade surface or ground water 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; or	☐	☑	☐	☐
(iv) impede or redirect flood flows?	☐	☑	☐	☐
d) In flood hazard, tsunami, or seiche zones risk the release of pollutants due to Project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater movement plan?	☐	☐	☐	☑

Environmental Setting

Surface Water

Visalia is in the center of the Kaweah River Delta System, resulting in many rivers and creeks flowing through the City. The St. Johns River is the City's primary surface water feature. Other significant surface water features include Modoc Ditch, Mill Creek Ditch, Mill Creek, Tulare Irrigation District (TID) Canal, Packwood Creek, Cameron Creek, Deep Creek, Evans Creek,

Persian Ditch, and several other local ditches. These receive significant water during the rainy season and help drain stormwater.

Groundwater

Groundwater in Tulare County is present in valley deposits of alluvium that are several thousand feet thick and occur in confined and unconfined conditions. The creeks in Visalia are tied to the groundwater system. The creeks lose water in the winter while they feed the groundwater and gain water in the summer when the groundwater feeds the creeks. The depth to groundwater varies significantly throughout the valley floor area of Tulare County. In the area around Visalia, depth to groundwater varies from about 120 feet below ground surface along the western portion of the city to approximately 100 feet below ground surface to the east, as measured in spring 2010. Groundwater levels measured in the city have declined since the 1940s, from approximately 30 feet below ground surface in 1940 to 120 feet below ground surface in 2010. The water quality of the groundwater that underlies the Planning Area is excellent for domestic and agricultural uses. This is due mainly to the abundant snowmelt in the Sierra Nevada. Groundwater is the primary drinking water source for the planning area's residents.

Stormwater Drainage

The City, in conjunction with Kaweah Delta Water Conservation District and Tulare Irrigation District, operates and maintains a vast municipal storm drainage system comprising of drainage channels, 23 detention and retention basins, 33 pump stations, and 250 miles of pipe. Stormwater from the Project Site will be collected and conveyed to an on-site stormwater basin.

Regulatory Setting

Clean Water Act

The Clean Water Act (CWA) is enforced by the U.S. EPA and was developed in 1972 to regulate discharges of pollutants into the waters of the United States. The Act made it unlawful to discharge any pollutant from a point source into navigable waters unless a National Pollution Discharge Elimination System (NPDES) Permit is obtained.

National Flood Insurance Act

The Federal Emergency Management Agency (FEMA) is tasked with responding to, planning for, recovering from, and mitigating disasters. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance

Program (NFIP) and administering programs that aid with mitigating future damages from natural hazards.

California Water Quality Porter-Cologne Act

California's primary statute leading water quality and water pollution concerns with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resource Control Board (SWRCB) and each of the nine Regional Water Quality Boards (RWQCB) power to protect water quality and further develop the Clean Water Act within California. The applicable RWQCB for the proposed Project is the Central Valley RWQCB.

Central Valley RWQCB

The proposed Project Site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB requires a National Pollution Discharge Elimination System (NPDES) Permit and Stormwater Pollution Prevention Plan (SWPPP) for projects disturbing more than one acre of total land area. Because the Project is greater than one acre, a NPDES Permit and SWPPP will be required.

City of Visalia General Plan

The 2030 General Plan includes the policies related to hydrology and water quality that correlate to the proposed project:

- *PSCU-P-59*: Require new developments to incorporate floodwater detention basins into Project designs where consistent with the Stormwater Master Plan and the Groundwater Recharge Plan.
- *PSCU-P-60*: Control urban and stormwater runoff and point and non-point discharge of pollutants. As part of the City's Stormwater Management Program, adopt and implement a Stormwater Management Ordinance to minimize stormwater runoff rates and volumes, control water pollution, and maximize groundwater recharge. New development will be required to include Low Impact Development features that reduce impermeable surface areas and increase infiltration. Such features may include, but are not limited to:
    - Canopy trees or shrubs to absorb rainwater;
    - Grading that lengthens flow paths over permeable surfaces and increases runoff travel time to reduce the peak hour flow rate;
    - Partially removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas;

  - Use of permeable paving in parking lots and other areas characterized by significant impervious surfaces;
  - On-Site stormwater detention, use of bioswales and bioretention basins to facilitate infiltration; and
  - Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.
- *PSCU-P-46*: Adopt and implement a Water Efficient Landscaping Ordinance for new and/or refurbished development that exceeds mandated sizes, and ensure that all new City parks, streetscapes, and landscaped areas conform to the Ordinance's requirements. The Ordinance should include provisions to optimize outdoor water use by:
  - Promoting appropriate use of plants and landscaping;
  - Establishing limitations on use of turf including size of turf areas and use of cool-season turf such as Fescue grasses, with exceptions for specified uses (e.g., recreation playing fields, golf courses, and parks);
  - Establishing water budgets and penalties for exceeding them;
  - Requiring automatic irrigation systems and schedules, including controllers that incorporate weather-based or other self-adjusting technology;
  - Promoting the use of recycled water; and
  - Minimizing overspray and runoff.

Discussion

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant with Mitigation: The Project will not violate any water quality standards. A Master Plan has been prepared for the project, which addresses storm drainage by identifying additions and improvements to storm drain lines required to accommodate the proposed on-site improvements. The changes to the Project will not change the Master Plan. The storm drain line will feed into an off-site stormwater retention basin west of the Project site. These improvements will be consistent with the adopted City Storm Drain Master Plan. In addition to storm drain lines, bioswales will be integrated into the Site's landscaping and serve as locations for detention, disposal, and purification of stormwater. The Project will require implementing a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP identifies all potential sources of pollution that could affect stormwater discharges from the Project Site and identifies best management practices (BMPs) related

to stormwater runoff. Implementing Mitigation Measures HYD-1 and HYD-2 will ensure impacts remain *less than significant with mitigation.*

b) Would the Project substantially decrease groundwater supplies or interfere with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less than Significant Impact: The Project will not substantially deplete groundwater supplies in the Project vicinity. The project is within Cal Water's jurisdiction and is within their current Urban Water Management Plan. The primary source of water is groundwater. Existing water mains in the vicinity will be extended to serve the subject site. Water laterals will serve building sites for domestic, irrigation, and fire protection use. The Project will also be required to pay a groundwater impact fee to fund upstream and downstream ground water recharge basins and to import surface water supplies as feasible. The impact would be *less than significant.*

c) Would the Project 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?

Less than Significant with Mitigation: The changes to the Project will not result in substantial erosion on- or offsite. This impact would be appropriately mitigated by implementing a Stormwater Pollution Prevention Plan (SWPPP), which includes mandated erosion control measures developed to prevent significant impacts related to erosion caused by runoff during construction (Mitigation Measure HYD-1). The Project proponent will also be required to prepare drainage plans (Mitigation Measure HYD-2) and a Development Maintenance Manual (Mitigation Measure HYD-3) to ensure that existing drainage patterns are maintained during Project operations and that that the Project will not result in substantial erosion or siltation on- or off-site. The impact is *less than significant with the implementation of these mitigation measures.*

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant with Mitigation: The Project would add impervious surfaces on the Site, which could potentially increase surface runoff, resulting in flooding on- or off-site. This

impact would be appropriately mitigated through the implementation of Mitigation Measure HYD-2, which requires the Project to submit drainage plans to the City Engineer before the issuance of grading permits. The drainage plans will include BMPs to ensure runoff from the Project will not result in flooding on- or off-site. Therefore, impacts are *less than significant with mitigation.*

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?

Less than Significant with Mitigation: The proposed Project would result in the addition of impervious surfaces and alter existing drainage patterns on the Project Site, which would have the potential to impact existing stormwater drainage systems or provide additional sources of polluted runoff. The Project would contain a storm drainage basin to collect all runoff from the site. The disturbance of soils during construction could cause erosion, resulting in temporary construction impacts. However, this impact would be appropriately mitigated by implementing a Stormwater Pollution Prevention Plan (SWPPP), which includes mandated erosion control measures, which are developed to prevent significant impacts related to erosion caused by runoff during construction (Mitigation Measure HYD-1). During Project operations, the proposed impervious surfaces, including roads, building pads, and parking areas, would collect automobile-derived pollutants such as oils, greases, rubber, and heavy metals. This could contribute to point- and non-point-source pollution if these pollutants were transported into waterways during storm events. The Project proponent will be required to prepare drainage plans (Mitigation Measure HYD-2) and a Development Maintenance Manual (Mitigation Measure HYD-3) to ensure that the Project will not overwhelm the planned stormwater drainage basin or result in discharges of polluted runoff into local waterways. The impact is *less than significant with the implementation of these mitigation measures.*

iv. Impede or redirect flood flows?

Less than Significant with Mitigation: The Project Site is generally flat; no significant grading or leveling will be required. The proposed Project Site is not near a stream or river and will not alter the course of a stream or river. According to National Flood Hazard mapping by the Federal Emergency Management Agency, the proposed Project is within the "AE" and "X" flood zones. The AE flood zone has a 1% chance of flooding every year. The remainder of the site is within the X flood zone, which has a 0.2% chance of flooding every year.

Following regulations set by the American Society of Civil Engineers, all buildings within the AE flood zone will be built following these regulations:

1. The elevation of the lowest floor in a structure must be at or above the zone's base flood elevation (BFE).
2. Enclosed areas below the BFE or lowest floor cannot be used as living spaces.
3. All electrical, plumbing and HVAC equipment must be elevated to or above the area's BFE.

The Project would result in the addition of impervious surfaces on the 59.13-acre Site, which could affect drainage and flood patterns. This impact would be appropriately mitigated through the implementation of Mitigation Measure HYD-2, which requires the Project to submit drainage plans to the City Engineer before the issuance of grading permits. The drainage plans will include BMPs to ensure the Project will not impede or redirect flood flows. Therefore, impacts are *less than significant with mitigation.*

d) Would the project, in flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation?

No Impact: The proposed Project is located inland and not near an ocean or large body of water; therefore, it would not be affected by a tsunami. The proposed Project is in a relatively flat area and would not be impacted by inundation related to mudflow. Since the Project is in an area that is not susceptible to inundation, the Project would not risk the release of pollutants due to Project inundation. As such, there is *no impact.*

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact: The Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The proposed Project is consistent with the Central Valley RWQCB. The Project will comply with all applicable rules and regulations regarding water quality and groundwater management, and there will be *no impact.*

Mitigation Measures for Hydrology and Water Quality

Mitigation Measure HYD-1: Prior to the issuance of any construction/grading permit and/or the commencement of any clearing, grading, or excavation, the Applicant shall submit a Notice of Intent (NOI) for discharge from the Project Site to the California SWRCB Storm Water Permit Unit.

- Prior to issuance of grading permits for Phase 1 the Applicant shall submit a copy of the NOI to the City.
- The City shall review noticing documentation prior to approval of the grading permit. City monitoring staff will inspect the Site during construction for compliance.

Mitigation Measure HYD-2: The Applicant shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City 45 days prior to the start of work for approval. The contractor is responsible for understanding the State General Permit and instituting the SWPPP during construction. A SWPPP for Site construction shall be developed prior to the initiation of grading and implemented for all construction activity on the Project Site in excess of one (1) acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to storm water and shall include specific BMPs to control the discharge of material from the site. The following BMP methods shall include, but would not be limited to:

- Dust control measures will be implemented to ensure success of all onsite activities to control fugitive dust;
- A routine monitoring plan will be implemented to ensure success of all onsite erosion and sedimentation control measures;
- Provisional detention basins, straw bales, erosion control blankets, mulching, silt fencing, sand bagging, and soil stabilizers will be used;
- Soil stockpiles and graded slopes will be covered after two weeks of inactivity and 24 hours prior to and during extreme weather conditions; and,
- BMPs will be strictly followed to prevent spills and discharges of pollutants onsite, such as material storage, trash disposal, construction entrances, etc.

Mitigation Measure HYD-3: A Development Maintenance Manual for the Project shall include comprehensive procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's maintenance conditions. The manual

shall require that devices be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e., mid-May). The manual shall also require that all devices be checked after major storm events. The Development Maintenance Manual shall include the following:

- Runoff shall be directed away from trash and loading dock areas;
- Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes;
- Trash and loading dock areas shall be screened or walled to minimize offsite transport of trash; and,
- Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills, or wash down water to enter the drainage system.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

The proposed Project Site is located within the City of Visalia. The Site is approximately 5 miles west of downtown Visalia. The Site is zoned BRP (Business Research Park) and will not need to change. The Visalia General Plan Designation is BRP, Business Research Park. The Project does not need rezoning or General Plan Amendments.

The Site is currently vacant; and it was formerly agricultural uses. The Site is topographically flat and is bounded by agricultural uses to the north and west and single-family residential to the south and east. The agricultural land to the north and west is designated as low-density residential, medium-density residential, neighborhood commercial, and parks/recreation by the Visalia General Plan.

Regulatory Setting

Visalia General Plan
The proposed Project Site is designated as a Business Research Park.

- This designation builds on the existing General Plan's Business Research Park category and emphasizes research and development uses. Land with this designation is intended for research and development enterprises, educational, and office (limited customer access) uses. Maximum FAR for this designation is 0.5; buildout is assumed at 0.1.

The 2030 General Plan includes the policies related to land use that correlate to the proposed project:

- *LU-P-19*: Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy.
- *LU-P-25*: Provide planning and technical support for the relocation of agricultural operations currently located in the city to compatible locations in the Planning Area or the County.
- *LU-P-28*: Continue to use natural and man-made edges, such as major roadways and waterways within the city's Urban Area Boundary, as urban development limit and growth phasing lines.
- *LU-P-47*: Establish criteria and standards for pedestrian, bicycle, and vehicle circulation networks within new subdivisions and non-residential development.
- *LU-P-71*: Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.

City of Visalia Zoning Ordinance

The proposed Project Site is zoned BRP, Business Research Park. The Project will comply with the BRP zoning. The purpose and intent of the planned business research park zone district is to provide for business, scientific, educational, and light industrial uses in a campus-type setting. Planned business research parks are to be planned and developed as integrated units via specific or master plans and are intended to accommodate large-scale office developments at locations that provide close-in employment opportunities; promote Visalia's community identity through special site development standards such as lot sizes, setbacks, landscaping, building scale, parking, open areas, etc.; and provide on-site ancillary uses including day care, food service, banks, recreation, etc., served by a variety of transportation modes to reduce vehicle trips.

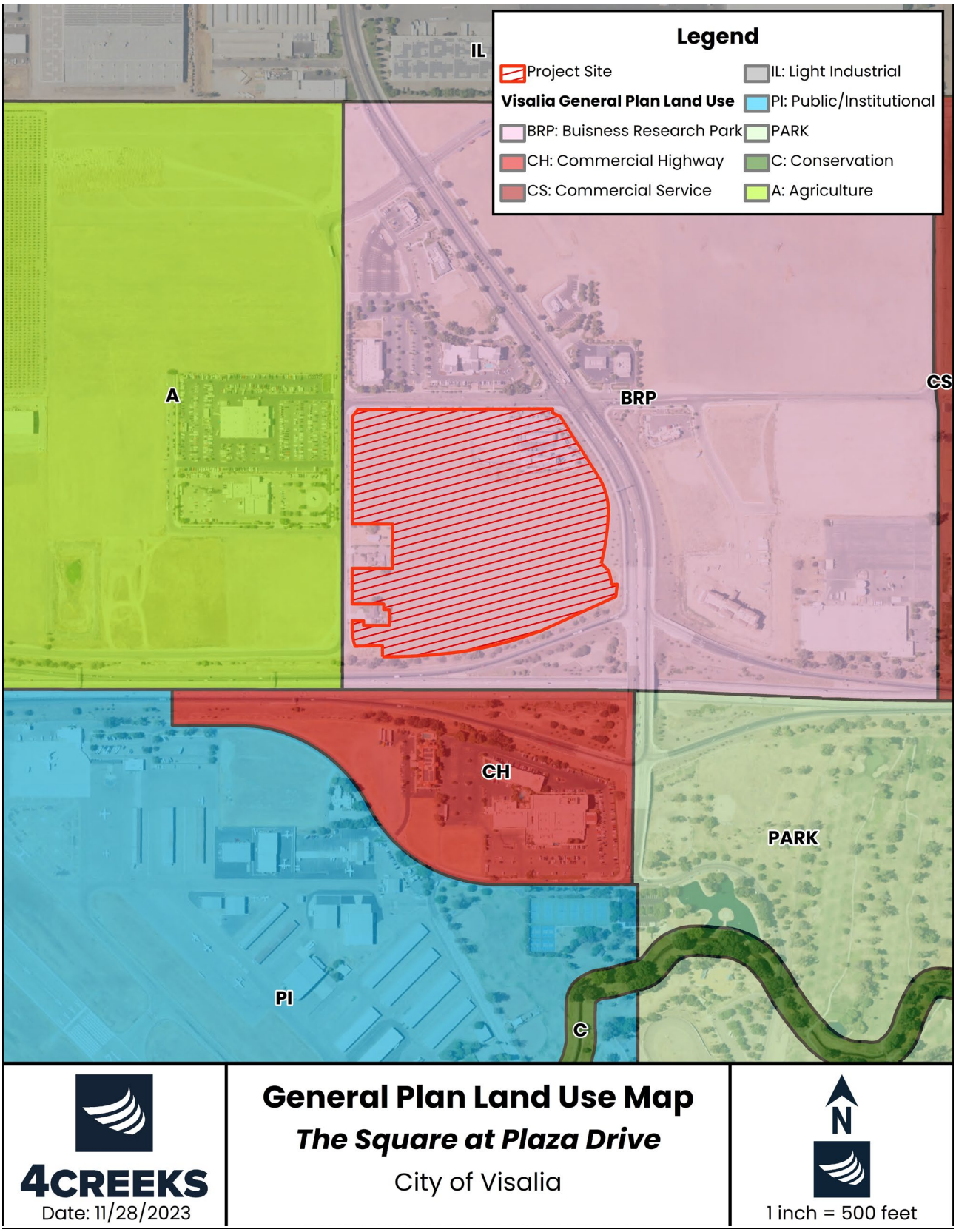

Figure 3-7: General Plan Land Use Designation

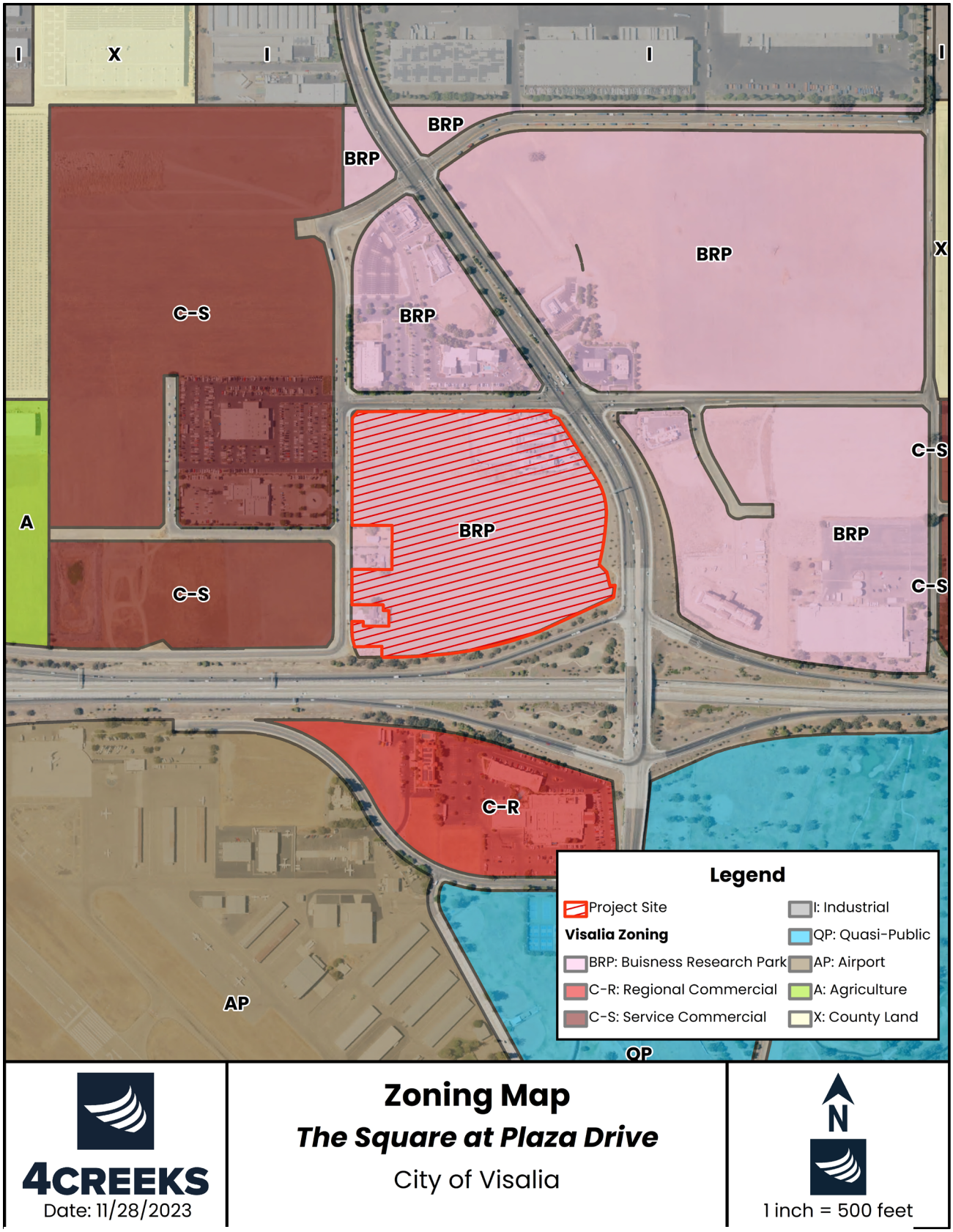

Figure 3-7: Zoning Map

Discussion

a) Would the Project physically divide an established community?

No Impact: The proposed changes to the Project will not physically divide an established community. The proposed Project Site is designated as a Business Research Park by the Visalia General Plan, and the Project is consistent with this land use designation. The Project would continue to operate as the same designation following Project implementation. There is *no impact.*

b) Would the Project 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?

No Impact: The Site is within the current city boundary of the City of Visalia. The City of Visalia has designated the area for urban development. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted urban development boundaries as mitigation measures for conversion to urban development.

The Project analysis contained in the Master Plan demonstrates compliance with applicable city policies and regulations. Chapter 17.24 of the Visalia Zoning Ordnance provides the purpose and intent of the zone along with development standards and requires that all development within the zone be part of an approved master plan. A Master Plan document has been prepared for the proposed Project to fulfill this requirement. The proposed changes to the Project are consistent with all other elements of the General Plan.

The proposed Project does not conflict with the designated land use or any other policy or regulation adopted to avoid or mitigate an environmental effect. There is *no impact.*

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 lands use plan?	☐	☐	☐	☑

Environmental Setting

Tulare County contains mineral resources of sand, gravel, and crushed stone found in alluvial deposits and hard rock quarries. Most of this mining occurs along rivers and at the base of the Sierra foothills. However, the Visalia Planning Area contains three former sand and gravel mines but no currently operating mines or designated Mineral Resource Zones.

Regulatory Setting

California State Surface Mining and Reclamation Act

The California State Surface Mining and Reclamation Act was adopted in 1975 to regulate surface mining, prevent adverse environmental impacts, and preserve the state's mineral resources. The California Department of Conservation's Division of Mine Reclamation enforces the Act.

Discussion

a) Would the Project 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?

No Impact: The Project Site has no known mineral resources that would be of a value to the region and the residents of the state, therefore the proposed Project would not result in the loss of impede the mining of regionally or locally important mineral resources. There is *no impact.*

b) Would the Project result in the loss of availability of a locally - important mineral resource recovery Site delineated on a local general plan, specific plan, or other lands use plan?

No Impact: No known mineral resources are important to the region, and the Project Site is not designated under the City's or County's General Plan as an important mineral resource recovery site. Therefore, the proposed Project would not result in the loss of availability of known regionally or locally important mineral resources. There is *no impact.*

XIII. NOISE

Would the Project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permeant 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 groundborne 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 public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☑	☐

Environmental Setting

Noise is often described as an unwanted sound. Sound is the variation in air pressure that the human ear can detect. If the pressure variations occur at least 20 times per second, they can be detected by the human ear. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, called Hertz (Hz).

Ambient noise is the "background" noise of an environment. Ambient noise levels on the proposed Project Site are primarily due to agricultural activities and traffic. Construction activities usually result in an increase in sound above ambient noise levels.

Vibration is seismic waves that radiate along the earth's surface and downward into the earth. The operation of heavy construction equipment, particularly pile driving and other impact devices such as pavement breakers, creates this vibration.

Sensitive Receptors

Noise level allowances for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hotels/motels, hospitals, schools, and libraries are

some of the most sensitive land uses to noise intrusion and, therefore, have more stringent noise level allowances than most commercial or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors are the homes to the south and east of the Site.

Regulatory Setting

City of Visalia Noise Ordinance

The City of Visalia Noise Ordinance provides noise level standards for land use compatibility. Exterior and interior noise levels may not exceed the categorical noise level standards shown in Table 3-11. The standards are shown in A-weighted decibels (dBA).

Category	*Cumulative number of minutes in any one hour time period*	*Evening and daytime (6:00 a.m. to 7:00 p.m.)*	*Nighttime (7:00 p.m. to 6:00 a.m.)*
Exterior Levels			
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65
Interior Levels			
1	5	45	35
2	1	50	40
3	0	55	45

Table 3-11: City of Visalia Noise Standards. Source: City of Visalia Noise Ordinance

City of Visalia General Plan

The City's General Plan's current noise element establishes goals and policies to limit community exposure to excessive noise levels. Visalia's current General Plan identifies noise sources such as roadways, rails, and airports within the city and includes land use compatibility guidelines.

- *N-P-3*: Establish performance standards for noise reduction for new housing that may be exposed to community noise levels above 65 dB DNL/CNEL, as shown on the Noise Contour Maps, based on the target acceptable noise levels for outdoor activity levels and interior spaces in Tables 8-2 and 8-3. Noise mitigation measures that may be considered to achieve these noise level targets include but are not limited to the following:
    - Construct façades with substantial weight and insulation;
    - Use sound-rated windows for primary sleeping and activity areas;

- Use sound-rated doors for all exterior entries at primary sleeping and activity areas;
- Use minimum setbacks and exterior barriers;
- Use acoustic baffling of vents for chimneys, attics, and gable ends;
- Install a mechanical ventilation system that provides fresh air under closed window conditions.

Discussion

a) Would the Project result in generation of a substantial temporary or permeant 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?

Less than Significant Impact: The entire project has been analyzed in a previous Initial Study (Appendix D) and found a less than significant impact. The change in the Project development will not change the impacts caused by noise. Project construction will involve temporary noise sources near the project. The average noise levels generated by construction equipment that will likely be used in the proposed Project are provided in Table 3-12.

The nearest residence and sensitive receptor are the single-family homes bordering the western border of the Site. The City requires that mitigation measures be implemented if noise levels exceed 70 dB in sensitive outdoor areas or if interior noise levels exceed 55 dB. As shown in Figure 3-10, it was found that a residence must be at least 250 feet from construction in the exterior and 100 feet from construction in the interior to avoid noise levels exceeding these thresholds.

With the Project bordering single-family homes, noise disturbance is unavoidable. However, the construction would comply with Visalia Municipal Code Chapter 8.36 to ensure that the construction noise impacts would be less than significant. Measures such as maintaining minimum setback distances between construction equipment and receptors, only having construction during weekday daytime hours, and noise barriers would be implemented to avoid significant construction noise impacts.

Commercial and hotel uses would produce long-term noise levels resulting from the Project, which are generally not associated with high operational noise levels, especially outside business hours. There will be noise generated by traffic along designated arterial and collector streets. The City's standards for setbacks and/or construction of walls along major streets will reduce noise levels to a less significant level.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise-sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or groundborne vibration impacts from the project.

Because noise generated during Project construction would not change significantly due to the changes in the Project, the Project does not propose uses that would typically generate high noise levels, and the impact is *less than significant*.

Type of Equipment	Exterior Lmax at 50 feet (dBA)
Tractors	84
Loaders	80
Backhoes	80
Excavators	85
Generator Sets	82
Air Compressors	80
Rubber Tired Dozers	85
Forklifts	75
Welders	73
Graders	85
Scrapers	85
Cranes	85
Paving Equipment	85
Rollers	85

Table 3-12. Noise levels of noise-generating construction equipment at various distances. Source: FHA Construction Noise Handbook (dBA at 50 feet). Noise levels beyond 50 feet were estimated using the inverse square law based on given values for dBA at 50 feet

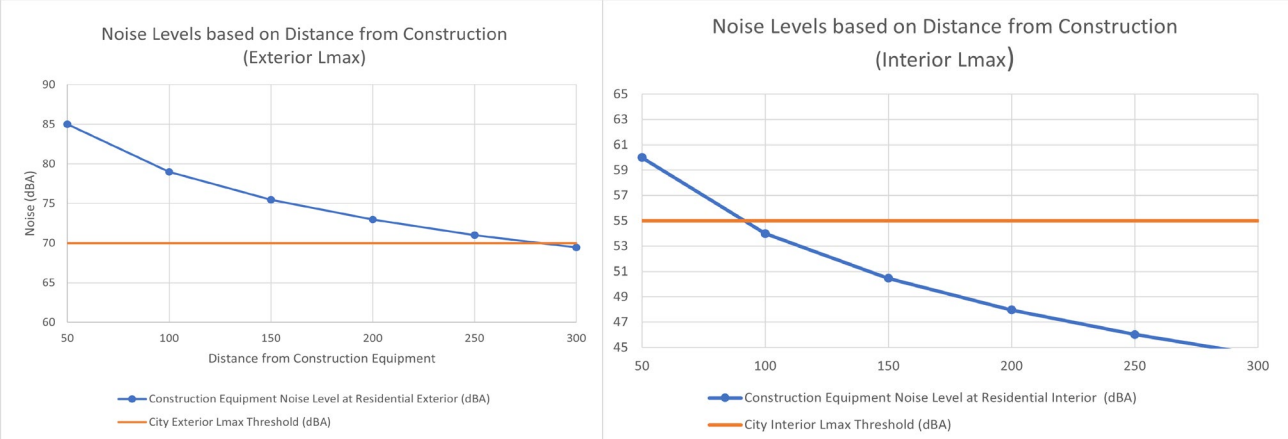

Figure 3-9: Construction Related Noise Levels Based on Distance from Construction Equipment. Interior Noise=Assume 25 dB Exterior to Interior Noise Reduction

b) Would the Project result in generation of excessive ground-borne vibration or groundborne noise levels?

Less than Significant Impact: Although Project operations would not include uses or activities that typically generate excessive groundborne vibration or groundborne noise levels, Project construction could introduce temporary groundborne vibration to the Project Site and the surrounding area. Sources that may produce perceptible vibrations are provided in Table 3-13.

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Pile driver (impact)	1.518 (upper range)/0.644 (typical)	112/104
Pile driver (sonic)	0.734 (upper range)/0.170 (typical)	105/93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil/0.017 in rock	66/75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Table 3-13. Vibration Levels Generated by Construction Equipment. Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.

During Project construction, the primary vibration source would likely be a bulldozer (tractor), which would generate 0.089 inches per second PPV at 25 feet with an approximate vibration level of 87 VdB. Vibration from the bulldozer would be intermittent and not a source of continual vibration. There are no adopted City standards or thresholds of significance for vibration. The evaluation of potential impacts related to construction vibration levels is based on the published data in the 2018 FTA Guidelines. At 25 feet, the buildings most susceptible to vibration could be impacted at .12 inches/second. The impact is *less than significant* because vibrations generated by Project construction would not exceed 0.12 inch/second.

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 public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Less than Significant Impact: The Project area is within 2 miles of a public airport. The study for the Draft Visalia Municipal Airport Master Plan has developed noise contours for areas surrounding the airport, which represent standard noise levels as defined by the City Noise Element. The California State Aeronautics Law establishes a CNEL of 65 dB as the maximum acceptable noise exposure for residential or other noise-sensitive land uses. The project area is outside of any airport noise contour area. Although this Project is located in Zone C, the location of the site is far enough away that aircraft will be at a substantial altitude while traversing the property. The project will not expose people residing or working in the project area to excessive noise levels. There is a *less than significant impact.*

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by 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?	☐	☐	☐	☑

Environmental Setting

The United States Census Bureau estimated the population in the City of Visalia to be 143,966 as of July 2022. This is an increase from the 2010 Census, which counted the population in the City of Visalia to be 124,442. Factors influencing population growth in Visalia include job availability, housing availability, and proposed and existing infrastructure capacity.

Regulatory Setting

The City of Visalia's population size is controlled by the development code and the General Plan's Housing Element. These documents regulate the number of dwelling units per acre allowed on various land uses and establish minimum and maximum lot sizes, which directly impact the City's population size.

City of Visalia 2030 General Plan Housing Element

The 2030 General Plan includes the policies related to population and housing that correlate to the proposed project:

- *LU-P-50*: Provide development standards to ensure residential development is not negatively affected by adjacent non-residential land uses.
- *LU-P-71*: Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.

Discussion

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact: The changes to the Project does not include any residential units. There will be no changes in the population growth. There is *no impact.*

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact: Development of the Site, including the proposed changes, will not displace any housing on the site. There is *No Impact*.

XV. PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable serve ratios, response times of other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☑	☐
b. Police protection?	☐	☐	☑	☐
c. Schools?	☐	☐	☑	☐
d. Parks?	☐	☐	☑	☐
e. Other public facilities?	☐	☐	☑	☐

Environmental Setting

Fire

Visalia and Project Site is served by The Visalia Fire Department (VFD), which operates five fire stations within the City of Visalia. The VFD will continue to provide fire protection services to the proposed Project Site following Project implementation. VFD Fire Station #55 is nearest to the Site, approximately 2 miles to the northeast.

Police

Law enforcement services are provided to the Project Site via The Visalia Police Department (VPD). The VPD will continue to provide police protection services to the proposed Project Site following Project implementation. The VPD headquarters are located approximately 5 miles east of the proposed Project Site.

Schools

The proposed Project Site is located within the Visalia Unified School District (VUSD) from Kindergarten through 12th Grade. The District includes 25 elementary schools, four middle schools, four traditional high schools, and alternative education programs. The nearest school is approximately 1.45 miles northeast (Hurley Elementary School).

Regulatory Setting

California Fire Code

The California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

City of Visalia Fire Department Plan Check and Hydrant Ordinance

Visalia's requirements for new construction include provisions for the Fire Department to review building and Site plans before the issuance of any permit. The Fire Department ensures that proposed projects will be adequately served by water and accessible to emergency vehicles. The Department also enforces the City's Hydrant Ordinance, which states that subdividers are responsible for the installation of water mains and hydrants and determines the minimum spacing for fire hydrants. Street dimensions are scrutinized to ensure that space will be preserved for ladder trucks to stabilize and emergency vehicles to turn around. Basic requirements in the City's subdivision ordinance include 52-foot minimum right-of-way widths and a 53-foot turning radius for cul-de-sacs.

Discussion

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable serve ratios, response times of other performance objectives for any of the public services:

a. Fire protection?

Less than Significant Impact: Current fire protection facilities are located at Visalia Station 55 and can adequately serve the site without needing alteration. Impact fees will be paid to mitigate the Project's proportionate impact on these facilities.

The timing of when new fire service facilities would be required, or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded fire service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review to identify and mitigate potential environmental impacts. Therefore, the impact is *less than significant.*

b. Police protection?

Less than Significant Impact: Current police protection facilities can adequately serve the site without alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

The timing of when new police service facilities would be required, or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded police service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review to identify and mitigate potential environmental impacts. Therefore, the impact is *less than significant*.

c. Schools?

Less than Significant Impact: The Project will not directly generate new students. To address indirect impacts, the project will be required to pay non-residential impact fees. These fees are considered to be conclusive mitigation for indirect impacts. Current school facilities can adequately serve the Site without a need for alteration. Therefore, the impact is *less than significant.*

d. Parks?

Less than Significant Impact: The changes to the Project do not include any residential units, requiring park space. Current park and recreation facilities can adequately serve the Site without needing alteration. Since the proposed Project would contribute its fair share to park facilities and any development fees, the impact is *less than significant.*

e. Other public facilities?

Less than Significant Impact: The proposed Project would be required to pay a development impact fee for Public Facilities, including for the civic center, corporation yard, and libraries. Fees for transportation, water, wastewater, and general government are based on building square footage and will be calculated prior to the issuance of building permits. Fees for groundwater recharge and storm drainage are based on site acreage. While the payment of development fees could result in the construction of new or altered public service facilities, no specific projects have been identified at this time. As new or expanded public service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is *less than significant*.

XVI. PARKS AND RECREATION

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

There are 40 park facilities totaling 678 acres within the Visalia Planning Area. The City of Visalia provides diverse types of parks and open space facilities, or park types, to meet the community's park and open space recreation needs. Park types include:

- Pocket Parks: A park typically between one-half and two acres in size intended to serve the needs of a specific neighborhood within a half-mile radius. There are currently 17 pocket parks in Visalia.
- Neighborhood Parks: A park typically 2 to 5 acres in size that provides basic recreation activities for one or more neighborhoods. There are currently 19 neighborhood parks in Visalia.
- Community Parks: A park typically ranging from 5 to 12 acres in size or larger, intended to serve the recreational needs of a larger city area. There are currently four community parks in Visalia.
- Large City Parks: A park generally larger than 40 acres in size intended to serve the recreational needs of all city residents and to create opportunities for contact with the natural environment. These parks may include a concentration of sports fields, golf courses, and areas for picnicking and passive enjoyment of open space. There are currently two large city parks in Visalia.
- Natural Corridors and Greenways: A network of greenways of varying size intended to serve the recreational needs of city residents. These parks may include facilities such

as bikeways, walkways, and riding trails, and are primarily developed along the city's waterways. There is a total of 196 acres of natural corridors and greenways.

The Visalia Planning Area additionally contains two county parks and a public golf course. The golf course is not counted to the total amount of parkland. The Visalia General Plan states a total parkland standard of five acres of city parkland per 1,000 residents.

Regulatory Setting

Quimby Act

The 1975 Quimby Act (California Government Code section 66477) authorized cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The Act states that the dedication requirement of parkland can be a minimum of three acres per thousand residents or more and up to five acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in-lieu fees collected and the Quimby Act cannot be used to operate and maintain park facilities. In 1982, the Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through studies required by the California Environmental Quality Act (CEQA).

City of Visalia General Plan

The 2030 General Plan includes the policies related to parks and recreation that correlate to the proposed project:

- *PSCU-P-2*: Strive to achieve and maintain a citywide standard of at least five acres of neighborhood and community parks per 1,000 residents.
- *PSCU-P-7*: Promote development of small pocket parks or play lots dispersed throughout new neighborhoods and in existing neighborhoods, where needed, on a voluntary basis in coordination with new infill development, consistent with the following planning guidelines:
    - Size: 0.5 to 2 acres; and
    - Facilities: the specific features of pocket parks should address the anticipated needs of nearby residents and/or workers. In a residential environment, the needs of small children and seniors should be emphasized. In mixed-use or commercial areas, lunchtime use by office workers and shoppers should be facilitated.

Discussion

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?

Less than Significant Impact: The changes to the Project will not generate new residents and, therefore, will not directly 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 impact is *less than significant.*

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?

No Impact: The changes to the proposed Project does not include any recreational facilities or require the construction or expansion of any recreational facilities that would adversely affect the environment. There is *no impact.*

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☑	☐
b) Conflict or be inconsistent with the CEQA guidelines Section 15064.3, Subdivision (b)?	☐	☐	☑	☐
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑

Environmental Setting

Discussion for this section originates from a traffic analysis prepared by Peters Engineering Group (Appendix E).

Vehicular Access

Vehicular access to the Project is available via access points on Crowley Avenue and Neeley Street. The Project includes new streets and courts that provide full access to the Project site. These internal streets will have a ROW of 30'. The Site Planning concept provides a unique central square theme with pedestrian connectivity throughout the plan to allow connections for pedestrians to/from the center to the surrounding perimeter buildings/uses.

Parking

The Project will contain a total of 812 parking spaces. During construction, workers will utilize existing parking areas and/or temporary construction staging areas for parking of vehicles and equipment.

Regulatory Setting

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.

City of Visalia Standard Specifications

The City of Visalia Standard Specifications are developed and enforced by the City of Visalia Public Works Department to guide the development and maintenance of streets within the City. The cross-section drawings contained in the City's Standard Specifications dictate the development of roads within the City.

City of Visalia General Plan:

The 2030 General Plan includes the policies related to transportation that correlate to the proposed project:

- *T-P-3*: Design and build future roadways that complement and enhance the existing network, as shown on the General Plan Circulation Diagram, to ensure that each new and existing roadway continues to function as intended.

- *T-P-5*: Take advantage of opportunities to consolidate driveways, access points, and curb cuts along existing arterials when a change in development or a change in intensity occurs or when traffic operation or safety warrants.
- *T-P-10*: Manage local residential streets to limit average daily vehicle volumes to 1,500 or less and maintain average vehicle speeds between 15 and 25 miles per hour.
- *T-P-22*: Require all residential subdivisions to be designed to discourage use of local streets as a bypass to congested arterials, and when feasible, require access to residential development to be from collector streets.
- *T-P-23*: Require that all new developments provide right-of-way, which may be dedicated or purchased, and improvements (including necessary grading, installation of curbs, gutters, sidewalks, parkway/landscape strips, bike, and parking lanes) other city street design standards. Design standards will be updated following General Plan adoption.
- *T-P-24*: Require that proposed developments make necessary off-Site improvements if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS D during peak periods or if it creates safety hazards.
- *T-P-26*: Require that future commercial developments or modifications to existing developments be designed with limited points of automobile ingress and egress, including shared access, onto major streets.
- *T-P-40*: Develop a community-wide trail system along selected planning area waterways, consistent with the Waterways and Trails Master Plan and General Plan diagrams.

Discussion

a) Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact: Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system.

Data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, are typically used to estimate the number of trips anticipated to be generated by proposed projects. The proposed changes in the plan will slightly increase the net traffic volume around the project site, as shown below.

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	*Exit*	*Total*	*Enter*	*Exit*	*Total*	
Proposed	667	559	1,226	546	560	1,106	14,870
Previous	628	482	1,110	608	644	1,252	13,432
Net Change:	**39**	**77**	**116**	**-62**	**-84**	**-146**	**1,438**

Table 3-14: Net Change in Unadjusted Project Trip Generation

A traffic impact study was prepared for The Square at Plaza Drive project and the results were presented in a report dated September 29, 2014. In that report, a five-percent internal capture rate was applied to the entire project and a 15- percent pass-by rate was applied to the remaining external trips (excluding external trips generated by hotels and residences).

The project in the 2014 Report did not include a fast-food restaurant with drive through; therefore, a discussion of pass-by trips and diverted trips for the proposed fast-food restaurant with a drive through is warranted. The ITE *Trip Generation Handbook, 3rd Edition* dated September 2017 (TGH) presents information suggesting that pass-by reductions are applicable to the fast-food restaurant. The TGH states: "*There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers…are often located adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site… These retail trips may not add new traffic to the adjacent street system.*" The TGH also states: *"Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway.*"

The TGH also states: "*A diverted trip is attracted from the traffic volume on roadways within the vicinity of the generator but without direct access to the site. A diverted trip requires a diversion from a roadway not adjacent to the site to another roadway to gain direct access to the site. A diverted trip adds traffic to streets adjacent to a site and could remove a trip on streets from which it is diverted.*"

The proposed orientation of the Project adjacent to Plaza Drive suggests that pass-by and diverted trips from Plaza Drive, Crowley Avenue, and Neeley Street will occur at the Project site. To maintain a conservative approach, 50 percent of the external fast-food trips will be pass-by/diverted trips. Table 3-15 presents a summary of the total external trips expected to be generated and Table 3-16 presents a summary of the total primary trips expected to be generated.

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	*Exit*	*Total*	*Enter*	*Exit*	*Total*	
Proposed	636	528	1,164	518	532	1,050	14,124
Previous	600	454	1,054	577	613	1,190	12,758
Net Change:	**39**	**74**	**110**	**-59**	**-81**	**-140**	**1,366**

Table 3-15: Summary of External Trips

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	*Exit*	*Total*	*Enter*	*Exit*	*Total*	
Proposed	518	419	937	418	445	863	11,430
Previous	549	405	954	531	571	1,102	11,388
Net Change:	**-31**	**14**	**-17**	**-113**	**-126**	**-239**	**42**

Table 3-16: Summary of Primary Trips

The results presented in Table 3-16 suggest that, on a regional basis, the proposed modification to the master plan is expected to generate fewer primary trips than the current master plan during the peak hours. As a result, the Project's effect at all of the study intersections during the peak hours will be less than anticipated in the 2014 Report. There is *a less than significant impact.*

b) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Less than Significant Impact: Development of the Site will result in increased traffic in the area, but will not cause a substantial increase in traffic on the City's existing circulation pattern. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for urban use.

Considering that the proposed modification to the master plan essentially generates the same number of daily primary trips as the previous version of the plan (increase of 42 total daily primary trips), it is suggested that the transportation impact of the proposed change may be considered *less than significant.*

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact: There are no planned designs that are considered hazardous. The proposed Project would not substantially increase hazards in or around the Project area there is *no impact.*

d) Would the Project result in inadequate emergency access?

No Impact: The Project will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) 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:				
i) 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	☐	☑	☐	☐
ii) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

Discussion for this section originates from the previously completed and approved Initial Study for Conditional Use Permit (CUP) No. 2014-19. This Initial Study analyzed this Project Site for impacts on Tribal Cultural Resources. The full document can be found in Appendix C.

Environmental Setting

The Project area is in the Southern Valley Yokuts ethnographic territory of the San Joaquin Valley. The Yokuts are a sub-group of the Penutian language that covers much of coastal and central California and Oregon. The Yokuts were generally divided into three major groups: the Northern Valley Yokuts, the Southern Valley Yokuts, and the Foothill Yokuts. The Project area is likely within the Telamni Yokuts territory. The main village for this area was Waitatshuulul, which was approximately 3 miles east of the Project Site along Packwood

Creek Primary Yokuts villages were typically located along lakeshores and major stream courses, with scattered secondary or temporary camps and settlements located near gathering areas in the foothills. Before Euro-American contact, the Yokuts were one of the densest populations of Native Americans in western North America due to the substantial natural resources surrounding Tulare Lake. According to the Native American Heritage Commission, eight Native American tribal groups can be associated with the Project area, including the Big Sandy Rancheria of Western Mono Indians, the Dunlap Band of Mono Indians, the Tubatulabals of Kern Valley, the Wukasache Indian Tribe/Eshom Valley Band, the Kern Valley Indian Community, the Santa Rosa Rancheria Tachi Yokut Tribe, the North Fork Mono Tribe and the Tule River Indian Tribe.

Native American Consultation

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process to protect Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)).

Additional information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

The Site is currently vacant and has been routinely disturbed as part of the agricultural operations. If any artifacts are inadvertently discovered during ground-disturbing activities, existing federal, State, and local laws, and regulations as well as the mitigation measures will require construction activities to cease until such artifacts are properly examined and determined not to be of significance by a qualified cultural resource professional.

Regulatory Setting

Historical Resources

Historical resources are defined by CEQA as resources that are listed in or eligible for the California Register of Historical Resources, resources that are listed in a local historical resource register, or resources that are otherwise determined to be historical under California Public Resources Code Section 21084.1 or California Code of Regulations Section 15064.5. Under these definitions Historical Resources can include archaeological resources, Tribal cultural resources, and Paleontological Resources.

Archaeological Resources

As stated above, archaeological resources may be considered historical resources. If they do not meet the qualifications under the California Public Resources Code 21084.1 or California Code of Regulations Section 15064.5, they are instead determined to be "unique" as defined by the CEQA Statute Section 21083.2. A unique archaeological resource is an artifact, object, or Site that: (1) contains information (for which there is a demonstrable public interest) needed to answer important scientific research questions; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

Tribal Cultural Resource (TCR)

Tribal Cultural Resources can include Site features, places, cultural landscapes, sacred places, or objects, which are of cultural value to a Tribe. It is either listed on or eligible for the CA Historic Register or a local historic register or determined by the lead agency to be treated as TCR.

Paleontological Resources

For the purposes of this section, "paleontological resources" refers to the fossilized plant and animal remains of prehistoric species. Paleontological Resources are a limited scientific and educational resource and are valued for the information they yield about the history of the earth and its ecology. Fossilized remains, such as bones, teeth, shells, and leaves, are found in geologic deposits (i.e., rock formations). Paleontological resources generally include the geologic formations and localities in which the fossils are collected.

Native American Reserve (NAR)

This designation recognizes tribal trust and reservation lands managed by a Native American Tribe under the United States Department of the Interior's Bureau of Indian Affairs over which the County has no land use jurisdiction. The County encourages adoption of tribal management plans for these areas that consider compatibility and impacts upon adjacent area facilities and plans.

National Historic Preservation Act

The National Historic Preservation Act was adopted in 1966 to preserve historic and archeological sites in the United States. The Act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation offices.

California Historic Register

The California Historic Register was developed as a program to identify, evaluate, register, and protect Historical Resources in California. Historical resources may include, but are not limited to, "any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically or archaeologically significant" (PRC §5020.1[j]). In addition, a resource included in a local register of historical resources or identified as significant in a local survey conducted in accordance with the state guidelines are also considered historic resources under California Public Resources Code (PRC) Section 5020.1. According to CEQA guidelines §15064.5 (a)(3), criteria for listing on the California Register of Historical Resources includes the following:

- 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 in 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

According to CEQA guidelines §21074 (a)(1), criteria for tribal cultural resources includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    - Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

Protection of cultural resources within California is additionally regulated by PRC §5097.5, which prohibits the destruction, defacing, or removal of any historic or prehistoric cultural features on land under the jurisdiction of State or local authorities.

City of Visalia General Plan

The 2030 General Plan includes the policies related to tribal resources that correlate to the proposed project:

- *OSC-P-42*: Establish requirements to avoid potential impacts to sites suspected of being archeologically, paleontologically, or historically significant or of concern, by:
- Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive;
- Determining the potential effects of development and construction on archaeological or paleontological resources (as required by CEQA);
- Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity (defined as areas identified according to the National Historic Preservation Act as part of the Section 106 process); and
- Implementing appropriate measures to avoid the identified impacts, as conditions of Project approval.

Discussion

a) 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:

i. 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

Less Than Significant Impact with Mitigation: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. Based on the Initial Study prepared for CUP No. 2014-19 (Appendix C), no previously recorded tribal cultural resources are located within the Project site. Although no cultural resources were identified, the presence of remains or

unanticipated cultural resources under the ground surface is possible. Therefore, Tribes that can potentially be impacted were consulted. Implementing Mitigation Measures CUL-1 and CUL-2 will ensure that impacts to this checklist item will be *less than significant with mitigation* incorporation.

ii. 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation: Based on the Initial Study prepared for CUP No. 2014-19 (Appendix C), the lead agency has not determined there to be any known tribal cultural resources located within the Project area. Additionally, there are not believed to be any paleontological resources or human remains buried within the Project area's vicinity. However, if resources were found 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 resources to a California Native American Tribe. Implementation of Mitigation Measures CUL-1 and CUL-2 will ensure that any impacts resulting from Project implementation remain *less than significant with mitigation* incorporation.

Mitigation Measures for Impacts to Cultural Resources:

Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the Site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area

of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

Mitigation Measure CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relation 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?	☐	☐	☐	☑

Environmental Setting

Wastewater

Sewer services will be provided to the Site by the City of Visalia. The City owns a Water Conservation Plant (WCP) to treat wastewater. The WCP's permitted capacity, as established by the Regional Water Quality Control Board (RWQCB), is 20 million gallons per day (mgd). A planned upgrade will increase the capacity to 26 mgd. The WCP currently has a daily flow of 13 mgd. The City of Visalia operates a sewer system divided into eight service areas. The system currently has over 468 miles of sewer pipe.

Solid Waste

The City of Visalia provides residential waste pickup but has contracts with companies for other aspects. Sunset Waste Systems collects waste for commercial uses and processes recyclable material—Tulare County Compost and Biomass processes green waste.

The Tulare County Resource Management Agency manages solid waste disposal. Programs include household hazardous waste disposal, electronics recycling, tire recovery, yard waste recycling, metal recycling, and appliance recovery programs. The county landfills approximately 300,000 tons of waste annually, equivalent to about 5 pounds per person per day or one ton per county resident yearly. The County operates three disposal sites: the Visalia Disposal Site, northwest of Visalia, and the Woodville Disposal Site, southeast of Tulare. These sites have a remaining capacity of 23,115,774 cubic yards, totaling 30,555,116 cubic yards.

Water

The California Water Service Company (Cal Water) distributes groundwater supply. Cal Water's Visalia District supply wells extract groundwater from the Kaweah Groundwater Subbasin. The Cal Water system includes 75 operational groundwater wells, about one-third of which have auxiliary power for backup. There are 519 miles of main pipeline in the system. The system includes two elevated 300,000-gallon storage tanks, an ion exchange treatment plant, four granular activated carbon filter plants, and one nitrate blending facility.

The system can pump 100,829 acre-feet per year (AFY), all from groundwater. This will be able to supply a growing population, in 2010, 31,762 AF was needed. By 2030, the City is expected to use 43,002 AFY.

Regulatory Setting

CalRecycle

California Code of Regulations, Title 14, Natural Resources – Division 7 contains all current CalRecycle regulations regarding nonhazardous waste management in the state. These regulations include standards for the handling of solid waste, standards for the handling of compostable materials, design standards for disposal facilities, and disposal standards for specific types of waste.

Central Valley RWQCB

The Central Valley RWQCB requires a Stormwater Pollution Prevention Plan (SWPPP) for projects disturbing more than one acre of total land area. Because the Project is greater than one acre, a SWPPP to manage stormwater generated during Project construction will be required.

The Central Valley RWQCB regulates Wastewater Discharges to Land by establishing thresholds for discharged pollutants and implementing monitoring programs to evaluate program compliance. This program regulates approximately 1500 dischargers in the region.

The Central Valley RWQCB is also responsible for implementing the federal program, the National Pollutant Discharge Elimination System (NPDES). The NPDES Program is the federal permitting program that regulates discharges of pollutants to surface waters of the U.S. Under this program, a NPDES permit is required to discharge pollutants into Waters of the U.S. There are 350 permitted facilities within the Central Valley Region.

Cal Water Urban Water Management Plan (UWMP) – Visalia District

The UWMP describes the Visalia District service area, system demand and usage, available water resources, reliability of the water supply, and contingency planning for water shortage. It also contains a conservation section in compliance with SB X7-7 describing water usage reduction targets and implementation measures. The UWMP identifies five core programs for water conservation in the District that involve promotion of high-efficiency fixtures in residential settings, promotion of high-efficiency irrigation systems, and public information and education.

City of Visalia General Plan

The 2030 General Plan includes the objectives and policies related to utilities and service systems that correlate to the proposed project:

- *PSCU-O-14*: Provide for long-range community water needs by adopting best management practices for water use, conservation, groundwater recharge and wastewater and stormwater management.
- *PSCU-P-46*: Adopt and implement a Water Efficient Landscaping Ordinance for new and/or refurbished development that exceeds mandated sizes, and ensure that all new City parks, streetscapes, and landscaped areas conform to the Ordinance's requirements. The Ordinance should include provisions to optimize outdoor water use by:
    - Promoting appropriate use of plants and landscaping;

  - Establishing limitations on use of turf including size of turf areas and use of cool-season turf such as Fescue grasses, with exceptions for specified uses (e.g., recreation playing fields, golf courses, and parks);
  - Establishing water budgets and penalties for exceeding them;
  - Requiring automatic irrigation systems and schedules, including controllers that incorporate weather-based or other self-adjusting technology;
  - Promoting the use of recycled water; and
  - Minimizing overspray and runoff.
- *PSCU-P-59*: Require new developments to incorporate floodwater detention basins into Project designs where consistent with the Stormwater Master Plan and the Groundwater Recharge Plan.
- *PSCU-P-60*: Control urban and stormwater runoff and point and non-point discharge of pollutants. As part of the City's Stormwater Management Program, adopt and implement a Stormwater Management Ordinance to minimize stormwater runoff rates and volumes, control water pollution, and maximize groundwater recharge. New development will be required to include Low Impact Development features that reduce impermeable surface areas and increase infiltration. Such features may include, but are not limited to:
  - Canopy trees or shrubs to absorb rainwater;
  - Grading that lengthens flow paths over permeable surfaces and increases runoff travel time to reduce the peak hour flow rate;
  - Partially removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas;
  - Use of permeable paving in parking lots and other areas characterized by significant impervious surfaces;
  - On-Site stormwater detention, use of bioswales and bioretention basins to facilitate infiltration; and
  - Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.

Discussion

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relation of which could cause significant environmental effects?

Less than Significant Impact: The entire project has been analyzed in a previous Initial Study (Appendix D) and found a less than significant impact. The changes in the plan will not significantly change the demand for utilities. A Master Plan has been prepared for the Project that analyzed the Project's impact on the sewage, water, and storm drainage system. The Project is a developed site that will be connected to existing City sanitary sewer lines. Proposed connections to the existing lines shall be shown at the time of improvement drawings are submitted to the City. There is currently a 12" line under Crowley Avenue and a 20" sewer line under Neeley Street to connect into the Site. The usage of the existing lines is consistent with the City Sewer Master Plan. Visalia's wastewater treatment plant has more than sufficient capacity to accommodate impacts associated with the proposed project. These improvements will not cause significant environmental impacts.

The proposed Project would result in new water services. However, the proposed Site has no change of use proposal. Visalia's current system for water and wastewater can manage the projected growth expected from the land uses in the General Plan. New development will be required to pay impact fees to compensate for these services. Future water line connection locations will be approved by Cal Water and shown on future improvement drawings for the Project.

The Project will incorporate all or most of the on-site stormwater into bio-swales around the Project area, with a large swale collection near the southwest corner. The bio-swales will be designed to collect storm runoff while maintaining a visual amenity with lush landscaping and river rock within and around the swales. The Project may be required to tie into some of the existing storm drain lines if there is not enough capacity on-site for all project-related stormwater collection. There is currently a 36" main under Crowley Avenue and a 24" line under Neeley Street. The storm basin collection from these lines is located along Hillsdale Avenue about 1,300 feet west of Neeley Street.

It is not anticipated that implementation of the proposed changes to the Project would result in increased demand for any utility services beyond the planned conditions. There is *a less than significant impact.*

b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact: Cal Water will provide water services. The City's water supply source is comprised of 75 operational groundwater wells. The system can pump 100,829 acre-feet per year (AFY), all from groundwater. This will be able to supply a growing

population, as in 2010, 31,762 AF was needed. By 2030, the City is expected to use 43,002 AFY. With the system capacity of 100,829 AFY, there will be enough water supply for the proposed Project. The Project does not propose any new or expanded uses against the Visalia General Plan.

As previously analyzed and approved in the Initial Study for CUP No. 2014-19 (Appendix C), the California Water Service Company has determined sufficient water supplies to support the site, and that service can be extended to the site. The changes to the Project will not significantly impact California Water Services Company's ability to provide enough water to the Site.

To compensate for these services, the new development will be required to pay impact fees for new water services and the reduced water use implementations from the policies set forth in the Visalia General Plan. Therefore, the impact is *less than significant.*

c) Would the Project 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?

Less than Significant Impact: The changes in the Project do not propose any new or expanded uses and do not anticipate increasing demand for wastewater treatment services beyond existing conditions in the Visalia General Plan. The City's General Plan EIR has also evaluated the site's current and future wastewater service demand. The current capacity of the wastewater system is approximately 20 mgd. It currently receives 13 mgd, leaving an available 7 mgd. In addition, future upgrade plans to increase the capacity to 26 mgd.

As previously analyzed and approved in the Initial Study for CUP No. 2014-19 (Appendix C), The City of Visalia has determined that adequate capacity exists to serve the Site's projected wastewater treatment demands at the City wastewater treatment plant.

Because the City's sewer system can meet the Project site's expected demand for wastewater treatment, and it is not anticipated that the Project will increase the site's demand for wastewater treatment, it can be inferred that the existing wastewater treatment system has adequate capacity to serve the proposed project. There is a *less than significant impact.*

d) Would the Project 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?

No Impact: The changes to the Project do not propose any new or expanded uses beyond what is in the General Plan and is therefore not anticipated to result in increased solid waste generation beyond existing conditions. Current solid waste disposal facilities can adequately serve the site without needing alteration. Because the City's existing infrastructure can accommodate the solid waste currently planned in the General Plan, it can be inferred that the existing solid waste infrastructure has adequate capacity to serve the proposed Project. The Project would not generate solid waste more than State or Local Standards, and there would be *no impact.*

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact: The Project will be able to meet the applicable regulations for solid waste. Removing debris from construction will be subject to the City's waste disposal requirements. Therefore, the proposed Project would have *no impact* on solid waste regulations.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

Environmental Setting

There are no State Responsibility Areas (SRAs) within the vicinity of the Project site, and the Project Site is not categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire. This CEQA topic only applies to areas within an SRA or a Very High FHSZ.

Regulatory Setting

Fire Hazard Severity Zones: Geographical areas designated pursuant to California Public Resources Codes Sections 4201 through 4204 and classified as Very High, High, or Moderate in State Responsibility Areas or as Local Agency Very High Fire Hazard Severity Zones designated pursuant to California Government Code, Sections 51175 through 51189.

Discussion

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact: The changes to the Project would not substantially impair an adopted emergency response or evacuation plan. The Visalia Fire Department will review the Project to ensure that the Project does not impair emergency response or evacuation. The proposed Project Site is not located within an SRA or a Very High FHSZ. There is *no impact.*

b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact: The Project is located on a flat agricultural and urban land area with little risk of fire. The proposed Project Site is not located within an SRA or a Very High FHSZ. There is *no impact.*

c) Would the Project 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?

Less than Significant Impact: The Project's construction involves adding new local residential streets and new and relocated utilities. Utilities such as emergency water sources and power lines would be included as part of the proposed development, however, all improvements would be subject to City standards and Fire Chief approval. The proposed Project would not exacerbate fire risk, and the impact would be *less than significant.*

d) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes?

No Impact: The Project Site is not located in an area designated as a Fire Hazard Severity Zone, and lands associated with the Project Site are relatively flat. Therefore, the Project would not be susceptible to downslope, downstream flooding, or landslides due to post-fire instability or drainage changes. There is *no impact.*

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Does the Project have the potential substantially to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
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?	☐	☐	☑	☐

Discussion

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation: This initial study/mitigated negative declaration found the Project could have significant impacts on biological resources, hydrology and water quality, historical, and Tribal cultural resources. However,

implementation of the identified mitigation measures for each respective section would ensure that impacts are *less than significant with mitigation incorporation.*

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)?

Less than Significant Impact: CEQA Guidelines Section 15064(h) states that a Lead Agency shall consider whether the cumulative impact of a Project is significant and whether the effects of the Project are cumulatively considerable. The significance of the cumulative effects of a Project must, therefore, be assessed in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, increase in traffic, air pollutants, etc). Impacts would be *less than significant*.

c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact: The analyses of environmental issues in this Initial Study indicate that the Project is not expected to impact human beings, either directly or indirectly substantially. Mitigation measures have been incorporated in the Project design to reduce all potentially significant impacts to less than significant, resulting in a *less significant impact* on this checklist item.

3.6 MITIGATION MONITORING AND REPORTING PROGRAM

As required by Public Resources Code Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Project to monitor the implementation of the mitigation measures adopted for the project. This Mitigation Monitoring and Reporting Program (MMRP) has been created based on the Initial Study/Mitigated Negative Declaration (IS/MND) findings for the Elliot Property Subdivision Project in the City of Visalia.

The first column of the table identifies the mitigation measure. The second column names the party responsible for carrying out the required action. The third column, "Timing of Mitigation Measure," identifies when the mitigation measure should be initiated. The fourth column, "Responsible Party for Monitoring," names the party ensuring the mitigation measure is implemented. The City will use the last column to ensure that the individual mitigation measures have been monitored.

Plan checking and verification of mitigation compliance shall be the City of Visalia's responsibility.

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the Site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.	Project Applicant	Ongoing during construction	Contractor /Lead Agency	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.	Project Applicant	Ongoing during construction	Contractor /Lead Agency	
Mitigation Measure HYD-1: Prior to the issuance of any construction/grading permit and/or the commencement of any clearing, grading, or excavation, the Applicant shall submit a Notice of Intent (NOI) for discharge from the Project Site to the California SWRCB Storm Water Permit Unit. • Prior to issuance of grading permits for Phase 1 the Applicant shall submit a copy of the NOI to the City. • The City shall review noticing documentation prior to approval of the grading permit. City monitoring staff will inspect the Site during construction for compliance.	Project Applicant	Prior to the Start of Construction	Contractor /Lead Agency	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure HYD-2: The Applicant shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City 45 days prior to the start of work for approval. The contractor is responsible for understanding the State General Permit and instituting the SWPPP during construction. A SWPPP for Site construction shall be developed prior to the initiation of grading and implemented for all construction activity on the Project Site in excess of one (1) acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to storm water and shall include specific BMPs to control the discharge of material from the site. The following BMP methods shall include, but would not be limited to: • Dust control measures will be implemented to ensure success of all onsite activities to control fugitive dust; • A routine monitoring plan will be implemented to ensure success of all onsite erosion and sedimentation control measures; • Provisional detention basins, straw bales, erosion control blankets, mulching, silt fencing, sand bagging, and soil stabilizers will be used; • Soil stockpiles and graded slopes will be covered after two weeks of inactivity and 24 hours prior to and during extreme weather conditions; and, • BMPs will be strictly followed to prevent spills and discharges of pollutants onsite, such as material storage, trash disposal, construction entrances, etc.	Project Applicant	45 Days Prior to the Start of Construction	Contractor /Lead Agency	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure HYD-3: A Development Maintenance Manual for the Project shall include comprehensive procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's maintenance conditions. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e., mid-May). The manual shall also require that all devices be checked after major storm events. The Development Maintenance Manual shall include the following: • Runoff shall be directed away from trash and loading dock areas; • Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes; • Trash and loading dock areas shall be screened or walled to minimize offsite transport of trash; and • Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills or wash down water to enter the drainage system.	Project Applicant	Prior to the Start of Construction	Contractor /Lead Agency	

3.7 Supporting Information and Sources

1. AB 3098 List
2. EMFAC2014
3. Tulare County General Plan
4. City of Visalia General Plan
5. City of Visalia General Plan MEIR
6. City of Visalia Greenhouse Gas Reduction Plan
7. City of Visalia Zoning Ordinance
8. Engineering Standards, City of Visalia
9. SJVAPCD Regulations and Guidelines
10. FEMA Flood Maps
11. California Air Resources Board's (CARB's) Air Quality and Land Use Handbook
12. 2019 California Environmental Quality Act CEQA Guidelines
13. California Building Code
14. California Stormwater Pollution Prevention Program (SWPPP)
15. "Construction Noise Handbook." U.S. Department of Transportation/Federal Highway Administration.
16. Government Code Section 65962.5
17. California Environmental Protection Agency (CEPA) San Joaquin Valley Air Pollution Control District Mitigation Measures (http://www.valleyair.org/transportation/Mitigation-Measures.pdf
18. Southern California Edison 2019 Power Content Label
19. Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.
20. 2020 U.S. Census
21. California Department of Transportation Scenic Roadways
22. EPA, Intergovernmental Panel on Climate Change
23. 2020 Cal Water Urban Water Management Plan (UWMP) – Visalia District
24. State of California Governor's Office of Planning and Research

Section 4

List of Preparers

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 4
List of Preparers

Project Title: The Square at Plaza Drive

List of Preparers

4-Creeks Inc.

- David Duda, AICP, GISP
- Nate Antepenko, Associate Planner

Persons and Agencies Consulted

The following individuals and agencies contributed to this Initial Study/Mitigated Negative Declaration:

City of Visalia

Appendix A

CalEEMod Report

Part 1

Project Projection

The Square @ Plaza Drive - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

The Square @ Plaza Drive

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	40.00	1000sqft	0.00	40,000.00	0
General Office Building	10.00	1000sqft	0.96	10,000.00	0
General Office Building	6.00	1000sqft	1.24	6,000.00	0
General Office Building	11.00	1000sqft	1.73	11,000.00	0
General Office Building	15.80	1000sqft	1.27	15,800.00	0
Fast Food Restaurant with Drive Thru	6.30	1000sqft	1.36	6,300.00	0
High Turnover (Sit Down Restaurant)	16.50	1000sqft	3.82	16,500.00	0
Hotel	91.00	Room	1.83	48,866.00	0
Hotel	87.00	Room	2.21	47,767.00	0
Apartments Mid Rise	28.00	Dwelling Unit	1.83	28,000.00	80
Condo/Townhouse	23.00	Dwelling Unit	2.74	55,000.00	66
Convenience Market with Gas Pumps	6.00	1000sqft	1.83	6,000.00	0
Strip Mall	30.00	1000sqft	0.00	30,000.00	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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Project Characteristics -

Land Use - Lot Acreage and Square Feet Established

Construction Phase -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	126,324.00	47,767.00
tblLandUse	LandUseSquareFeet	132,132.00	48,866.00
tblLandUse	LandUseSquareFeet	23,000.00	55,000.00
tblLandUse	LotAcreage	0.23	0.96
tblLandUse	LotAcreage	0.25	1.73
tblLandUse	LotAcreage	0.36	1.27
tblLandUse	LotAcreage	0.92	0.00
tblLandUse	LotAcreage	0.14	1.24
tblLandUse	LotAcreage	0.14	1.36
tblLandUse	LotAcreage	0.38	3.82
tblLandUse	LotAcreage	2.90	2.21
tblLandUse	LotAcreage	3.03	1.83
tblLandUse	LotAcreage	0.74	1.83
tblLandUse	LotAcreage	1.44	2.74
tblLandUse	LotAcreage	0.14	1.83
tblLandUse	LotAcreage	0.69	0.00
tblWoodstoves	NumberCatalytic	1.83	0.00
tblWoodstoves	NumberCatalytic	2.74	0.00
tblWoodstoves	NumberNoncatalytic	1.83	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblWoodstoves	NumberNoncatalytic	2.74	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2794	2.4063	2.7438	6.0900e-003	0.4025	0.0980	0.5004	0.1532	0.0916	0.2448	0.0000	540.6156	540.6156	0.0989	0.0164	547.9632
2025	2.5838	1.2211	1.6671	3.6200e-003	0.1016	0.0464	0.1480	0.0275	0.0436	0.0711	0.0000	322.0781	322.0781	0.0503	0.0112	326.6819
Maximum	**2.5838**	**2.4063**	**2.7438**	**6.0900e-003**	**0.4025**	**0.0980**	**0.5004**	**0.1532**	**0.0916**	**0.2448**	**0.0000**	**540.6156**	**540.6156**	**0.0989**	**0.0164**	**547.9632**

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					
2024	0.2794	2.4063	2.7438	6.0900e-003	0.4025	0.0980	0.5004	0.1532	0.0916	0.2448	0.0000	540.6152	540.6152	0.0989	0.0164	547.9628
2025	2.5838	1.2211	1.6671	3.6200e-003	0.1016	0.0464	0.1480	0.0275	0.0436	0.0711	0.0000	322.0778	322.0778	0.0503	0.0112	326.6817
Maximum	**2.5838**	**2.4063**	**2.7438**	**6.0900e-003**	**0.4025**	**0.0980**	**0.5004**	**0.1532**	**0.0916**	**0.2448**	**0.0000**	**540.6152**	**540.6152**	**0.0989**	**0.0164**	**547.9628**

The Square @ Plaza Drive - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2024**	**3-31-2024**	0.9428	0.9428
2	**4-1-2024**	**6-30-2024**	0.5713	0.5713
3	**7-1-2024**	**9-30-2024**	0.5775	0.5775
4	**10-1-2024**	**12-31-2024**	0.5815	0.5815
5	**1-1-2025**	**3-31-2025**	0.5317	0.5317
6	**4-1-2025**	**6-30-2025**	0.5338	0.5338
7	**7-1-2025**	**9-30-2025**	2.7333	2.7333
		Highest	2.7333	2.7333

The Square @ Plaza Drive - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.5120	0.0235	0.3894	1.4000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	22.7179	22.7179	1.0300e-003	4.1000e-004	22.8643
Energy	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	997.8847	997.8847	0.0566	0.0136	1,003.3646
Mobile	4.2347	4.7676	28.1275	0.0519	5.2544	0.0473	5.3017	1.4059	0.0443	1.4502	0.0000	4,799.8526	4,799.8526	0.3821	0.3178	4,904.1094
Waste						0.0000	0.0000		0.0000	0.0000	104.8164	0.0000	104.8164	6.1945	0.0000	259.6782
Water						0.0000	0.0000		0.0000	0.0000	10.1971	39.3427	49.5397	1.0507	0.0251	83.2956
Total	**5.7895**	**5.1781**	**28.8289**	**0.0544**	**5.2544**	**0.0805**	**5.3349**	**1.4059**	**0.0776**	**1.4834**	**115.0135**	**5,859.7978**	**5,974.8113**	**7.6849**	**0.3570**	**6,273.3121**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5120	0.0235	0.3894	1.4000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	22.7179	22.7179	1.0300e-003	4.1000e-004	22.8643
Energy	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	997.8847	997.8847	0.0566	0.0136	1,003.3646
Mobile	4.2347	4.7676	28.1275	0.0519	5.2544	0.0473	5.3017	1.4059	0.0443	1.4502	0.0000	4,799.8526	4,799.8526	0.3821	0.3178	4,904.1094
Waste						0.0000	0.0000		0.0000	0.0000	104.8164	0.0000	104.8164	6.1945	0.0000	259.6782
Water						0.0000	0.0000		0.0000	0.0000	10.1971	39.3427	49.5397	1.0507	0.0251	83.2956
Total	**5.7895**	**5.1781**	**28.8289**	**0.0544**	**5.2544**	**0.0805**	**5.3349**	**1.4059**	**0.0776**	**1.4834**	**115.0135**	**5,859.7978**	**5,974.8113**	**7.6849**	**0.3570**	**6,273.3121**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	1/12/2024	5	10	
2	Grading	Grading	1/13/2024	3/1/2024	5	35	
3	Building Construction	Building Construction	3/2/2024	8/1/2025	5	370	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	8/2/2025	8/29/2025	5	20	
5	Architectural Coating	Architectural Coating	8/30/2025	9/26/2025	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 168,075; Residential Outdoor: 56,025; Non-Residential Indoor: 357,350; Non-Residential Outdoor: 119,117; 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 Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	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	125.00	44.00	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	25.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6600e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction 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	2.9000e-004	1.9000e-004	2.2500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5499	0.5499	2.0000e-005	2.0000e-005	0.5554
Total	**2.9000e-004**	**1.9000e-004**	**2.2500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5499**	**0.5499**	**2.0000e-005**	**2.0000e-005**	**0.5554**

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6500e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction 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	2.9000e-004	1.9000e-004	2.2500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5499	0.5499	2.0000e-005	2.0000e-005	0.5554
Total	**2.9000e-004**	**1.9000e-004**	**2.2500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5499**	**0.5499**	**2.0000e-005**	**2.0000e-005**	**0.5554**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.5666	0.4852	1.0900e-003		0.0234	0.0234		0.0215	0.0215	0.0000	95.4092	95.4092	0.0309	0.0000	96.1806
Total	**0.0563**	**0.5666**	**0.4852**	**1.0900e-003**	**0.1611**	**0.0234**	**0.1844**	**0.0639**	**0.0215**	**0.0854**	**0.0000**	**95.4092**	**95.4092**	**0.0309**	**0.0000**	**96.1806**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction 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	1.1200e-003	7.5000e-004	8.7400e-003	2.0000e-005	2.7900e-003	1.0000e-005	2.8000e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1385	2.1385	7.0000e-005	7.0000e-005	2.1598
Total	**1.1200e-003**	**7.5000e-004**	**8.7400e-003**	**2.0000e-005**	**2.7900e-003**	**1.0000e-005**	**2.8000e-003**	**7.4000e-004**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**2.1385**	**2.1385**	**7.0000e-005**	**7.0000e-005**	**2.1598**

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					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.5666	0.4852	1.0900e-003		0.0234	0.0234		0.0215	0.0215	0.0000	95.4091	95.4091	0.0309	0.0000	96.1805
Total	**0.0563**	**0.5666**	**0.4852**	**1.0900e-003**	**0.1611**	**0.0234**	**0.1844**	**0.0639**	**0.0215**	**0.0854**	**0.0000**	**95.4091**	**95.4091**	**0.0309**	**0.0000**	**96.1805**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction 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	1.1200e-003	7.5000e-004	8.7400e-003	2.0000e-005	2.7900e-003	1.0000e-005	2.8000e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1385	2.1385	7.0000e-005	7.0000e-005	2.1598
Total	**1.1200e-003**	**7.5000e-004**	**8.7400e-003**	**2.0000e-005**	**2.7900e-003**	**1.0000e-005**	**2.8000e-003**	**7.4000e-004**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**2.1385**	**2.1385**	**7.0000e-005**	**7.0000e-005**	**2.1598**

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	0.1597	1.4587	1.7541	2.9200e-003		0.0665	0.0665		0.0626	0.0626	0.0000	251.5563	251.5563	0.0595	0.0000	253.0434
Total	**0.1597**	**1.4587**	**1.7541**	**2.9200e-003**		**0.0665**	**0.0665**		**0.0626**	**0.0626**	**0.0000**	**251.5563**	**251.5563**	**0.0595**	**0.0000**	**253.0434**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2300e-003	0.2150	0.0634	9.5000e-004	0.0316	1.3800e-003	0.0330	9.1200e-003	1.3200e-003	0.0105	0.0000	91.3672	91.3672	4.1000e-004	0.0137	95.4678
Worker	0.0435	0.0292	0.3385	9.0000e-004	0.1080	5.3000e-004	0.1086	0.0287	4.9000e-004	0.0292	0.0000	82.8661	82.8661	2.6400e-003	2.5500e-003	83.6924
Total	**0.0487**	**0.2442**	**0.4019**	**1.8500e-003**	**0.1396**	**1.9100e-003**	**0.1415**	**0.0378**	**1.8100e-003**	**0.0397**	**0.0000**	**174.2333**	**174.2333**	**3.0500e-003**	**0.0163**	**179.1602**

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	0.1597	1.4587	1.7541	2.9200e-003		0.0665	0.0665		0.0626	0.0626	0.0000	251.5560	251.5560	0.0595	0.0000	253.0431
Total	**0.1597**	**1.4587**	**1.7541**	**2.9200e-003**		**0.0665**	**0.0665**		**0.0626**	**0.0626**	**0.0000**	**251.5560**	**251.5560**	**0.0595**	**0.0000**	**253.0431**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2300e-003	0.2150	0.0634	9.5000e-004	0.0316	1.3800e-003	0.0330	9.1200e-003	1.3200e-003	0.0105	0.0000	91.3672	91.3672	4.1000e-004	0.0137	95.4678
Worker	0.0435	0.0292	0.3385	9.0000e-004	0.1080	5.3000e-004	0.1086	0.0287	4.9000e-004	0.0292	0.0000	82.8661	82.8661	2.6400e-003	2.5500e-003	83.6924
Total	**0.0487**	**0.2442**	**0.4019**	**1.8500e-003**	**0.1396**	**1.9100e-003**	**0.1415**	**0.0378**	**1.8100e-003**	**0.0397**	**0.0000**	**174.2333**	**174.2333**	**3.0500e-003**	**0.0163**	**179.1602**

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	0.1046	0.9539	1.2305	2.0600e-003		0.0404	0.0404		0.0380	0.0380	0.0000	177.4184	177.4184	0.0417	0.0000	178.4610
Total	**0.1046**	**0.9539**	**1.2305**	**2.0600e-003**		**0.0404**	**0.0404**		**0.0380**	**0.0380**	**0.0000**	**177.4184**	**177.4184**	**0.0417**	**0.0000**	**178.4610**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6100e-003	0.1510	0.0439	6.6000e-004	0.0223	9.8000e-004	0.0232	6.4300e-003	9.3000e-004	7.3700e-003	0.0000	63.2819	63.2819	2.8000e-004	9.4900e-003	66.1178
Worker	0.0282	0.0182	0.2197	6.2000e-004	0.0762	3.5000e-004	0.0765	0.0203	3.2000e-004	0.0206	0.0000	56.4442	56.4442	1.6700e-003	1.6600e-003	56.9817
Total	**0.0319**	**0.1692**	**0.2636**	**1.2800e-003**	**0.0984**	**1.3300e-003**	**0.0998**	**0.0267**	**1.2500e-003**	**0.0279**	**0.0000**	**119.7261**	**119.7261**	**1.9500e-003**	**0.0112**	**123.0995**

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	0.1046	0.9539	1.2305	2.0600e-003		0.0404	0.0404		0.0380	0.0380	0.0000	177.4182	177.4182	0.0417	0.0000	178.4608
Total	**0.1046**	**0.9539**	**1.2305**	**2.0600e-003**		**0.0404**	**0.0404**		**0.0380**	**0.0380**	**0.0000**	**177.4182**	**177.4182**	**0.0417**	**0.0000**	**178.4608**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6100e-003	0.1510	0.0439	6.6000e-004	0.0223	9.8000e-004	0.0232	6.4300e-003	9.3000e-004	7.3700e-003	0.0000	63.2819	63.2819	2.8000e-004	9.4900e-003	66.1178
Worker	0.0282	0.0182	0.2197	6.2000e-004	0.0762	3.5000e-004	0.0765	0.0203	3.2000e-004	0.0206	0.0000	56.4442	56.4442	1.6700e-003	1.6600e-003	56.9817
Total	**0.0319**	**0.1692**	**0.2636**	**1.2800e-003**	**0.0984**	**1.3300e-003**	**0.0998**	**0.0267**	**1.2500e-003**	**0.0279**	**0.0000**	**119.7261**	**119.7261**	**1.9500e-003**	**0.0112**	**123.0995**

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	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 Not 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	4.4000e-004	2.9000e-004	3.4500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.8854	0.8854	3.0000e-005	3.0000e-005	0.8938
Total	**4.4000e-004**	**2.9000e-004**	**3.4500e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.8854**	**0.8854**	**3.0000e-005**	**3.0000e-005**	**0.8938**

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 Not 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	4.4000e-004	2.9000e-004	3.4500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.8854	0.8854	3.0000e-005	3.0000e-005	0.8938
Total	**4.4000e-004**	**2.9000e-004**	**3.4500e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.8854**	**0.8854**	**3.0000e-005**	**3.0000e-005**	**0.8938**

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	2.4354					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	**2.4371**	**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 Not 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	7.4000e-004	4.8000e-004	5.7400e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4757	1.4757	4.0000e-005	4.0000e-005	1.4897
Total	**7.4000e-004**	**4.8000e-004**	**5.7400e-003**	**2.0000e-005**	**1.9900e-003**	**1.0000e-005**	**2.0000e-003**	**5.3000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.4757**	**1.4757**	**4.0000e-005**	**4.0000e-005**	**1.4897**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.4354					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	**2.4371**	**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 Not 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	7.4000e-004	4.8000e-004	5.7400e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4757	1.4757	4.0000e-005	4.0000e-005	1.4897
Total	**7.4000e-004**	**4.8000e-004**	**5.7400e-003**	**2.0000e-005**	**1.9900e-003**	**1.0000e-005**	**2.0000e-003**	**5.3000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.4757**	**1.4757**	**4.0000e-005**	**4.0000e-005**	**1.4897**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

The Square @ Plaza Drive - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.2347	4.7676	28.1275	0.0519	5.2544	0.0473	5.3017	1.4059	0.0443	1.4502	0.0000	4,799.8526	4,799.8526	0.3821	0.3178	4,904.1094
Unmitigated	4.2347	4.7676	28.1275	0.0519	5.2544	0.0473	5.3017	1.4059	0.0443	1.4502	0.0000	4,799.8526	4,799.8526	0.3821	0.3178	4,904.1094

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	152.32	137.48	114.52	408,153	408,153
Condo/Townhouse	168.36	187.22	144.44	472,525	472,525
Convenience Market with Gas Pumps	3,745.20	3,745.20	3745.20	2,008,941	2,008,941
Fast Food Restaurant with Drive Thru	2,966.99	3,881.56	2977.25	2,895,571	2,895,571
General Office Building	389.60	88.40	28.00	704,772	704,772
General Office Building	97.40	22.10	7.00	176,193	176,193
General Office Building	58.44	13.26	4.20	105,716	105,716
General Office Building	107.14	24.31	7.70	193,812	193,812
General Office Building	153.89	34.92	11.06	278,385	278,385
High Turnover (Sit Down Restaurant)	1,850.97	2,019.60	2353.56	2,258,871	2,258,871
Hotel	760.76	745.29	541.45	1,381,668	1,381,668
Hotel	727.32	712.53	517.65	1,320,935	1,320,935
Strip Mall	1,329.60	1,261.20	612.90	1,874,902	1,874,902
Total	12,507.99	12,873.06	11,064.93	14,080,444	14,080,444

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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
Apartments Mid Rise	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Condo/Townhouse	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	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
Condo/Townhouse	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
Convenience Market with Gas Pumps	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
Fast Food Restaurant with Drive Thru	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
General Office Building	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
High Turnover (Sit Down Restaurant)	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
Hotel	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
Strip Mall	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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

The Square @ Plaza Drive - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	574.3142	574.3142	0.0485	5.8800e-003	577.2770
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	574.3142	574.3142	0.0485	5.8800e-003	577.2770
NaturalGas Mitigated	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	423.5705	423.5705	8.1200e-003	7.7700e-003	426.0876
NaturalGas Unmitigated	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	423.5705	423.5705	8.1200e-003	7.7700e-003	426.0876

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	423053	2.2800e-003	0.0195	8.3000e-003	1.2000e-004		1.5800e-003	1.5800e-003		1.5800e-003	1.5800e-003	0.0000	22.5757	22.5757	4.3000e-004	4.1000e-004	22.7099
Condo/Townhouse	263343	1.4200e-003	0.0121	5.1600e-003	8.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	14.0530	14.0530	2.7000e-004	2.6000e-004	14.1365
Convenience Market with Gas Pumps	33900	1.8000e-004	1.6600e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8090	1.8090	3.0000e-005	3.0000e-005	1.8198
Fast Food Restaurant with Drive Thru	623196	3.3600e-003	0.0306	0.0257	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	33.2561	33.2561	6.4000e-004	6.1000e-004	33.4537
General Office Building	102180	5.5000e-004	5.0100e-003	4.2100e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4527	5.4527	1.0000e-004	1.0000e-004	5.4851
General Office Building	170300	9.2000e-004	8.3500e-003	7.0100e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0879	9.0879	1.7000e-004	1.7000e-004	9.1419
General Office Building	187330	1.0100e-003	9.1800e-003	7.7100e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9966	9.9966	1.9000e-004	1.8000e-004	10.0561
General Office Building	269074	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3588	14.3588	2.8000e-004	2.6000e-004	14.4441
General Office Building	681200	3.6700e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3514	36.3514	7.0000e-004	6.7000e-004	36.5674
High Turnover (Sit Down Restaurant)	1.63218e+006	8.8000e-003	0.0800	0.0672	4.8000e-004		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003	0.0000	87.0993	87.0993	1.6700e-003	1.6000e-003	87.6169
Hotel	1.67185e+006	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2160	89.2160	1.7100e-003	1.6400e-003	89.7462
Hotel	1.71031e+006	9.2200e-003	0.0838	0.0704	5.0000e-004		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	91.2687	91.2687	1.7500e-003	1.6700e-003	91.8110
Strip Mall	169500	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0452	9.0452	1.7000e-004	1.7000e-004	9.0989
Total		**0.0428**	**0.3871**	**0.3120**	**2.3300e-003**		**0.0296**	**0.0296**		**0.0296**	**0.0296**	**0.0000**	**423.5705**	**423.5705**	**8.1100e-003**	**7.7700e-003**	**426.0876**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	423053	2.2800e-003	0.0195	8.3000e-003	1.2000e-004		1.5800e-003	1.5800e-003		1.5800e-003	1.5800e-003	0.0000	22.5757	22.5757	4.3000e-004	4.1000e-004	22.7099
Condo/Townhouse	263343	1.4200e-003	0.0121	5.1600e-003	8.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	14.0530	14.0530	2.7000e-004	2.6000e-004	14.1365
Convenience Market with Gas Pumps	33900	1.8000e-004	1.6600e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8090	1.8090	3.0000e-005	3.0000e-005	1.8198
Fast Food Restaurant with Drive Thru	623196	3.3600e-003	0.0306	0.0257	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	33.2561	33.2561	6.4000e-004	6.1000e-004	33.4537
General Office Building	102180	5.5000e-004	5.0100e-003	4.2100e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4527	5.4527	1.0000e-004	1.0000e-004	5.4851
General Office Building	170300	9.2000e-004	8.3500e-003	7.0100e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0879	9.0879	1.7000e-004	1.7000e-004	9.1419
General Office Building	187330	1.0100e-003	9.1800e-003	7.7100e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9966	9.9966	1.9000e-004	1.8000e-004	10.0561
General Office Building	269074	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3588	14.3588	2.8000e-004	2.6000e-004	14.4441
General Office Building	681200	3.6700e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3514	36.3514	7.0000e-004	6.7000e-004	36.5674
High Turnover (Sit Down Restaurant)	1.63218e+006	8.8000e-003	0.0800	0.0672	4.8000e-004		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003	0.0000	87.0993	87.0993	1.6700e-003	1.6000e-003	87.6169
Hotel	1.67185e+006	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2160	89.2160	1.7100e-003	1.6400e-003	89.7462
Hotel	1.71031e+006	9.2200e-003	0.0838	0.0704	5.0000e-004		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	91.2687	91.2687	1.7500e-003	1.6700e-003	91.8110
Strip Mall	169500	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0452	9.0452	1.7000e-004	1.7000e-004	9.0989
Total		**0.0428**	**0.3871**	**0.3120**	**2.3300e-003**		**0.0296**	**0.0296**		**0.0296**	**0.0296**	**0.0000**	**423.5705**	**423.5705**	**8.1100e-003**	**7.7700e-003**	**426.0876**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	111150	19.7120	1.6600e-003	2.0000e-004	19.8137
Condo/Townhouse	113360	20.1038	1.7000e-003	2.1000e-004	20.2075
Convenience Market with Gas Pumps	59040	10.4705	8.8000e-004	1.1000e-004	10.5245
Fast Food Restaurant with Drive Thru	205758	36.4903	3.0800e-003	3.7000e-004	36.6785
General Office Building	106260	18.8447	1.5900e-003	1.9000e-004	18.9420
General Office Building	152628	27.0679	2.2800e-003	2.8000e-004	27.2075
General Office Building	386400	68.5263	5.7800e-003	7.0000e-004	68.8798
General Office Building	57960	10.2790	8.7000e-004	1.1000e-004	10.3320
General Office Building	96600	17.1316	1.4500e-003	1.8000e-004	17.2200
High Turnover (Sit Down Restaurant)	538890	95.5697	8.0700e-003	9.8000e-004	96.0628
Hotel	551231	97.7584	8.2500e-003	1.0000e-003	98.2627
Hotel	563914	100.0076	8.4400e-003	1.0200e-003	100.5235
Strip Mall	295200	52.3524	4.4200e-003	5.4000e-004	52.6225
Total		**574.3142**	**0.0485**	**5.8900e-003**	**577.2770**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	111150	19.7120	1.6600e-003	2.0000e-004	19.8137
Condo/Townhouse	113360	20.1038	1.7000e-003	2.1000e-004	20.2075
Convenience Market with Gas Pumps	59040	10.4705	8.8000e-004	1.1000e-004	10.5245
Fast Food Restaurant with Drive Thru	205758	36.4903	3.0800e-003	3.7000e-004	36.6785
General Office Building	106260	18.8447	1.5900e-003	1.9000e-004	18.9420
General Office Building	152628	27.0679	2.2800e-003	2.8000e-004	27.2075
General Office Building	386400	68.5263	5.7800e-003	7.0000e-004	68.8798
General Office Building	57960	10.2790	8.7000e-004	1.1000e-004	10.3320
General Office Building	96600	17.1316	1.4500e-003	1.8000e-004	17.2200
High Turnover (Sit Down Restaurant)	538890	95.5697	8.0700e-003	9.8000e-004	96.0628
Hotel	551231	97.7584	8.2500e-003	1.0000e-003	98.2627
Hotel	563914	100.0076	8.4400e-003	1.0200e-003	100.5235
Strip Mall	295200	52.3524	4.4200e-003	5.4000e-004	52.6225
Total		**574.3142**	**0.0485**	**5.8900e-003**	**577.2770**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5120	0.0235	0.3894	1.4000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	22.7179	22.7179	1.0300e-003	4.1000e-004	22.8643
Unmitigated	1.5120	0.0235	0.3894	1.4000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	22.7179	22.7179	1.0300e-003	4.1000e-004	22.8643

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.2435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2300e-003	0.0191	8.1200e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	22.0936	22.0936	4.2000e-004	4.1000e-004	22.2249
Landscaping	0.0116	4.3800e-003	0.3813	2.0000e-005		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	0.6243	0.6243	6.1000e-004	0.0000	0.6395
Total	**1.5120**	**0.0235**	**0.3894**	**1.4000e-004**		**3.6500e-003**	**3.6500e-003**		**3.6500e-003**	**3.6500e-003**	**0.0000**	**22.7179**	**22.7179**	**1.0300e-003**	**4.1000e-004**	**22.8643**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2300e-003	0.0191	8.1200e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	22.0936	22.0936	4.2000e-004	4.1000e-004	22.2249
Landscaping	0.0116	4.3800e-003	0.3813	2.0000e-005		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	0.6243	0.6243	6.1000e-004	0.0000	0.6395
Total	**1.5120**	**0.0235**	**0.3894**	**1.4000e-004**		**3.6500e-003**	**3.6500e-003**		**3.6500e-003**	**3.6500e-003**	**0.0000**	**22.7179**	**22.7179**	**1.0300e-003**	**4.1000e-004**	**22.8643**

7.0 Water Detail

7.1 Mitigation Measures Water

The Square @ Plaza Drive - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	49.5397	1.0507	0.0251	83.2956
Unmitigated	49.5397	1.0507	0.0251	83.2956

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	3.0433	0.0597	1.4300e-003	4.9604
Condo/Townhouse	1.49854 / 0.944733	2.4999	0.0490	1.1700e-003	4.0746
Convenience Market with Gas Pumps	0.444435 / 0.272396	0.7366	0.0145	3.5000e-004	1.2036
Fast Food Restaurant with Drive Thru	1.91226 / 0.122059	2.5175	0.0625	1.4900e-003	4.5236
General Office Building	14.7164 / 9.0197	24.3895	0.4812	0.0115	39.8537
High Turnover (Sit Down Restaurant)	5.00831 / 0.319679	6.5934	0.1636	3.9000e-003	11.8474
Hotel	4.51529 / 0.501698	6.0768	0.1475	3.5200e-003	10.8143
Strip Mall	2.22218 / 1.36198	3.6828	0.0727	1.7400e-003	6.0179
Total		**49.5397**	**1.0507**	**0.0251**	**83.2956**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	3.0433	0.0597	1.4300e-003	4.9604
Condo/Townhouse	1.49854 / 0.944733	2.4999	0.0490	1.1700e-003	4.0746
Convenience Market with Gas Pumps	0.444435 / 0.272396	0.7366	0.0145	3.5000e-004	1.2036
Fast Food Restaurant with Drive Thru	1.91226 / 0.122059	2.5175	0.0625	1.4900e-003	4.5236
General Office Building	14.7164 / 9.0197	24.3895	0.4812	0.0115	39.8537
High Turnover (Sit Down Restaurant)	5.00831 / 0.319679	6.5934	0.1636	3.9000e-003	11.8474
Hotel	4.51529 / 0.501698	6.0768	0.1475	3.5200e-003	10.8143
Strip Mall	2.22218 / 1.36198	3.6828	0.0727	1.7400e-003	6.0179
Total		**49.5397**	**1.0507**	**0.0251**	**83.2956**

8.0 Waste Detail

8.1 Mitigation Measures Waste

The Square @ Plaza Drive - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	104.8164	6.1945	0.0000	259.6782
Unmitigated	104.8164	6.1945	0.0000	259.6782

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	6.4774
Condo/Townhouse	10.58	2.1476	0.1269	0.0000	5.3207
Convenience Market with Gas Pumps	18.03	3.6599	0.2163	0.0000	9.0673
Fast Food Restaurant with Drive Thru	72.57	14.7311	0.8706	0.0000	36.4956
General Office Building	77	15.6303	0.9237	0.0000	38.7234
High Turnover (Sit Down Restaurant)	196.35	39.8573	2.3555	0.0000	98.7447
Hotel	97.45	19.7815	1.1691	0.0000	49.0078
Strip Mall	31.5	6.3942	0.3779	0.0000	15.8414
Total		**104.8164**	**6.1945**	**0.0000**	**259.6782**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	6.4774
Condo/Townhouse	10.58	2.1476	0.1269	0.0000	5.3207
Convenience Market with Gas Pumps	18.03	3.6599	0.2163	0.0000	9.0673
Fast Food Restaurant with Drive Thru	72.57	14.7311	0.8706	0.0000	36.4956
General Office Building	77	15.6303	0.9237	0.0000	38.7234
High Turnover (Sit Down Restaurant)	196.35	39.8573	2.3555	0.0000	98.7447
Hotel	97.45	19.7815	1.1691	0.0000	49.0078
Strip Mall	31.5	6.3942	0.3779	0.0000	15.8414
Total		**104.8164**	**6.1945**	**0.0000**	**259.6782**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

The Square @ Plaza Drive - Original Plan

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	40.00	1000sqft	0.00	40,000.00	0
General Office Building	10.00	1000sqft	0.96	10,000.00	0
General Office Building	6.00	1000sqft	1.24	6,000.00	0
General Office Building	11.00	1000sqft	1.73	11,000.00	0
General Office Building	15.80	1000sqft	1.27	15,800.00	0
High Turnover (Sit Down Restaurant)	16.50	1000sqft	3.82	16,500.00	0
Hotel	87.00	Room	2.21	47,767.00	0
Apartments Mid Rise	28.00	Dwelling Unit	1.83	28,000.00	80
Condo/Townhouse	23.00	Dwelling Unit	2.74	55,000.00	66
Convenience Market with Gas Pumps	6.00	1000sqft	1.83	6,000.00	0
Strip Mall	30.00	1000sqft	0.00	30,000.00	0
General Office Building	15.00	1000sqft	1.36	15,000.00	0
Bank (with Drive-Through)	17.40	1000sqft	1.83	17,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2030
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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Project Characteristics -

Land Use - Lot Acreage and Square Feet Established

Construction Phase -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	126,324.00	47,767.00
tblLandUse	LandUseSquareFeet	23,000.00	55,000.00
tblLandUse	LotAcreage	0.23	0.96
tblLandUse	LotAcreage	0.25	1.73
tblLandUse	LotAcreage	0.36	1.27
tblLandUse	LotAcreage	0.92	0.00
tblLandUse	LotAcreage	0.14	1.24
tblLandUse	LotAcreage	0.38	3.82
tblLandUse	LotAcreage	2.90	2.21
tblLandUse	LotAcreage	0.74	1.83
tblLandUse	LotAcreage	1.44	2.74
tblLandUse	LotAcreage	0.14	1.83
tblLandUse	LotAcreage	0.69	0.00
tblLandUse	LotAcreage	0.34	1.36
tblLandUse	LotAcreage	0.40	1.83

2.0 Emissions Summary

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2745	2.3886	2.7043	5.9300e-003	0.3891	0.0978	0.4869	0.1496	0.0914	0.2411	0.0000	525.7680	525.7680	0.0986	0.0152	532.7500
2025	2.4223	1.2089	1.6406	3.5100e-003	0.0919	0.0463	0.1382	0.0249	0.0435	0.0684	0.0000	311.7161	311.7161	0.0501	0.0104	316.0690
Maximum	**2.4223**	**2.3886**	**2.7043**	**5.9300e-003**	**0.3891**	**0.0978**	**0.4869**	**0.1496**	**0.0914**	**0.2411**	**0.0000**	**525.7680**	**525.7680**	**0.0986**	**0.0152**	**532.7500**

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					
2024	0.2745	2.3886	2.7043	5.9300e-003	0.3891	0.0978	0.4869	0.1496	0.0914	0.2411	0.0000	525.7676	525.7676	0.0986	0.0152	532.7496
2025	2.4223	1.2089	1.6406	3.5100e-003	0.0919	0.0463	0.1382	0.0249	0.0435	0.0684	0.0000	311.7159	311.7159	0.0501	0.0104	316.0688
Maximum	**2.4223**	**2.3886**	**2.7043**	**5.9300e-003**	**0.3891**	**0.0978**	**0.4869**	**0.1496**	**0.0914**	**0.2411**	**0.0000**	**525.7676**	**525.7676**	**0.0986**	**0.0152**	**532.7496**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2024**	**3-31-2024**	0.9405	0.9405
2	**4-1-2024**	**6-30-2024**	0.5645	0.5645
3	**7-1-2024**	**9-30-2024**	0.5707	0.5707
4	**10-1-2024**	**12-31-2024**	0.5744	0.5744
5	**1-1-2025**	**3-31-2025**	0.5251	0.5251
6	**4-1-2025**	**6-30-2025**	0.5273	0.5273
7	**7-1-2025**	**9-30-2025**	2.5725	2.5725
		Highest	2.5725	2.5725

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.5003	0.0373	1.2339	2.9000e-003		0.1416	0.1416		0.1416	0.1416	18.4752	22.7167	41.1919	0.0874	4.1000e-004	43.4975
Energy	0.0332	0.2994	0.2384	1.8100e-003		0.0229	0.0229		0.0229	0.0229	0.0000	798.7918	798.7918	0.0460	0.0108	803.1698
Mobile	2.8484	3.1825	19.7579	0.0376	4.2834	0.0312	4.3146	1.1454	0.0292	1.1746	0.0000	3,476.1106	3,476.1106	0.2538	0.2247	3,549.4139
Waste						0.0000	0.0000		0.0000	0.0000	86.0986	0.0000	86.0986	5.0883	0.0000	213.3057
Water						0.0000	0.0000		0.0000	0.0000	9.9226	39.5540	49.4766	1.0225	0.0245	82.3304
Total	**4.3818**	**3.5192**	**21.2302**	**0.0423**	**4.2834**	**0.1957**	**4.4791**	**1.1454**	**0.1937**	**1.3391**	**114.4964**	**4,337.1731**	**4,451.6695**	**6.4979**	**0.2604**	**4,691.7172**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5003	0.0373	1.2339	2.9000e-003		0.1416	0.1416		0.1416	0.1416	18.4752	22.7167	41.1919	0.0874	4.1000e-004	43.4975
Energy	0.0332	0.2994	0.2384	1.8100e-003		0.0229	0.0229		0.0229	0.0229	0.0000	798.7918	798.7918	0.0460	0.0108	803.1698
Mobile	2.8484	3.1825	19.7579	0.0376	4.2834	0.0312	4.3146	1.1454	0.0292	1.1746	0.0000	3,476.1106	3,476.1106	0.2538	0.2247	3,549.4139
Waste						0.0000	0.0000		0.0000	0.0000	86.0986	0.0000	86.0986	5.0883	0.0000	213.3057
Water						0.0000	0.0000		0.0000	0.0000	9.9226	39.5540	49.4766	1.0225	0.0245	82.3304
Total	**4.3818**	**3.5192**	**21.2302**	**0.0423**	**4.2834**	**0.1957**	**4.4791**	**1.1454**	**0.1937**	**1.3391**	**114.4964**	**4,337.1731**	**4,451.6695**	**6.4979**	**0.2604**	**4,691.7172**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	1/12/2024	5	10	
2	Grading	Grading	1/13/2024	3/1/2024	5	35	
3	Building Construction	Building Construction	3/2/2024	8/1/2025	5	370	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	8/2/2025	8/29/2025	5	20	
5	Architectural Coating	Architectural Coating	8/30/2025	9/26/2025	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 168,075; Residential Outdoor: 56,025; Non-Residential Indoor: 323,201; Non-Residential Outdoor: 107,734; 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 Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	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	112.00	41.00	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	22.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6600e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction 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	2.9000e-004	1.9000e-004	2.2500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5499	0.5499	2.0000e-005	2.0000e-005	0.5554
Total	**2.9000e-004**	**1.9000e-004**	**2.2500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5499**	**0.5499**	**2.0000e-005**	**2.0000e-005**	**0.5554**

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6500e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	1.9000e-004	2.2500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5499	0.5499	2.0000e-005	2.0000e-005	0.5554
Total	**2.9000e-004**	**1.9000e-004**	**2.2500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5499**	**0.5499**	**2.0000e-005**	**2.0000e-005**	**0.5554**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.5666	0.4852	1.0900e-003		0.0234	0.0234		0.0215	0.0215	0.0000	95.4092	95.4092	0.0309	0.0000	96.1806
Total	**0.0563**	**0.5666**	**0.4852**	**1.0900e-003**	**0.1611**	**0.0234**	**0.1844**	**0.0639**	**0.0215**	**0.0854**	**0.0000**	**95.4092**	**95.4092**	**0.0309**	**0.0000**	**96.1806**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

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	1.1200e-003	7.5000e-004	8.7400e-003	2.0000e-005	2.7900e-003	1.0000e-005	2.8000e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1385	2.1385	7.0000e-005	7.0000e-005	2.1598
Total	**1.1200e-003**	**7.5000e-004**	**8.7400e-003**	**2.0000e-005**	**2.7900e-003**	**1.0000e-005**	**2.8000e-003**	**7.4000e-004**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**2.1385**	**2.1385**	**7.0000e-005**	**7.0000e-005**	**2.1598**

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					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.5666	0.4852	1.0900e-003		0.0234	0.0234		0.0215	0.0215	0.0000	95.4091	95.4091	0.0309	0.0000	96.1805
Total	**0.0563**	**0.5666**	**0.4852**	**1.0900e-003**	**0.1611**	**0.0234**	**0.1844**	**0.0639**	**0.0215**	**0.0854**	**0.0000**	**95.4091**	**95.4091**	**0.0309**	**0.0000**	**96.1805**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction 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	1.1200e-003	7.5000e-004	8.7400e-003	2.0000e-005	2.7900e-003	1.0000e-005	2.8000e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1385	2.1385	7.0000e-005	7.0000e-005	2.1598
Total	**1.1200e-003**	**7.5000e-004**	**8.7400e-003**	**2.0000e-005**	**2.7900e-003**	**1.0000e-005**	**2.8000e-003**	**7.4000e-004**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**2.1385**	**2.1385**	**7.0000e-005**	**7.0000e-005**	**2.1598**

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	0.1597	1.4587	1.7541	2.9200e-003		0.0665	0.0665		0.0626	0.0626	0.0000	251.5563	251.5563	0.0595	0.0000	253.0434
Total	**0.1597**	**1.4587**	**1.7541**	**2.9200e-003**		**0.0665**	**0.0665**		**0.0626**	**0.0626**	**0.0000**	**251.5563**	**251.5563**	**0.0595**	**0.0000**	**253.0434**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.8700e-003	0.2004	0.0590	8.9000e-004	0.0294	1.2900e-003	0.0307	8.5000e-003	1.2300e-003	9.7300e-003	0.0000	85.1376	85.1376	3.8000e-004	0.0128	88.9587
Worker	0.0389	0.0261	0.3033	8.1000e-004	0.0968	4.7000e-004	0.0973	0.0257	4.3000e-004	0.0262	0.0000	74.2480	74.2480	2.3700e-003	2.2900e-003	74.9884
Total	**0.0438**	**0.2265**	**0.3624**	**1.7000e-003**	**0.1262**	**1.7600e-003**	**0.1280**	**0.0342**	**1.6600e-003**	**0.0359**	**0.0000**	**159.3856**	**159.3856**	**2.7500e-003**	**0.0151**	**163.9470**

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	0.1597	1.4587	1.7541	2.9200e-003		0.0665	0.0665		0.0626	0.0626	0.0000	251.5560	251.5560	0.0595	0.0000	253.0431
Total	**0.1597**	**1.4587**	**1.7541**	**2.9200e-003**		**0.0665**	**0.0665**		**0.0626**	**0.0626**	**0.0000**	**251.5560**	**251.5560**	**0.0595**	**0.0000**	**253.0431**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.8700e-003	0.2004	0.0590	8.9000e-004	0.0294	1.2900e-003	0.0307	8.5000e-003	1.2300e-003	9.7300e-003	0.0000	85.1376	85.1376	3.8000e-004	0.0128	88.9587
Worker	0.0389	0.0261	0.3033	8.1000e-004	0.0968	4.7000e-004	0.0973	0.0257	4.3000e-004	0.0262	0.0000	74.2480	74.2480	2.3700e-003	2.2900e-003	74.9884
Total	**0.0438**	**0.2265**	**0.3624**	**1.7000e-003**	**0.1262**	**1.7600e-003**	**0.1280**	**0.0342**	**1.6600e-003**	**0.0359**	**0.0000**	**159.3856**	**159.3856**	**2.7500e-003**	**0.0151**	**163.9470**

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	0.1046	0.9539	1.2305	2.0600e-003		0.0404	0.0404		0.0380	0.0380	0.0000	177.4184	177.4184	0.0417	0.0000	178.4610
Total	**0.1046**	**0.9539**	**1.2305**	**2.0600e-003**		**0.0404**	**0.0404**		**0.0380**	**0.0380**	**0.0000**	**177.4184**	**177.4184**	**0.0417**	**0.0000**	**178.4610**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3600e-003	0.1407	0.0409	6.1000e-004	0.0207	9.1000e-004	0.0217	5.9900e-003	8.7000e-004	6.8600e-003	0.0000	58.9672	58.9672	2.6000e-004	8.8500e-003	61.6098
Worker	0.0253	0.0163	0.1969	5.5000e-004	0.0683	3.2000e-004	0.0686	0.0181	2.9000e-004	0.0184	0.0000	50.5740	50.5740	1.5000e-003	1.4900e-003	51.0556
Total	**0.0287**	**0.1570**	**0.2378**	**1.1600e-003**	**0.0890**	**1.2300e-003**	**0.0902**	**0.0241**	**1.1600e-003**	**0.0253**	**0.0000**	**109.5412**	**109.5412**	**1.7600e-003**	**0.0103**	**112.6654**

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	0.1046	0.9539	1.2305	2.0600e-003		0.0404	0.0404		0.0380	0.0380	0.0000	177.4182	177.4182	0.0417	0.0000	178.4608
Total	**0.1046**	**0.9539**	**1.2305**	**2.0600e-003**		**0.0404**	**0.0404**		**0.0380**	**0.0380**	**0.0000**	**177.4182**	**177.4182**	**0.0417**	**0.0000**	**178.4608**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3600e-003	0.1407	0.0409	6.1000e-004	0.0207	9.1000e-004	0.0217	5.9900e-003	8.7000e-004	6.8600e-003	0.0000	58.9672	58.9672	2.6000e-004	8.8500e-003	61.6098
Worker	0.0253	0.0163	0.1969	5.5000e-004	0.0683	3.2000e-004	0.0686	0.0181	2.9000e-004	0.0184	0.0000	50.5740	50.5740	1.5000e-003	1.4900e-003	51.0556
Total	**0.0287**	**0.1570**	**0.2378**	**1.1600e-003**	**0.0890**	**1.2300e-003**	**0.0902**	**0.0241**	**1.1600e-003**	**0.0253**	**0.0000**	**109.5412**	**109.5412**	**1.7600e-003**	**0.0103**	**112.6654**

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	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**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	4.4000e-004	2.9000e-004	3.4500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.8854	0.8854	3.0000e-005	3.0000e-005	0.8938
Total	**4.4000e-004**	**2.9000e-004**	**3.4500e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.8854**	**0.8854**	**3.0000e-005**	**3.0000e-005**	**0.8938**

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 Not 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	4.4000e-004	2.9000e-004	3.4500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.8854	0.8854	3.0000e-005	3.0000e-005	0.8938
Total	**4.4000e-004**	**2.9000e-004**	**3.4500e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.8854**	**0.8854**	**3.0000e-005**	**3.0000e-005**	**0.8938**

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	2.2771					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	**2.2788**	**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**

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	6.5000e-004	4.2000e-004	5.0600e-003	1.0000e-005	1.7500e-003	1.0000e-005	1.7600e-003	4.7000e-004	1.0000e-005	4.7000e-004	0.0000	1.2986	1.2986	4.0000e-005	4.0000e-005	1.3110
Total	**6.5000e-004**	**4.2000e-004**	**5.0600e-003**	**1.0000e-005**	**1.7500e-003**	**1.0000e-005**	**1.7600e-003**	**4.7000e-004**	**1.0000e-005**	**4.7000e-004**	**0.0000**	**1.2986**	**1.2986**	**4.0000e-005**	**4.0000e-005**	**1.3110**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2771					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	**2.2788**	**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 Not 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	6.5000e-004	4.2000e-004	5.0600e-003	1.0000e-005	1.7500e-003	1.0000e-005	1.7600e-003	4.7000e-004	1.0000e-005	4.7000e-004	0.0000	1.2986	1.2986	4.0000e-005	4.0000e-005	1.3110
Total	**6.5000e-004**	**4.2000e-004**	**5.0600e-003**	**1.0000e-005**	**1.7500e-003**	**1.0000e-005**	**1.7600e-003**	**4.7000e-004**	**1.0000e-005**	**4.7000e-004**	**0.0000**	**1.2986**	**1.2986**	**4.0000e-005**	**4.0000e-005**	**1.3110**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.8484	3.1825	19.7579	0.0376	4.2834	0.0312	4.3146	1.1454	0.0292	1.1746	0.0000	3,476.1106	3,476.1106	0.2538	0.2247	3,549.4139
Unmitigated	2.8484	3.1825	19.7579	0.0376	4.2834	0.0312	4.3146	1.1454	0.0292	1.1746	0.0000	3,476.1106	3,476.1106	0.2538	0.2247	3,549.4139

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	152.32	137.48	114.52	408,153	408,153
Condo/Townhouse	168.36	187.22	144.44	472,525	472,525
Convenience Market with Gas Pumps	3,745.20	3,745.20	3745.20	2,008,941	2,008,941
Bank (with Drive-Through)	1,740.52	1,504.75	556.10	1,422,278	1,422,278
General Office Building	389.60	88.40	28.00	704,772	704,772
General Office Building	97.40	22.10	7.00	176,193	176,193
General Office Building	58.44	13.26	4.20	105,716	105,716
General Office Building	107.14	24.31	7.70	193,812	193,812
General Office Building	153.89	34.92	11.06	278,385	278,385
General Office Building	146.10	33.15	10.50	264,290	264,290
High Turnover (Sit Down Restaurant)	1,850.97	2,019.60	2353.56	2,258,871	2,258,871
Hotel	727.32	712.53	517.65	1,320,935	1,320,935
Strip Mall	1,329.60	1,261.20	612.90	1,874,902	1,874,902
Total	10,666.86	9,784.12	8,112.83	11,489,772	11,489,772

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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
Apartments Mid Rise	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Condo/Townhouse	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Bank (with Drive-Through)	9.50	7.30	7.30	6.60	74.40	19.00	27	26	47
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Condo/Townhouse	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Convenience Market with Gas Pumps	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Bank (with Drive-Through)	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
General Office Building	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
High Turnover (Sit Down Restaurant)	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Hotel	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Strip Mall	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	470.6728	470.6728	0.0397	4.8200e-003	473.1010
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	470.6728	470.6728	0.0397	4.8200e-003	473.1010
NaturalGas Mitigated	0.0332	0.2994	0.2384	1.8100e-003		0.0229	0.0229		0.0229	0.0229	0.0000	328.1190	328.1190	6.2900e-003	6.0200e-003	330.0688
NaturalGas Unmitigated	0.0332	0.2994	0.2384	1.8100e-003		0.0229	0.0229		0.0229	0.0229	0.0000	328.1190	328.1190	6.2900e-003	6.0200e-003	330.0688

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	423053	2.2800e-003	0.0195	8.3000e-003	1.2000e-004		1.5800e-003	1.5800e-003		1.5800e-003	1.5800e-003	0.0000	22.5757	22.5757	4.3000e-004	4.1000e-004	22.7099
Bank (with Drive-Through)	289362	1.5600e-003	0.0142	0.0119	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	15.4415	15.4415	3.0000e-004	2.8000e-004	15.5332
Condo/Townhouse	263343	1.4200e-003	0.0121	5.1600e-003	8.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	14.0530	14.0530	2.7000e-004	2.6000e-004	14.1365
Convenience Market with Gas Pumps	33900	1.8000e-004	1.6600e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8090	1.8090	3.0000e-005	3.0000e-005	1.8198
General Office Building	102180	5.5000e-004	5.0100e-003	4.2100e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4527	5.4527	1.0000e-004	1.0000e-004	5.4851
General Office Building	170300	9.2000e-004	8.3500e-003	7.0100e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0879	9.0879	1.7000e-004	1.7000e-004	9.1419
General Office Building	187330	1.0100e-003	9.1800e-003	7.7100e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9966	9.9966	1.9000e-004	1.8000e-004	10.0561
General Office Building	255450	1.3800e-003	0.0125	0.0105	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.6318	13.6318	2.6000e-004	2.5000e-004	13.7128
General Office Building	269074	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3588	14.3588	2.8000e-004	2.6000e-004	14.4441
General Office Building	681200	3.6700e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3514	36.3514	7.0000e-004	6.7000e-004	36.5674
High Turnover (Sit Down Restaurant)	1.63218e+006	8.8000e-003	0.0800	0.0672	4.8000e-004		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003	0.0000	87.0993	87.0993	1.6700e-003	1.6000e-003	87.6169
Hotel	1.67185e+006	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2160	89.2160	1.7100e-003	1.6400e-003	89.7462
Strip Mall	169500	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0452	9.0452	1.7000e-004	1.7000e-004	9.0989
Total		**0.0331**	**0.2994**	**0.2384**	**1.8200e-003**		**0.0229**	**0.0229**		**0.0229**	**0.0229**	**0.0000**	**328.1190**	**328.1190**	**6.2800e-003**	**6.0200e-003**	**330.0688**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	423053	2.2800e-003	0.0195	8.3000e-003	1.2000e-004		1.5800e-003	1.5800e-003		1.5800e-003	1.5800e-003	0.0000	22.5757	22.5757	4.3000e-004	4.1000e-004	22.7099
Bank (with Drive-Through)	289362	1.5600e-003	0.0142	0.0119	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	15.4415	15.4415	3.0000e-004	2.8000e-004	15.5332
Condo/Townhouse	263343	1.4200e-003	0.0121	5.1600e-003	8.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	14.0530	14.0530	2.7000e-004	2.6000e-004	14.1365
Convenience Market with Gas Pumps	33900	1.8000e-004	1.6600e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8090	1.8090	3.0000e-005	3.0000e-005	1.8198
General Office Building	102180	5.5000e-004	5.0100e-003	4.2100e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4527	5.4527	1.0000e-004	1.0000e-004	5.4851
General Office Building	170300	9.2000e-004	8.3500e-003	7.0100e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0879	9.0879	1.7000e-004	1.7000e-004	9.1419
General Office Building	187330	1.0100e-003	9.1800e-003	7.7100e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9966	9.9966	1.9000e-004	1.8000e-004	10.0561
General Office Building	255450	1.3800e-003	0.0125	0.0105	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.6318	13.6318	2.6000e-004	2.5000e-004	13.7128
General Office Building	269074	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3588	14.3588	2.8000e-004	2.6000e-004	14.4441
General Office Building	681200	3.6700e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3514	36.3514	7.0000e-004	6.7000e-004	36.5674
High Turnover (Sit Down Restaurant)	1.63218e+006	8.8000e-003	0.0800	0.0672	4.8000e-004		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003	0.0000	87.0993	87.0993	1.6700e-003	1.6000e-003	87.6169
Hotel	1.67185e+006	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2160	89.2160	1.7100e-003	1.6400e-003	89.7462
Strip Mall	169500	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0452	9.0452	1.7000e-004	1.7000e-004	9.0989
Total		**0.0331**	**0.2994**	**0.2384**	**1.8200e-003**		**0.0229**	**0.0229**		**0.0229**	**0.0229**	**0.0000**	**328.1190**	**328.1190**	**6.2800e-003**	**6.0200e-003**	**330.0688**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	111150	19.7120	1.6600e-003	2.0000e-004	19.8137
Bank (with Drive-Through)	40368	7.1591	6.0000e-004	7.0000e-005	7.1960
Condo/Townhouse	113360	20.1038	1.7000e-003	2.1000e-004	20.2075
Convenience Market with Gas Pumps	59040	10.4705	8.8000e-004	1.1000e-004	10.5245
General Office Building	106260	18.8447	1.5900e-003	1.9000e-004	18.9420
General Office Building	144900	25.6974	2.1700e-003	2.6000e-004	25.8299
General Office Building	152628	27.0679	2.2800e-003	2.8000e-004	27.2075
General Office Building	386400	68.5263	5.7800e-003	7.0000e-004	68.8798
General Office Building	57960	10.2790	8.7000e-004	1.1000e-004	10.3320
General Office Building	96600	17.1316	1.4500e-003	1.8000e-004	17.2200
High Turnover (Sit Down Restaurant)	538890	95.5697	8.0700e-003	9.8000e-004	96.0628
Hotel	551231	97.7584	8.2500e-003	1.0000e-003	98.2627
Strip Mall	295200	52.3524	4.4200e-003	5.4000e-004	52.6225
Total		**470.6728**	**0.0397**	**4.8300e-003**	**473.1009**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	111150	19.7120	1.6600e-003	2.0000e-004	19.8137
Bank (with Drive-Through)	40368	7.1591	6.0000e-004	7.0000e-005	7.1960
Condo/Townhouse	113360	20.1038	1.7000e-003	2.1000e-004	20.2075
Convenience Market with Gas Pumps	59040	10.4705	8.8000e-004	1.1000e-004	10.5245
General Office Building	106260	18.8447	1.5900e-003	1.9000e-004	18.9420
General Office Building	144900	25.6974	2.1700e-003	2.6000e-004	25.8299
General Office Building	152628	27.0679	2.2800e-003	2.8000e-004	27.2075
General Office Building	386400	68.5263	5.7800e-003	7.0000e-004	68.8798
General Office Building	57960	10.2790	8.7000e-004	1.1000e-004	10.3320
General Office Building	96600	17.1316	1.4500e-003	1.8000e-004	17.2200
High Turnover (Sit Down Restaurant)	538890	95.5697	8.0700e-003	9.8000e-004	96.0628
Hotel	551231	97.7584	8.2500e-003	1.0000e-003	98.2627
Strip Mall	295200	52.3524	4.4200e-003	5.4000e-004	52.6225
Total		**470.6728**	**0.0397**	**4.8300e-003**	**473.1009**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5003	0.0373	1.2339	2.9000e-003		0.1416	0.1416		0.1416	0.1416	18.4752	22.7167	41.1919	0.0874	4.1000e-004	43.4975
Unmitigated	1.5003	0.0373	1.2339	2.9000e-003		0.1416	0.1416		0.1416	0.1416	18.4752	22.7167	41.1919	0.0874	4.1000e-004	43.4975

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.2277					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1657					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0954	0.0329	0.8539	2.8800e-003		0.1395	0.1395		0.1395	0.1395	18.4752	22.0936	40.5688	0.0868	4.1000e-004	42.8593
Landscaping	0.0115	4.3700e-003	0.3800	2.0000e-005		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	0.6231	0.6231	6.0000e-004	0.0000	0.6382
Total	**1.5003**	**0.0373**	**1.2339**	**2.9000e-003**		**0.1416**	**0.1416**		**0.1416**	**0.1416**	**18.4752**	**22.7167**	**41.1919**	**0.0874**	**4.1000e-004**	**43.4975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2277					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1657					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0954	0.0329	0.8539	2.8800e-003		0.1395	0.1395		0.1395	0.1395	18.4752	22.0936	40.5688	0.0868	4.1000e-004	42.8593
Landscaping	0.0115	4.3700e-003	0.3800	2.0000e-005		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	0.6231	0.6231	6.0000e-004	0.0000	0.6382
Total	**1.5003**	**0.0373**	**1.2339**	**2.9000e-003**		**0.1416**	**0.1416**		**0.1416**	**0.1416**	**18.4752**	**22.7167**	**41.1919**	**0.0874**	**4.1000e-004**	**43.4975**

7.0 Water Detail

7.1 Mitigation Measures Water

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	49.4766	1.0225	0.0245	82.3304
Unmitigated	49.4766	1.0225	0.0245	82.3304

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	3.0433	0.0597	1.4300e-003	4.9604
Bank (with Drive-Through)	0.689439 / 0.422559	1.1426	0.0225	5.4000e-004	1.8671
Condo/Townhouse	1.49854 / 0.944733	2.4999	0.0490	1.1700e-003	4.0746
Convenience Market with Gas Pumps	0.444435 / 0.272396	0.7366	0.0145	3.5000e-004	1.2036
General Office Building	17.3824 / 10.6537	28.8079	0.5684	0.0136	47.0736
High Turnover (Sit Down Restaurant)	5.00831 / 0.319679	6.5934	0.1636	3.9000e-003	11.8474
Hotel	2.20691 / 0.245212	2.9701	0.0721	1.7200e-003	5.2857
Strip Mall	2.22218 / 1.36198	3.6828	0.0727	1.7400e-003	6.0179
Total		**49.4766**	**1.0225**	**0.0245**	**82.3304**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	3.0433	0.0597	1.4300e-003	4.9604
Bank (with Drive-Through)	0.689439 / 0.422559	1.1426	0.0225	5.4000e-004	1.8671
Condo/Townhouse	1.49854 / 0.944733	2.4999	0.0490	1.1700e-003	4.0746
Convenience Market with Gas Pumps	0.444435 / 0.272396	0.7366	0.0145	3.5000e-004	1.2036
General Office Building	17.3824 / 10.6537	28.8079	0.5684	0.0136	47.0736
High Turnover (Sit Down Restaurant)	5.00831 / 0.319679	6.5934	0.1636	3.9000e-003	11.8474
Hotel	2.20691 / 0.245212	2.9701	0.0721	1.7200e-003	5.2857
Strip Mall	2.22218 / 1.36198	3.6828	0.0727	1.7400e-003	6.0179
Total		**49.4766**	**1.0225**	**0.0245**	**82.3304**

8.0 Waste Detail

8.1 Mitigation Measures Waste

The Square @ Plaza Drive - Original Plan - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	86.0986	5.0883	0.0000	213.3057
Unmitigated	86.0986	5.0883	0.0000	213.3057

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	6.4774
Bank (with Drive-Through)	16.23	3.2945	0.1947	0.0000	8.1621
Condo/Townhouse	10.58	2.1476	0.1269	0.0000	5.3207
Convenience Market with Gas Pumps	18.03	3.6599	0.2163	0.0000	9.0673
General Office Building	90.95	18.4620	1.0911	0.0000	45.7389
High Turnover (Sit Down Restaurant)	196.35	39.8573	2.3555	0.0000	98.7447
Hotel	47.63	9.6685	0.5714	0.0000	23.9532
Strip Mall	31.5	6.3942	0.3779	0.0000	15.8414
Total		**86.0986**	**5.0883**	**0.0000**	**213.3057**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	6.4774
Bank (with Drive-Through)	16.23	3.2945	0.1947	0.0000	8.1621
Condo/Townhouse	10.58	2.1476	0.1269	0.0000	5.3207
Convenience Market with Gas Pumps	18.03	3.6599	0.2163	0.0000	9.0673
General Office Building	90.95	18.4620	1.0911	0.0000	45.7389
High Turnover (Sit Down Restaurant)	196.35	39.8573	2.3555	0.0000	98.7447
Hotel	47.63	9.6685	0.5714	0.0000	23.9532
Strip Mall	31.5	6.3942	0.3779	0.0000	15.8414
Total		**86.0986**	**5.0883**	**0.0000**	**213.3057**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

Part 2

2005 BAU Projection

The Square @ Plaza Drive, 2005 BAU - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

The Square @ Plaza Drive, 2005 BAU

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	40.00	1000sqft	0.00	40,000.00	0
General Office Building	10.00	1000sqft	0.96	10,000.00	0
General Office Building	6.00	1000sqft	1.24	6,000.00	0
General Office Building	11.00	1000sqft	1.73	11,000.00	0
General Office Building	15.80	1000sqft	1.27	15,800.00	0
Fast Food Restaurant with Drive Thru	6.30	1000sqft	1.36	6,300.00	0
High Turnover (Sit Down Restaurant)	16.50	1000sqft	3.82	16,500.00	0
Hotel	91.00	Room	1.83	48,866.00	0
Hotel	87.00	Room	2.21	47,767.00	0
Apartments Mid Rise	28.00	Dwelling Unit	1.83	28,000.00	80
Condo/Townhouse	23.00	Dwelling Unit	2.74	55,000.00	66
Convenience Market with Gas Pumps	6.00	1000sqft	1.83	6,000.00	0
Strip Mall	30.00	1000sqft	0.00	30,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2005
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

The Square @ Plaza Drive, 2005 BAU - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Project Characteristics -

Land Use - Lot Acreage and Square Feet Established

Construction Phase -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves -

Fleet Mix -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Trips and VMT -

On-road Fugitive Dust -

Architectural Coating -

Vehicle Trips -

Road Dust -

Consumer Products -

Area Coating -

Landscape Equipment -

Energy Use -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	126,324.00	47,767.00
tblLandUse	LandUseSquareFeet	132,132.00	48,866.00
tblLandUse	LandUseSquareFeet	23,000.00	55,000.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	LotAcreage	0.23	0.96
tblLandUse	LotAcreage	0.25	1.73
tblLandUse	LotAcreage	0.36	1.27
tblLandUse	LotAcreage	0.92	0.00
tblLandUse	LotAcreage	0.14	1.24
tblLandUse	LotAcreage	0.14	1.36
tblLandUse	LotAcreage	0.38	3.82
tblLandUse	LotAcreage	2.90	2.21
tblLandUse	LotAcreage	3.03	1.83
tblLandUse	LotAcreage	0.74	1.83
tblLandUse	LotAcreage	1.44	2.74
tblLandUse	LotAcreage	0.14	1.83
tblLandUse	LotAcreage	0.69	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2003	1.7842	9.6392	7.9698	0.0593	0.4018	0.6083	1.0101	0.1531	0.6056	0.7586	0.0000	667.2789	667.2789	0.1382	0.0393	682.4349
2004	5.1801	5.5986	5.0423	0.0351	0.1022	0.3689	0.4711	0.0277	0.3669	0.3946	0.0000	407.2985	407.2985	0.0863	0.0281	417.8375
Maximum	**5.1801**	**9.6392**	**7.9698**	**0.0593**	**0.4018**	**0.6083**	**1.0101**	**0.1531**	**0.6056**	**0.7586**	**0.0000**	**667.2789**	**667.2789**	**0.1382**	**0.0393**	**682.4349**

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					
2003	1.7842	9.6392	7.9698	0.0593	0.4018	0.6083	1.0101	0.1531	0.6056	0.7586	0.0000	667.2784	667.2784	0.1382	0.0393	682.4344
2004	5.1801	5.5986	5.0423	0.0351	0.1022	0.3689	0.4711	0.0277	0.3669	0.3946	0.0000	407.2983	407.2983	0.0863	0.0281	417.8373
Maximum	**5.1801**	**9.6392**	**7.9698**	**0.0593**	**0.4018**	**0.6083**	**1.0101**	**0.1531**	**0.6056**	**0.7586**	**0.0000**	**667.2784**	**667.2784**	**0.1382**	**0.0393**	**682.4344**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2003**	**3-31-2003**	3.6518	3.6518
2	**4-1-2003**	**6-30-2003**	2.5512	2.5512
3	**7-1-2003**	**9-30-2003**	2.5793	2.5793
4	**10-1-2003**	**12-31-2003**	2.6265	2.6265
5	**1-1-2004**	**3-31-2004**	2.5979	2.5979
6	**4-1-2004**	**6-30-2004**	2.5512	2.5512
7	**7-1-2004**	**9-30-2004**	5.6400	5.6400
		Highest	5.6400	5.6400

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.7753	0.0389	1.2968	2.9000e-003		0.1414	0.1414		0.1414	0.1414	18.4752	22.7179	41.1931	0.0878	4.1000e-004	43.5090
Energy	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	997.8847	997.8847	0.0566	0.0136	1,003.3646
Mobile	17.3027	27.0585	133.4887	0.1559	5.2732	0.4666	5.7398	1.4140	0.4424	1.8564	0.0000	7,252.7541	7,252.7541	1.6203	0.9810	7,585.6120
Waste						0.0000	0.0000		0.0000	0.0000	104.8164	0.0000	104.8164	6.1945	0.0000	259.6782
Water						0.0000	0.0000		0.0000	0.0000	10.1971	39.3427	49.5397	1.0507	0.0251	83.2956
Total	**19.1209**	**27.4844**	**135.0976**	**0.1611**	**5.2732**	**0.6376**	**5.9108**	**1.4140**	**0.6134**	**2.0273**	**133.4887**	**8,312.6993**	**8,446.1881**	**9.0098**	**1.0202**	**8,975.4595**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.7753	0.0389	1.2968	2.9000e-003		0.1414	0.1414		0.1414	0.1414	18.4752	22.7179	41.1931	0.0878	4.1000e-004	43.5090
Energy	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	997.8847	997.8847	0.0566	0.0136	1,003.3646
Mobile	17.3027	27.0585	133.4887	0.1559	5.2732	0.4666	5.7398	1.4140	0.4424	1.8564	0.0000	7,252.7541	7,252.7541	1.6203	0.9810	7,585.6120
Waste						0.0000	0.0000		0.0000	0.0000	104.8164	0.0000	104.8164	6.1945	0.0000	259.6782
Water						0.0000	0.0000		0.0000	0.0000	10.1971	39.3427	49.5397	1.0507	0.0251	83.2956
Total	**19.1209**	**27.4844**	**135.0976**	**0.1611**	**5.2732**	**0.6376**	**5.9108**	**1.4140**	**0.6134**	**2.0273**	**133.4887**	**8,312.6993**	**8,446.1881**	**9.0098**	**1.0202**	**8,975.4595**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2003	1/14/2003	5	10	
2	Grading	Grading	1/15/2003	3/4/2003	5	35	
3	Building Construction	Building Construction	3/5/2003	8/3/2004	5	370	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	8/4/2004	8/31/2004	5	20	
5	Architectural Coating	Architectural Coating	9/1/2004	9/28/2004	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 168,075; Residential Outdoor: 56,025; Non-Residential Indoor: 357,350; Non-Residential Outdoor: 119,117; 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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	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	125.00	44.00	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	25.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2003

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	0.0561	0.4016	0.1539	2.2500e-003		0.0252	0.0252		0.0252	0.0252	0.0000	20.0023	20.0023	4.5700e-003	0.0000	20.1165
Total	**0.0561**	**0.4016**	**0.1539**	**2.2500e-003**	**0.0983**	**0.0252**	**0.1235**	**0.0505**	**0.0252**	**0.0758**	**0.0000**	**20.0023**	**20.0023**	**4.5700e-003**	**0.0000**	**20.1165**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2003

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	2.2900e-003	3.0300e-003	0.0224	1.0000e-005	7.2000e-004	3.0000e-005	7.5000e-004	1.9000e-004	3.0000e-005	2.2000e-004	0.0000	0.8399	0.8399	1.8000e-004	1.4000e-004	0.8862
Total	**2.2900e-003**	**3.0300e-003**	**0.0224**	**1.0000e-005**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**1.9000e-004**	**3.0000e-005**	**2.2000e-004**	**0.0000**	**0.8399**	**0.8399**	**1.8000e-004**	**1.4000e-004**	**0.8862**

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0561	0.4016	0.1539	2.2500e-003		0.0252	0.0252		0.0252	0.0252	0.0000	20.0023	20.0023	4.5700e-003	0.0000	20.1164
Total	**0.0561**	**0.4016**	**0.1539**	**2.2500e-003**	**0.0983**	**0.0252**	**0.1235**	**0.0505**	**0.0252**	**0.0758**	**0.0000**	**20.0023**	**20.0023**	**4.5700e-003**	**0.0000**	**20.1164**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2003

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	2.2900e-003	3.0300e-003	0.0224	1.0000e-005	7.2000e-004	3.0000e-005	7.5000e-004	1.9000e-004	3.0000e-005	2.2000e-004	0.0000	0.8399	0.8399	1.8000e-004	1.4000e-004	0.8862
Total	**2.2900e-003**	**3.0300e-003**	**0.0224**	**1.0000e-005**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**1.9000e-004**	**3.0000e-005**	**2.2000e-004**	**0.0000**	**0.8399**	**0.8399**	**1.8000e-004**	**1.4000e-004**	**0.8862**

3.3 Grading - 2003

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					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2646	2.1307	1.0772	0.0120		0.1124	0.1124		0.1124	0.1124	0.0000	114.5134	114.5134	0.0215	0.0000	115.0513
Total	**0.2646**	**2.1307**	**1.0772**	**0.0120**	**0.1611**	**0.1124**	**0.2734**	**0.0639**	**0.1124**	**0.1763**	**0.0000**	**114.5134**	**114.5134**	**0.0215**	**0.0000**	**115.0513**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2003

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	8.9200e-003	0.0118	0.0869	5.0000e-005	2.7900e-003	1.3000e-004	2.9100e-003	7.4000e-004	1.2000e-004	8.6000e-004	0.0000	3.2663	3.2663	6.9000e-004	5.5000e-004	3.4462
Total	**8.9200e-003**	**0.0118**	**0.0869**	**5.0000e-005**	**2.7900e-003**	**1.3000e-004**	**2.9100e-003**	**7.4000e-004**	**1.2000e-004**	**8.6000e-004**	**0.0000**	**3.2663**	**3.2663**	**6.9000e-004**	**5.5000e-004**	**3.4462**

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					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2646	2.1307	1.0772	0.0120		0.1124	0.1124		0.1124	0.1124	0.0000	114.5133	114.5133	0.0215	0.0000	115.0511
Total	**0.2646**	**2.1307**	**1.0772**	**0.0120**	**0.1611**	**0.1124**	**0.2734**	**0.0639**	**0.1124**	**0.1763**	**0.0000**	**114.5133**	**114.5133**	**0.0215**	**0.0000**	**115.0511**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2003

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	8.9200e-003	0.0118	0.0869	5.0000e-005	2.7900e-003	1.3000e-004	2.9100e-003	7.4000e-004	1.2000e-004	8.6000e-004	0.0000	3.2663	3.2663	6.9000e-004	5.5000e-004	3.4462
Total	**8.9200e-003**	**0.0118**	**0.0869**	**5.0000e-005**	**2.7900e-003**	**1.3000e-004**	**2.9100e-003**	**7.4000e-004**	**1.2000e-004**	**8.6000e-004**	**0.0000**	**3.2663**	**3.2663**	**6.9000e-004**	**5.5000e-004**	**3.4462**

3.4 Building Construction - 2003

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	0.9423	5.2123	2.4148	0.0328		0.4098	0.4098		0.4098	0.4098	0.0000	283.8899	283.8899	0.0767	0.0000	285.8084
Total	**0.9423**	**5.2123**	**2.4148**	**0.0328**		**0.4098**	**0.4098**		**0.4098**	**0.4098**	**0.0000**	**283.8899**	**283.8899**	**0.0767**	**0.0000**	**285.8084**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2003

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	0.1661	1.4254	0.8612	0.0102	0.0314	0.0559	0.0873	9.0800e-003	0.0535	0.0626	0.0000	118.7818	118.7818	7.9300e-003	0.0175	124.2012
Worker	0.3439	0.4544	3.3534	1.9900e-003	0.1075	4.8900e-003	0.1124	0.0286	4.5300e-003	0.0331	0.0000	125.9853	125.9853	0.0266	0.0211	132.9252
Total	**0.5100**	**1.8798**	**4.2146**	**0.0122**	**0.1389**	**0.0608**	**0.1998**	**0.0377**	**0.0580**	**0.0957**	**0.0000**	**244.7671**	**244.7671**	**0.0345**	**0.0386**	**257.1264**

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	0.9423	5.2123	2.4148	0.0328		0.4098	0.4098		0.4098	0.4098	0.0000	283.8896	283.8896	0.0767	0.0000	285.8081
Total	**0.9423**	**5.2123**	**2.4148**	**0.0328**		**0.4098**	**0.4098**		**0.4098**	**0.4098**	**0.0000**	**283.8896**	**283.8896**	**0.0767**	**0.0000**	**285.8081**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2003

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	0.1661	1.4254	0.8612	0.0102	0.0314	0.0559	0.0873	9.0800e-003	0.0535	0.0626	0.0000	118.7818	118.7818	7.9300e-003	0.0175	124.2012
Worker	0.3439	0.4544	3.3534	1.9900e-003	0.1075	4.8900e-003	0.1124	0.0286	4.5300e-003	0.0331	0.0000	125.9853	125.9853	0.0266	0.0211	132.9252
Total	**0.5100**	**1.8798**	**4.2146**	**0.0122**	**0.1389**	**0.0608**	**0.1998**	**0.0377**	**0.0580**	**0.0957**	**0.0000**	**244.7671**	**244.7671**	**0.0345**	**0.0386**	**257.1264**

3.4 Building Construction - 2004

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	0.6718	3.7162	1.7216	0.0234		0.2922	0.2922		0.2922	0.2922	0.0000	202.4030	202.4030	0.0547	0.0000	203.7708
Total	**0.6718**	**3.7162**	**1.7216**	**0.0234**		**0.2922**	**0.2922**		**0.2922**	**0.2922**	**0.0000**	**202.4030**	**202.4030**	**0.0547**	**0.0000**	**203.7708**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2004

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	0.1184	1.0163	0.6140	7.2500e-003	0.0224	0.0399	0.0623	6.4700e-003	0.0382	0.0446	0.0000	84.6870	84.6870	5.6600e-003	0.0125	88.5508
Worker	0.2452	0.3240	2.3909	1.4200e-003	0.0767	3.4800e-003	0.0802	0.0204	3.2300e-003	0.0236	0.0000	89.8228	89.8228	0.0190	0.0150	94.7708
Total	**0.3636**	**1.3402**	**3.0049**	**8.6700e-003**	**0.0991**	**0.0434**	**0.1424**	**0.0269**	**0.0414**	**0.0682**	**0.0000**	**174.5099**	**174.5099**	**0.0246**	**0.0275**	**183.3216**

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	0.6718	3.7162	1.7216	0.0234		0.2922	0.2922		0.2922	0.2922	0.0000	202.4027	202.4027	0.0547	0.0000	203.7706
Total	**0.6718**	**3.7162**	**1.7216**	**0.0234**		**0.2922**	**0.2922**		**0.2922**	**0.2922**	**0.0000**	**202.4027**	**202.4027**	**0.0547**	**0.0000**	**203.7706**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2004

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	0.1184	1.0163	0.6140	7.2500e-003	0.0224	0.0399	0.0623	6.4700e-003	0.0382	0.0446	0.0000	84.6870	84.6870	5.6600e-003	0.0125	88.5508
Worker	0.2452	0.3240	2.3909	1.4200e-003	0.0767	3.4800e-003	0.0802	0.0204	3.2300e-003	0.0236	0.0000	89.8228	89.8228	0.0190	0.0150	94.7708
Total	**0.3636**	**1.3402**	**3.0049**	**8.6700e-003**	**0.0991**	**0.0434**	**0.1424**	**0.0269**	**0.0414**	**0.0682**	**0.0000**	**174.5099**	**174.5099**	**0.0246**	**0.0275**	**183.3216**

3.5 Paving - 2004

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	0.0668	0.4778	0.1940	2.7000e-003		0.0291	0.0291		0.0291	0.0291	0.0000	24.0995	24.0995	5.4400e-003	0.0000	24.2355
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0668**	**0.4778**	**0.1940**	**2.7000e-003**		**0.0291**	**0.0291**		**0.0291**	**0.0291**	**0.0000**	**24.0995**	**24.0995**	**5.4400e-003**	**0.0000**	**24.2355**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2004

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	3.8200e-003	5.0500e-003	0.0373	2.0000e-005	1.1900e-003	5.0000e-005	1.2500e-003	3.2000e-004	5.0000e-005	3.7000e-004	0.0000	1.3998	1.3998	3.0000e-004	2.3000e-004	1.4770
Total	**3.8200e-003**	**5.0500e-003**	**0.0373**	**2.0000e-005**	**1.1900e-003**	**5.0000e-005**	**1.2500e-003**	**3.2000e-004**	**5.0000e-005**	**3.7000e-004**	**0.0000**	**1.3998**	**1.3998**	**3.0000e-004**	**2.3000e-004**	**1.4770**

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	0.0668	0.4778	0.1940	2.7000e-003		0.0291	0.0291		0.0291	0.0291	0.0000	24.0995	24.0995	5.4400e-003	0.0000	24.2355
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0668**	**0.4778**	**0.1940**	**2.7000e-003**		**0.0291**	**0.0291**		**0.0291**	**0.0291**	**0.0000**	**24.0995**	**24.0995**	**5.4400e-003**	**0.0000**	**24.2355**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2004

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	3.8200e-003	5.0500e-003	0.0373	2.0000e-005	1.1900e-003	5.0000e-005	1.2500e-003	3.2000e-004	5.0000e-005	3.7000e-004	0.0000	1.3998	1.3998	3.0000e-004	2.3000e-004	1.4770
Total	**3.8200e-003**	**5.0500e-003**	**0.0373**	**2.0000e-005**	**1.1900e-003**	**5.0000e-005**	**1.2500e-003**	**3.2000e-004**	**5.0000e-005**	**3.7000e-004**	**0.0000**	**1.3998**	**1.3998**	**3.0000e-004**	**2.3000e-004**	**1.4770**

3.6 Architectural Coating - 2004

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	4.0589					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7700e-003	0.0509	0.0225	3.0000e-004		4.1400e-003	4.1400e-003		4.1400e-003	4.1400e-003	0.0000	2.5533	2.5533	7.1000e-004	0.0000	2.5711
Total	**4.0677**	**0.0509**	**0.0225**	**3.0000e-004**		**4.1400e-003**	**4.1400e-003**		**4.1400e-003**	**4.1400e-003**	**0.0000**	**2.5533**	**2.5533**	**7.1000e-004**	**0.0000**	**2.5711**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2004

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	6.3700e-003	8.4100e-003	0.0621	4.0000e-005	1.9900e-003	9.0000e-005	2.0800e-003	5.3000e-004	8.0000e-005	6.1000e-004	0.0000	2.3331	2.3331	4.9000e-004	3.9000e-004	2.4616
Total	**6.3700e-003**	**8.4100e-003**	**0.0621**	**4.0000e-005**	**1.9900e-003**	**9.0000e-005**	**2.0800e-003**	**5.3000e-004**	**8.0000e-005**	**6.1000e-004**	**0.0000**	**2.3331**	**2.3331**	**4.9000e-004**	**3.9000e-004**	**2.4616**

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	4.0589					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7700e-003	0.0509	0.0225	3.0000e-004		4.1400e-003	4.1400e-003		4.1400e-003	4.1400e-003	0.0000	2.5533	2.5533	7.1000e-004	0.0000	2.5711
Total	**4.0677**	**0.0509**	**0.0225**	**3.0000e-004**		**4.1400e-003**	**4.1400e-003**		**4.1400e-003**	**4.1400e-003**	**0.0000**	**2.5533**	**2.5533**	**7.1000e-004**	**0.0000**	**2.5711**

3.6 Architectural Coating - 2004

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	6.3700e-003	8.4100e-003	0.0621	4.0000e-005	1.9900e-003	9.0000e-005	2.0800e-003	5.3000e-004	8.0000e-005	6.1000e-004	0.0000	2.3331	2.3331	4.9000e-004	3.9000e-004	2.4616
Total	**6.3700e-003**	**8.4100e-003**	**0.0621**	**4.0000e-005**	**1.9900e-003**	**9.0000e-005**	**2.0800e-003**	**5.3000e-004**	**8.0000e-005**	**6.1000e-004**	**0.0000**	**2.3331**	**2.3331**	**4.9000e-004**	**3.9000e-004**	**2.4616**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	17.3027	27.0585	133.4887	0.1559	5.2732	0.4666	5.7398	1.4140	0.4424	1.8564	0.0000	7,252.7541	7,252.7541	1.6203	0.9810	7,585.6120
Unmitigated	17.3027	27.0585	133.4887	0.1559	5.2732	0.4666	5.7398	1.4140	0.4424	1.8564	0.0000	7,252.7541	7,252.7541	1.6203	0.9810	7,585.6120

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	152.32	137.48	114.52	408,153	408,153
Condo/Townhouse	168.36	187.22	144.44	472,525	472,525
Convenience Market with Gas Pumps	3,745.20	3,745.20	3745.20	2,008,941	2,008,941
Fast Food Restaurant with Drive Thru	2,966.99	3,881.56	2977.25	2,895,571	2,895,571
General Office Building	389.60	88.40	28.00	704,772	704,772
General Office Building	97.40	22.10	7.00	176,193	176,193
General Office Building	58.44	13.26	4.20	105,716	105,716
General Office Building	107.14	24.31	7.70	193,812	193,812
General Office Building	153.89	34.92	11.06	278,385	278,385
High Turnover (Sit Down Restaurant)	1,850.97	2,019.60	2353.56	2,258,871	2,258,871
Hotel	760.76	745.29	541.45	1,381,668	1,381,668
Hotel	727.32	712.53	517.65	1,320,935	1,320,935
Strip Mall	1,329.60	1,261.20	612.90	1,874,902	1,874,902
Total	12,507.99	12,873.06	11,064.93	14,080,444	14,080,444

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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
Apartments Mid Rise	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Condo/Townhouse	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Condo/Townhouse	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Convenience Market with Gas Pumps	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Fast Food Restaurant with Drive Thru	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
General Office Building	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
High Turnover (Sit Down Restaurant)	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Hotel	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Strip Mall	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	574.3142	574.3142	0.0485	5.8800e-003	577.2770
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	574.3142	574.3142	0.0485	5.8800e-003	577.2770
NaturalGas Mitigated	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	423.5705	423.5705	8.1200e-003	7.7700e-003	426.0876
NaturalGas Unmitigated	0.0428	0.3871	0.3120	2.3300e-003		0.0296	0.0296		0.0296	0.0296	0.0000	423.5705	423.5705	8.1200e-003	7.7700e-003	426.0876

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					
Apartments Mid Rise	423053	2.2800e-003	0.0195	8.3000e-003	1.2000e-004		1.5800e-003	1.5800e-003		1.5800e-003	1.5800e-003	0.0000	22.5757	22.5757	4.3000e-004	4.1000e-004	22.7099
Condo/Townhouse	263343	1.4200e-003	0.0121	5.1600e-003	8.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	14.0530	14.0530	2.7000e-004	2.6000e-004	14.1365
Convenience Market with Gas Pumps	33900	1.8000e-004	1.6600e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8090	1.8090	3.0000e-005	3.0000e-005	1.8198
Fast Food Restaurant with Drive Thru	623196	3.3600e-003	0.0306	0.0257	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	33.2561	33.2561	6.4000e-004	6.1000e-004	33.4537
General Office Building	102180	5.5000e-004	5.0100e-003	4.2100e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4527	5.4527	1.0000e-004	1.0000e-004	5.4851
General Office Building	170300	9.2000e-004	8.3500e-003	7.0100e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0879	9.0879	1.7000e-004	1.7000e-004	9.1419
General Office Building	187330	1.0100e-003	9.1800e-003	7.7100e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9966	9.9966	1.9000e-004	1.8000e-004	10.0561
General Office Building	269074	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3588	14.3588	2.8000e-004	2.6000e-004	14.4441
General Office Building	681200	3.6700e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3514	36.3514	7.0000e-004	6.7000e-004	36.5674
High Turnover (Sit Down Restaurant)	1.63218e+006	8.8000e-003	0.0800	0.0672	4.8000e-004		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003	0.0000	87.0993	87.0993	1.6700e-003	1.6000e-003	87.6169
Hotel	1.67185e+006	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2160	89.2160	1.7100e-003	1.6400e-003	89.7462
Hotel	1.71031e+006	9.2200e-003	0.0838	0.0704	5.0000e-004		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	91.2687	91.2687	1.7500e-003	1.6700e-003	91.8110
Strip Mall	169500	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0452	9.0452	1.7000e-004	1.7000e-004	9.0989
Total		**0.0428**	**0.3871**	**0.3120**	**2.3300e-003**		**0.0296**	**0.0296**		**0.0296**	**0.0296**	**0.0000**	**423.5705**	**423.5705**	**8.1100e-003**	**7.7700e-003**	**426.0876**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	423053	2.2800e-003	0.0195	8.3000e-003	1.2000e-004		1.5800e-003	1.5800e-003		1.5800e-003	1.5800e-003	0.0000	22.5757	22.5757	4.3000e-004	4.1000e-004	22.7099
Condo/Townhouse	263343	1.4200e-003	0.0121	5.1600e-003	8.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	14.0530	14.0530	2.7000e-004	2.6000e-004	14.1365
Convenience Market with Gas Pumps	33900	1.8000e-004	1.6600e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8090	1.8090	3.0000e-005	3.0000e-005	1.8198
Fast Food Restaurant with Drive Thru	623196	3.3600e-003	0.0306	0.0257	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	33.2561	33.2561	6.4000e-004	6.1000e-004	33.4537
General Office Building	102180	5.5000e-004	5.0100e-003	4.2100e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4527	5.4527	1.0000e-004	1.0000e-004	5.4851
General Office Building	170300	9.2000e-004	8.3500e-003	7.0100e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0879	9.0879	1.7000e-004	1.7000e-004	9.1419
General Office Building	187330	1.0100e-003	9.1800e-003	7.7100e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9966	9.9966	1.9000e-004	1.8000e-004	10.0561
General Office Building	269074	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3588	14.3588	2.8000e-004	2.6000e-004	14.4441
General Office Building	681200	3.6700e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3514	36.3514	7.0000e-004	6.7000e-004	36.5674
High Turnover (Sit Down Restaurant)	1.63218e+006	8.8000e-003	0.0800	0.0672	4.8000e-004		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003	0.0000	87.0993	87.0993	1.6700e-003	1.6000e-003	87.6169
Hotel	1.67185e+006	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2160	89.2160	1.7100e-003	1.6400e-003	89.7462
Hotel	1.71031e+006	9.2200e-003	0.0838	0.0704	5.0000e-004		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	91.2687	91.2687	1.7500e-003	1.6700e-003	91.8110
Strip Mall	169500	9.1000e-004	8.3100e-003	6.9800e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0452	9.0452	1.7000e-004	1.7000e-004	9.0989
Total		**0.0428**	**0.3871**	**0.3120**	**2.3300e-003**		**0.0296**	**0.0296**		**0.0296**	**0.0296**	**0.0000**	**423.5705**	**423.5705**	**8.1100e-003**	**7.7700e-003**	**426.0876**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	111150	19.7120	1.6600e-003	2.0000e-004	19.8137
Condo/Townhouse	113360	20.1038	1.7000e-003	2.1000e-004	20.2075
Convenience Market with Gas Pumps	59040	10.4705	8.8000e-004	1.1000e-004	10.5245
Fast Food Restaurant with Drive Thru	205758	36.4903	3.0800e-003	3.7000e-004	36.6785
General Office Building	106260	18.8447	1.5900e-003	1.9000e-004	18.9420
General Office Building	152628	27.0679	2.2800e-003	2.8000e-004	27.2075
General Office Building	386400	68.5263	5.7800e-003	7.0000e-004	68.8798
General Office Building	57960	10.2790	8.7000e-004	1.1000e-004	10.3320
General Office Building	96600	17.1316	1.4500e-003	1.8000e-004	17.2200
High Turnover (Sit Down Restaurant)	538890	95.5697	8.0700e-003	9.8000e-004	96.0628
Hotel	551231	97.7584	8.2500e-003	1.0000e-003	98.2627
Hotel	563914	100.0076	8.4400e-003	1.0200e-003	100.5235
Strip Mall	295200	52.3524	4.4200e-003	5.4000e-004	52.6225
Total		**574.3142**	**0.0485**	**5.8900e-003**	**577.2770**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	111150	19.7120	1.6600e-003	2.0000e-004	19.8137
Condo/Townhouse	113360	20.1038	1.7000e-003	2.1000e-004	20.2075
Convenience Market with Gas Pumps	59040	10.4705	8.8000e-004	1.1000e-004	10.5245
Fast Food Restaurant with Drive Thru	205758	36.4903	3.0800e-003	3.7000e-004	36.6785
General Office Building	106260	18.8447	1.5900e-003	1.9000e-004	18.9420
General Office Building	152628	27.0679	2.2800e-003	2.8000e-004	27.2075
General Office Building	386400	68.5263	5.7800e-003	7.0000e-004	68.8798
General Office Building	57960	10.2790	8.7000e-004	1.1000e-004	10.3320
General Office Building	96600	17.1316	1.4500e-003	1.8000e-004	17.2200
High Turnover (Sit Down Restaurant)	538890	95.5697	8.0700e-003	9.8000e-004	96.0628
Hotel	551231	97.7584	8.2500e-003	1.0000e-003	98.2627
Hotel	563914	100.0076	8.4400e-003	1.0200e-003	100.5235
Strip Mall	295200	52.3524	4.4200e-003	5.4000e-004	52.6225
Total		**574.3142**	**0.0485**	**5.8900e-003**	**577.2770**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7753	0.0389	1.2968	2.9000e-003		0.1414	0.1414		0.1414	0.1414	18.4752	22.7179	41.1931	0.0878	4.1000e-004	43.5090
Unmitigated	1.7753	0.0389	1.2968	2.9000e-003		0.1414	0.1414		0.1414	0.1414	18.4752	22.7179	41.1931	0.0878	4.1000e-004	43.5090

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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	0.4059					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0954	0.0329	0.8539	2.8800e-003		0.1395	0.1395		0.1395	0.1395	18.4752	22.0936	40.5688	0.0868	4.1000e-004	42.8593
Landscaping	0.0195	6.0200e-003	0.4429	2.0000e-005		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003	0.0000	0.6243	0.6243	1.0200e-003	0.0000	0.6497
Total	**1.7753**	**0.0389**	**1.2968**	**2.9000e-003**		**0.1414**	**0.1414**		**0.1414**	**0.1414**	**18.4752**	**22.7179**	**41.1931**	**0.0878**	**4.1000e-004**	**43.5090**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4059					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0954	0.0329	0.8539	2.8800e-003		0.1395	0.1395		0.1395	0.1395	18.4752	22.0936	40.5688	0.0868	4.1000e-004	42.8593
Landscaping	0.0195	6.0200e-003	0.4429	2.0000e-005		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003	0.0000	0.6243	0.6243	1.0200e-003	0.0000	0.6497
Total	**1.7753**	**0.0389**	**1.2968**	**2.9000e-003**		**0.1414**	**0.1414**		**0.1414**	**0.1414**	**18.4752**	**22.7179**	**41.1931**	**0.0878**	**4.1000e-004**	**43.5090**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	49.5397	1.0507	0.0251	83.2956
Unmitigated	49.5397	1.0507	0.0251	83.2956

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	3.0433	0.0597	1.4300e-003	4.9604
Condo/Townhouse	1.49854 / 0.944733	2.4999	0.0490	1.1700e-003	4.0746
Convenience Market with Gas Pumps	0.444435 / 0.272396	0.7366	0.0145	3.5000e-004	1.2036
Fast Food Restaurant with Drive Thru	1.91226 / 0.122059	2.5175	0.0625	1.4900e-003	4.5236
General Office Building	14.7164 / 9.0197	24.3895	0.4812	0.0115	39.8537
High Turnover (Sit Down Restaurant)	5.00831 / 0.319679	6.5934	0.1636	3.9000e-003	11.8474
Hotel	4.51529 / 0.501698	6.0768	0.1475	3.5200e-003	10.8143
Strip Mall	2.22218 / 1.36198	3.6828	0.0727	1.7400e-003	6.0179
Total		**49.5397**	**1.0507**	**0.0251**	**83.2956**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	3.0433	0.0597	1.4300e-003	4.9604
Condo/Townhouse	1.49854 / 0.944733	2.4999	0.0490	1.1700e-003	4.0746
Convenience Market with Gas Pumps	0.444435 / 0.272396	0.7366	0.0145	3.5000e-004	1.2036
Fast Food Restaurant with Drive Thru	1.91226 / 0.122059	2.5175	0.0625	1.4900e-003	4.5236
General Office Building	14.7164 / 9.0197	24.3895	0.4812	0.0115	39.8537
High Turnover (Sit Down Restaurant)	5.00831 / 0.319679	6.5934	0.1636	3.9000e-003	11.8474
Hotel	4.51529 / 0.501698	6.0768	0.1475	3.5200e-003	10.8143
Strip Mall	2.22218 / 1.36198	3.6828	0.0727	1.7400e-003	6.0179
Total		**49.5397**	**1.0507**	**0.0251**	**83.2956**

8.0 Waste Detail

8.1 Mitigation Measures Waste

The Square @ Plaza Drive, 2005 BAU - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	104.8164	6.1945	0.0000	259.6782
Unmitigated	104.8164	6.1945	0.0000	259.6782

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	6.4774
Condo/Townhouse	10.58	2.1476	0.1269	0.0000	5.3207
Convenience Market with Gas Pumps	18.03	3.6599	0.2163	0.0000	9.0673
Fast Food Restaurant with Drive Thru	72.57	14.7311	0.8706	0.0000	36.4956
General Office Building	77	15.6303	0.9237	0.0000	38.7234
High Turnover (Sit Down Restaurant)	196.35	39.8573	2.3555	0.0000	98.7447
Hotel	97.45	19.7815	1.1691	0.0000	49.0078
Strip Mall	31.5	6.3942	0.3779	0.0000	15.8414
Total		**104.8164**	**6.1945**	**0.0000**	**259.6782**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	6.4774
Condo/Townhouse	10.58	2.1476	0.1269	0.0000	5.3207
Convenience Market with Gas Pumps	18.03	3.6599	0.2163	0.0000	9.0673
Fast Food Restaurant with Drive Thru	72.57	14.7311	0.8706	0.0000	36.4956
General Office Building	77	15.6303	0.9237	0.0000	38.7234
High Turnover (Sit Down Restaurant)	196.35	39.8573	2.3555	0.0000	98.7447
Hotel	97.45	19.7815	1.1691	0.0000	49.0078
Strip Mall	31.5	6.3942	0.3779	0.0000	15.8414
Total		**104.8164**	**6.1945**	**0.0000**	**259.6782**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

Appendix B

Energy Calculations

Construction Equipment Energy Use

Phase Name	Off Road Equipment Type	Off Road Equipment Unit Amount[1]	Usage Hours Per Day[1]	Horse Power (lbs/sec)[1]	Load Factor[1]	Total Operational Hours	BSFC[2]	Fuel Used (gallons)[3]	MBTU[4]		
Demolition	Rubber Tired Dozers	0	8	247	0.4	0	0.367	0.00	0		
Demolition	Concrete/Industrial Saws	0	8	81	0.73	0	0.408	0.00	0		
Demolition	Excavators	0	8	158	0.38	0	0.408	0.00	0		
Site Preparation	Rubber Tired Dozers	3	8	247	0.4	240	0.367	1224.12	170.1534		
Site Preparation	Graders	0	8	187	0.41	0	0.367	0.00	0		
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37	320	0.408	659.14	91.61992	1,883	Site Preperation Total Gallons
Grading	Excavators	2	8	158	0.38	560	0.367	1735.75	241.2687		
Grading	Graders	1	8	187	0.41	280	0.367	1108.26	154.0479	10,518	Grading Total Gallons
Grading	Rubber Tired Dozers	1	8	247	0.4	280	0.367	1428.15	198.5123		
Grading	Scrapers	2	8	367	0.48	560	0.367	5092.76	707.8931		
Grading	Tractors/Loaders/Backhoes	2	8	97	0.37	560	0.408	1153.49	160.3349		
Building Construction	Cranes	1	7	231	0.29	2590	0.367	8957.10	1245.037	48,110	Construction Total Gallons
Building Construction	Forklifts	3	8	89	0.2	8880	0.408	9071.62	1260.955		
Building Construction	Generator Sets	1	8	84	0.74	2960	0.408	10559.77	1467.808		
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37	7770	0.408	16004.65	2224.646		
Building Construction	Welders	1	8	46	0.45	2960	0.408	3516.52	488.797		
Paving	Pavers	2	8	130	0.42	320	0.367	901.99	125.3762	2,245	Paving Total Gallons
Paving	Paving Equipment	2	8	132	0.36	320	0.367	785.03	109.1186		
Paving	Rollers	2	8	80	0.38	320	0.408	558.31	77.60506		
Paving	Cement and Mortar Mixers	0	8	9	0.56	0	0.408	0.00	0		
Paving	Tractors/Loaders/Backhoes	0	8	97	0.37	0	0.408	0.00	0		
Architectural Coating	Air Compressors	1	6	78	0.48	120	0.408	257.85	35.84128		
Total								63,014	8,759		

Construction Phases

PhaseNumber	Phase Name	Phase Type	Phase Start Date	Phase End Date	Num Days Week	Total Number of Days
1	**Demolition**	**Demolition**			5	
2	Site Preparation	Site Preparation	1/1/2024	1/12/2024	5	10
3	Grading	Grading	1/13/2024	3/1/2024	5	35
4	Building Construction	Building Construction	3/2/2024	8/1/2025	5	370
5	Paving	Paving	8/2/2025	8/29/2025	5	20
6	Architectural Coating	Architectural Coating	8/30/2025	9/26/2025	5	20
						455

Notes

1. CalEEMod Default Values Used
2. BSFC - Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367
3. Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion
4. MBTU calculated for comparison purposes. Assumed 1 gallon of diesel = 0.139 MBTU

Mobile Energy Use (Construction)

Worker Trips

	Daily Worker Trips[1]	Worker Trip Length[1]	VMT/Day	MPG Factor (EMFAC2017)	Gallons of Gas/Day	# of Days	Total Gallons of Gas	MBTU	Total Gallons in Construction
Demolition	0	10.8	0	29.23	0.0	0	-	0	-
Site Preparation	18	10.8	194.4	29.23	6.7	10	67	7.720799	1,950
Grading	20	10.8	216	29.23	7.4	35	259	30.02533	10,777
Building Construction	125	10.8	1350	29.23	46.2	370	17,089	1983.816	65,198
Paving	15	10.8	162	29.23	5.5	20	111	12.868	2,356
Architectural Coating	25	10.8	270	29.23	9.2	20	185	21.44666	443
Total	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**455**	**17,709**	**2055.877**	**80,724**

Vendor Trips

	Daily Vendor Trips	Vendor Trip Length	VMT/Day	MPG Factor	Gallons of Diesel/Day	# of Days	Total Gallons of Diesel	MBTU
Building Construction	44	7.3	321.2	8.43	38.1	370	14,098	1959.587

Hauling Trips

	Daily Hauling Trips	Hauling Trip Length	VMT/Day	MPG Factor	Gallons of Gas/Day	# of Days	Total Gallons of Diesel	MBTU
Demolition	0	7.3	0	8.43	0.0	0	0	0

Fleet Characteristics

14,098

	Vehicle Class	Fleet Mix	2024 MPG Factor (EMFAC2017)	Average MPG Factor
Assumed Vehicle Fleet for Workers	LDA	33%	33.24	29.23
	LDT1	33%	28.07	
	LDT2	33%	26.38	
Assumed Vehicle Fleet for Vendor Trips	MHD	50%	9.74	8.43
	HHD	50%	7.12	

Notes
1. CalEEMod Default values used
2. MBTU calculated for comparison purposes. Assumed 1 gallon of gasoline = 0.11609 MBTU

Mobile Energy Use (Operations)

Total Annual VMT from Project (CalEEMod)	14,080,444

Fleet Mix & Fuel Calculations

Vehicle Class	Proportion of Fleet Mix[1]	Annual VMT by Vehicle Class	Proportion of vehicle class using gas or diesel (EMFAC2021)[2]		Annual VMT by Vehicle Class and Fuel Type		Fuel Efficiency (MPG) by Vehicle Class and Fuel Type (EMFAC2021)		Annual Fuel Use from Project (gallons)		MBTU/Year[3]
			Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	
LDA	52.16%	7344359.6	99%	1%	7269354.18	75005.41	35.18	58.79	206624.9	1275.8	24164.4
LDT1	21.00%	2956893.2	100%	0%	2956055.31	837.93	29.77	27.69	99283.0	30.3	11530.0
LDT2	17.00%	2393675.5	99%	1%	2375302.74	18372.74	28.32	43.82	83879.5	419.3	9795.9
MDV	6.00%	844826.6	97%	3%	821181.26	23645.38	21.79	30.63	37687.4	771.9	4482.4
LHD1	0.08%	11264.4	44%	56%	4950.40	6313.96	8.73	18.39	567.0	343.4	113.6
LHD2	0.09%	12672.4	27%	73%	3440.51	9231.89	7.56	16.50	454.9	559.4	130.6
MHD	0.76%	107011.4	8%	92%	8798.46	98212.92	5.16	9.99	1703.7	9827.3	1563.8
HHD	2.00%	281608.9	0%	100%	51.67	281557.21	4.85	7.43	10.7	37869.2	5265.1
OBUS	0.00%	0.0	42%	58%	0.00	0.00	5.03	8.43	0.0	0.0	0.0
UBUS	0.43%	60545.9	77%	23%	46394.53	14151.38	4.80	10.00	9658.8	1415.0	1318.0
MCY	0.25%	35201.1	100%	0%	35201.11	0.00	37.99	NA	926.6	0.0	107.6
SBUS	0.01%	1408.0	21%	79%	300.00	1108.04	9.34	8.28	32.1	133.9	22.3
MH	0.22%	30977.0	65%	35%	20081.06	10895.92	5.06	10.02	3969.4	1087.1	611.9
Total	**100.00%**	**14080444.0**			**13541111.22**	**539332.78**	**15.66**		**444,798**	**53,733**	**59105.4**

Fleet Characteristics

Average VMT: 28.2

Source: EMFAC2017 (v1.0.3) Emissions Inventory
Region Type: Sub-Area
Region: Tulare (SJV)
Calendar Year: 2026
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for VMT, trips/year for Trips, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

GASOLINE

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT (Annual)	Trips (Annual)	Fuel Consumption (1000 gal/year)	Annual Fuel Consumption (gallons)	MPG
Tulare County	2026	HHDT	Aggregated	Aggregated	GAS	1	50121	6453	10.33254939	10333	4.85
Tulare County	2026	LDA	Aggregated	Aggregated	GAS	211443	2858942843	344174451	81262.9016	81262902	35.18
Tulare County	2026	LDT1	Aggregated	Aggregated	GAS	21186	258181116	33198646	8671.34942	8671349	29.77
Tulare County	2026	LDT2	Aggregated	Aggregated	GAS	68503	853401030	109289463	30136.30292	30136303	28.32
Tulare County	2026	LHDT1	Aggregated	Aggregated	GAS	5186	55155112	25265957	6317.354798	6317355	8.73
Tulare County	2026	LHDT2	Aggregated	Aggregated	GAS	858	8895390	4179501	1176.202091	1176202	7.56
Tulare County	2026	MCY	Aggregated	Aggregated	GAS	9578	21928769	6646909	577.2038233	577204	37.99
Tulare County	2026	MDV	Aggregated	Aggregated	GAS	65420	736800229	101036516	33814.79798	33814798	21.79
Tulare County	2026	MH	Aggregated	Aggregated	GAS	855	2491586	27983	492.5112414	492511	5.06
Tulare County	2026	MHDT	Aggregated	Aggregated	GAS	432	7391650	2823209	1431.30898	1431309	5.16
Tulare County	2026	OBUS	Aggregated	Aggregated	GAS	137	1898381	893323	377.2021781	377202	5.03
Tulare County	2026	SBUS	Aggregated	Aggregated	GAS	88	1361771	114755	145.7611806	145761	9.34
Tulare County	2026	UBUS	Aggregated	Aggregated	GAS	78	2300165	102045	478.8684374	478868	4.80

DIESEL

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption (1000 gal/year)	Annual Fuel Consumption (gallons)	MPG
Tulare County	2026	HHDT	Aggregated	Aggregated	DSL	6644	273121082	23571200	36734.57916	36734579	7.43
Tulare County	2026	LDA	Aggregated	Aggregated	DSL	2066	29498655	3415704	501.7620297	501762	58.79
Tulare County	2026	LDT1	Aggregated	Aggregated	DSL	11	73185	12100	2.642795988	2643	27.69
Tulare County	2026	LDT2	Aggregated	Aggregated	DSL	465	6600977	781129	150.6450364	150645	43.82
Tulare County	2026	LHDT1	Aggregated	Aggregated	DSL	6875	70347290	28277849	3826.181753	3826182	18.39
Tulare County	2026	LHDT2	Aggregated	Aggregated	DSL	2269	23868881	9333795	1446.23557	1446236	16.50
Tulare County	2026	MDV	Aggregated	Aggregated	DSL	1648	21215683	2686143	692.5615465	692562	30.63
Tulare County	2026	MH	Aggregated	Aggregated	DSL	522	1351927	17080	134.8834264	134883	10.02
Tulare County	2026	MHDT	Aggregated	Aggregated	DSL	4667	82509408	12665748	8255.953384	8255953	9.99
Tulare County	2026	OBUS	Aggregated	Aggregated	DSL	127	2675040	361694	317.294796	317295	8.43
Tulare County	2026	SBUS	Aggregated	Aggregated	DSL	496	5029665	1871834	607.7149737	607715	8.28
Tulare County	2026	UBUS	Aggregated	Aggregated	DSL	23	701602	29624	70.15519499	70155	10.00

Notes

1. Used project-specific vehicle fleet mix for residential
2. Proportion of diesel vs. gasoline vehicles calculated based on total annual VMT for each vehicle class
3. MBTU Calculated for comparison purposes. Assumed 1 gallon of gasoline = 0.116090 MBTU and 1 gallong of diesel = 0.139 MBTU

Construction Equipment Energy Use - Original Site Plan

Phase Name	Off Road Equipment Type	Off Road Equipment Unit Amount[1]	Usage Hours Per Day[1]	Horse Power (lbs/sec)[1]	Load Factor[1]	Total Operational Hours	BSFC[2]	Fuel Used (gallons)[3]	MBTU[4]		
Demolition	Rubber Tired Dozers	0	8	247	0.4	0	0.367	0.00	0		
Demolition	Concrete/Industrial Saws	0	8	81	0.73	0	0.408	0.00	0		
Demolition	Excavators	0	8	158	0.38	0	0.408	0.00	0		
Site Preparation	Rubber Tired Dozers	3	8	247	0.4	240	0.367	1224.12	170.1534		
Site Preparation	Graders	0	8	187	0.41	0	0.367	0.00	0		
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37	320	0.408	659.14	91.61992	1,883	Site Preperation Total Gallons
Grading	Excavators	2	8	158	0.38	560	0.367	1735.75	241.2687		
Grading	Graders	1	8	187	0.41	280	0.367	1108.26	154.0479	10,518	Grading Total Gallons
Grading	Rubber Tired Dozers	1	8	247	0.4	280	0.367	1428.15	198.5123		
Grading	Scrapers	2	8	367	0.48	560	0.367	5092.76	707.8931		
Grading	Tractors/Loaders/Backhoes	2	8	97	0.37	560	0.408	1153.49	160.3349		
Building Construction	Cranes	1	7	231	0.29	2590	0.367	8957.10	1245.037	48,110	Construction Total Gallons
Building Construction	Forklifts	3	8	89	0.2	8880	0.408	9071.62	1260.955		
Building Construction	Generator Sets	1	8	84	0.74	2960	0.408	10559.77	1467.808		
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37	7770	0.408	16004.65	2224.646		
Building Construction	Welders	1	8	46	0.45	2960	0.408	3516.52	488.797		
Paving	Pavers	2	8	130	0.42	320	0.367	901.99	125.3762	2,245	Paving Total Gallons
Paving	Paving Equipment	2	8	132	0.36	320	0.367	785.03	109.1186		
Paving	Rollers	2	8	80	0.38	320	0.408	558.31	77.60506		
Paving	Cement and Mortar Mixers	0	8	9	0.56	0	0.408	0.00	0		
Paving	Tractors/Loaders/Backhoes	0	8	97	0.37	0	0.408	0.00	0		
Architectural Coating	Air Compressors	1	6	78	0.48	120	0.408	257.85	35.84128		
Total								63,014	8,759		

Construction Phases

PhaseNumber	Phase Name	Phase Type	Phase Start Date	Phase End Date	Num Days Week	Total Number of Days
1	**Demolition**	**Demolition**			5	
2	Site Preparation	Site Preparation	1/1/2024	1/12/2024	5	10
3	Grading	Grading	1/13/2024	3/1/2024	5	35
4	Building Construction	Building Construction	3/2/2024	8/1/2025	5	370
5	Paving	Paving	8/2/2025	8/29/2025	5	20
6	Architectural Coating	Architectural Coating	8/30/2025	9/26/2025	5	20
						455

Notes

1. CalEEMod Default Values Used
2. BSFC - Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367
3. Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion
4. MBTU calculated for comparison purposes. Assumed 1 gallon of diesel = 0.139 MBTU

Mobile Energy Use (Construction)

Worker Trips

	Daily Worker Trips[1]	Worker Trip Length[1]	VMT/Day	MPG Factor (EMFAC2017)	Gallons of Gas/Day	# of Days	Total Gallons of Gas	MBTU	Total Gallons in Construction
Demolition	0	10.8	0	29.23	0.0	0	-	0	-
Site Preparation	18	10.8	194.4	29.23	6.7	10	67	7.720799	1,950
Grading	20	10.8	216	29.23	7.4	35	259	30.02533	10,777
Building Construction	112	10.8	1209.6	29.23	41.4	370	15,311	1777.5	63,421
Paving	15	10.8	162	29.23	5.5	20	111	12.868	2,356
Architectural Coating	22	10.8	237.6	29.23	8.1	20	163	18.87306	420
Total	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**455**	**15,910**	**1846.987**	**78,924**

Vendor Trips

	Daily Vendor Trips	Vendor Trip Length	VMT/Day	MPG Factor	Gallons of Diesel/Day	# of Days	Total Gallons of Diesel	MBTU
Building Construction	41	7.3	299.3	8.43	35.5	370	13,137	1825.979

Hauling Trips

	Daily Hauling Trips	Hauling Trip Length	VMT/Day	MPG Factor	Gallons of Gas/Day	# of Days	Total Gallons of Diesel	MBTU
Demolition	0	7.3	0	8.43	0.0	0	0	0

13,137

Fleet Characteristics

	Vehicle Class	Fleet Mix	2024 MPG Factor (EMFAC2017)	Average MPG Factor
Assumed Vehicle Fleet for Workers	LDA	33%	33.24	29.23
	LDT1	33%	28.07	
	LDT2	33%	26.38	
Assumed Vehicle Fleet for Vendor Trips	MHD	50%	9.74	8.43
	HHD	50%	7.12	

Notes
1. CalEEMod Default values used
2. MBTU calculated for comparison purposes. Assumed 1 gallon of gasoline = 0.11609 MBTU

Mobile Energy Use (Operations)

Total Annual VMT from Project (CalEEMod)	11,489,772

Fleet Mix & Fuel Calculations

Vehicle Class	Proportion of Fleet Mix[1]	Annual VMT by Vehicle Class	Proportion of vehicle class using gas or diesel (EMFAC2021)[2]		Annual VMT by Vehicle Class and Fuel Type		Fuel Efficiency (MPG) by Vehicle Class and Fuel Type (EMFAC2021)		Annual Fuel Use from Project (gallons)		MBTU/Year[3]
			Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	
LDA	52.16%	5993065.1	99%	1%	5931859.97	61205.10	35.18	58.79	168607.8	1041.1	19718.4
LDT1	21.00%	2412852.1	100%	0%	2412168.36	683.76	29.77	27.69	81015.8	24.7	9408.6
LDT2	17.00%	1953261.2	99%	1%	1938268.91	14992.33	28.32	43.82	68446.4	342.1	7993.5
MDV	6.00%	689386.3	97%	3%	670091.47	19294.85	21.79	30.63	30753.3	629.9	3657.7
LHD1	0.08%	9191.8	44%	56%	4039.57	5152.25	8.73	18.39	462.7	280.2	92.7
LHD2	0.09%	10340.8	27%	73%	2807.49	7533.30	7.56	16.50	371.2	456.4	106.5
MHD	0.76%	87322.3	8%	92%	7179.62	80142.65	5.16	9.99	1390.3	8019.1	1276.1
HHD	2.00%	229795.4	0%	100%	42.16	229753.28	4.85	7.43	8.7	30901.6	4296.3
OBUS	0.00%	0.0	42%	58%	0.00	0.00	5.03	8.43	0.0	0.0	0.0
UBUS	0.43%	49406.0	77%	23%	37858.36	11547.66	4.80	10.00	7881.7	1154.7	1075.5
MCY	0.25%	28724.4	100%	0%	28724.43	0.00	37.99	NA	756.1	0.0	87.8
SBUS	0.01%	1149.0	21%	79%	244.80	904.17	9.34	8.28	26.2	109.2	18.2
MH	0.22%	25277.5	65%	35%	16386.33	8891.17	5.06	10.02	3239.1	887.1	499.3
Total	**100.00%**	**11489772.0**			**11049671.48**	**440100.52**	**15.66**		**362,959**	**43,846**	**48230.6**

Fleet Characteristics

Average VMT: 28.2

Source: EMFAC2017 (v1.0.3) Emissions Inventory
Region Type: Sub-Area
Region: Tulare (SJV)
Calendar Year: 2026
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for VMT, trips/year for Trips, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

GASOLINE

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT (Annual)	Trips (Annual)	Fuel Consumption (1000 gal/year)	Annual Fuel Consumption (gallons)	MPG
Tulare County	2026	HHDT	Aggregated	Aggregated	GAS	1	50121	6453	10.33254939	10333	4.85
Tulare County	2026	LDA	Aggregated	Aggregated	GAS	211443	2858942843	344174451	81262.9016	81262902	35.18
Tulare County	2026	LDT1	Aggregated	Aggregated	GAS	21186	258181116	33198646	8671.34942	8671349	29.77
Tulare County	2026	LDT2	Aggregated	Aggregated	GAS	68503	853401030	109289463	30136.30292	30136303	28.32
Tulare County	2026	LHDT1	Aggregated	Aggregated	GAS	5186	55155112	25265957	6317.354798	6317355	8.73
Tulare County	2026	LHDT2	Aggregated	Aggregated	GAS	858	8895390	4179501	1176.202091	1176202	7.56
Tulare County	2026	MCY	Aggregated	Aggregated	GAS	9578	21928769	6646909	577.2038233	577204	37.99
Tulare County	2026	MDV	Aggregated	Aggregated	GAS	65420	736800229	101036516	33814.79798	33814798	21.79
Tulare County	2026	MH	Aggregated	Aggregated	GAS	855	2491586	27983	492.5112414	492511	5.06
Tulare County	2026	MHDT	Aggregated	Aggregated	GAS	432	7391650	2823209	1431.30898	1431309	5.16
Tulare County	2026	OBUS	Aggregated	Aggregated	GAS	137	1898381	893323	377.2021781	377202	5.03
Tulare County	2026	SBUS	Aggregated	Aggregated	GAS	88	1361771	114755	145.7611806	145761	9.34
Tulare County	2026	UBUS	Aggregated	Aggregated	GAS	78	2300165	102045	478.8684374	478868	4.80

DIESEL

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption (1000 gal/year)	Annual Fuel Consumption (gallons)	MPG
Tulare County	2026	HHDT	Aggregated	Aggregated	DSL	6644	273121082	23571200	36734.57916	36734579	7.43
Tulare County	2026	LDA	Aggregated	Aggregated	DSL	2066	29498655	3415704	501.7620297	501762	58.79
Tulare County	2026	LDT1	Aggregated	Aggregated	DSL	11	73185	12100	2.642795988	2643	27.69
Tulare County	2026	LDT2	Aggregated	Aggregated	DSL	465	6600977	781129	150.6450364	150645	43.82
Tulare County	2026	LHDT1	Aggregated	Aggregated	DSL	6875	70347290	28277849	3826.181753	3826182	18.39
Tulare County	2026	LHDT2	Aggregated	Aggregated	DSL	2269	23868881	9333795	1446.23557	1446236	16.50
Tulare County	2026	MDV	Aggregated	Aggregated	DSL	1648	21215683	2686143	692.5615465	692562	30.63
Tulare County	2026	MH	Aggregated	Aggregated	DSL	522	1351927	17080	134.8834264	134883	10.02
Tulare County	2026	MHDT	Aggregated	Aggregated	DSL	4667	82509408	12665748	8255.953384	8255953	9.99
Tulare County	2026	OBUS	Aggregated	Aggregated	DSL	127	2675040	361694	317.294796	317295	8.43
Tulare County	2026	SBUS	Aggregated	Aggregated	DSL	496	5029665	1871834	607.7149737	607715	8.28
Tulare County	2026	UBUS	Aggregated	Aggregated	DSL	23	701602	29624	70.15519499	70155	10.00

Notes

1. Used project-specific vehicle fleet mix for residential
2. Proportion of diesel vs. gasoline vehicles calculated based on total annual VMT for each vehicle class
3. MBTU Calculated for comparison purposes. Assumed 1 gallon of gasoline = 0.116090 MBTU and 1 gallong of diesel = 0.139 MBTU

Appendix C

Initial Study for CUP No. 2014-19

CITY OF VISALIA
315 E. ACEQUIA STREET
VISALIA, CA 93291

NOTICE OF A PROPOSED MITIGATED NEGATIVE DECLARATION

Project Title: Development and subdivision of the Square at Plaza Drive Master Planned Office Development, consisting of Conditional Use Permit No. 2014-19 and Tentative Parcel Map No. 2014-03.

Project Description:

Conditional Use Permit (CUP) No. 2014-19 is a request by 4Creeks Inc., to allow construction of a phased master-planned development in the BRP (Business Research Park) zone. Approval of the master plan conditional use permit project would approve the general layout and development conditions for the project; individual projects requiring supplemental review (such as a Conditional Use Permit) would be required to secure such permit in the future. Other projects would require site plan review to determine compliance with the master plan. The present application contains one site-specific application, one for a convenience store and gas station at the southwest corner of North Plaza Drive and West Crowley Avenue.

The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units in compliance with Policy 3.6.3 of the Land Use Element of the Visalia General Plan. The development is generally comprised of 97,200 square feet of office space, 38,200 square feet of retail, gas station/convenience store, three-story 65-room hotel with 4,575 square feet of associated conference room space, 11,250 square foot restaurant space, 23 townhome residential units, 28 executive lofts, 808 parking stalls, and a pedestrian trail along the periphery of the site. The project also includes off-site street and infrastructure improvements on Crowley Avenue and Neeley Street inside the City limits. Although the Master Site Plan identifies the location of all future structures, parking stalls, landscaping, etc., it is anticipated that some changes will occur as each planned structure undergoes construction-level design. Therefore, each structure or pad will require City Site Plan Review prior to issuance of a building permit. This will allow the City to determine the structure's consistency with the Master Plan and other City-adopted policies and development standards. It will also allow the City to track the Project's progress against the adopted square footage and parking totals. This review will be performed by the Community Development Director, the City Planner, a designee, or the Site Plan Review Committee.

This Project will be the third master planned BRP development in Visalia to incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system. The Master Plan will include the following features prescribed in the LEED program: 1) avoidance of prime farmland, or key habitat areas; 2) location of the project within ¼ mile of bus stops, and integration of transit into the project design; 3) providing bicycle facilities, including on-site bicycle racks; 4) preferential parking for van pools, car pools and low emission vehicles; 5) implementing on-site bio-swale storm water management system to retain stormwater; 6) performance standards for containing errant light; 7) use of trees and highly reflective materials to reduce heat buildup; 8) shared parking; and 9) reduction in on-site water consumption by 50 percent through the use selected plant materials and building features.

As prescribed by the City's BRP regulations, the project will incorporate sites for larger scale office uses, highway commercial uses, business service, employee service uses, and residential units in an integrated high-amenity campus environment. The word "campus" is intended to imply a highly landscaped area, with buildings defining open spaces and common activity areas, and with parking relegated to interior or back areas so that the primary streetscape (whether along Plaza Drive, Crowley Avenue, Neeley Street,) is oriented to building activities and forms. These open spaces are to accommodate multiple uses for active and passive open space, storm water retention and ground water recharge, ornamental landscaping, and to visually separate parking areas. Overall, the Square at Plaza Drive contains approximately 35 percent open space and landscaping. According to the Visalia General Plan, this BRP is to accommodate high quality, larger scale office uses, as well as highway commercial uses. Consequently, sites in the Square at Plaza Drive are designated for hotels, a service station, sit-down restaurants, office space, limited commercial areas, residential units, and related uses. Architecture has been developed to provide thematic consistency throughout, with detailed, high quality contemporary and modern "English" style architecture, with such details carried through to site planning accents and street furniture such as signage, pergolas, benches, bus shelters, and others. The intent is to provide the region with larger scale office, highway commercial and residential structures that will exceed the appearance and design of anything in the region.

The project will be implemented in phases in four phases. Figure "A" illustrates the general phasing of the Project. Building phases may be modified if a finding is made that adequate infrastructure exists or will exist, and buildings may be aggregated into larger footprints if user needs warrant.

Tentative Parcel Map No. 2014-03 is a request to divide the 25-acre site into 11 parcels with shared access, parking, drainage and maintenance agreements.

Project Applicant: The project is a request by 4Creeks, Inc. on behalf of the Roye Family (property owner).

Project Location: The project is located on the southwest corner of North Plaza Drive and West Crowley Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APNs: 081-170-01, 081-170-02, 081-170-03; 081-170-09, 081-170-10 & 081-170-014)

Contact Person: Paul Bernal, Principal Planner Phone: (559) 713-4025

Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on November 10, 2014, at 7:00 p.m. in the City Hall Council Chambers located at 707 West Acequia Avenue, Visalia, California.

Pursuant to City Ordinance No. 2388, the Environmental Coordinator of the City of Visalia has reviewed the proposed project described herein and has found that the project will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Mitigated Negative Declaration: Initial Study No. 2014-53 has identified certain significant, adverse environmental impact(s) that may occur because of the project, though with mitigation these impact(s) will be reduced to a level that is less than significant. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA.

Comments on this proposed Mitigated Negative Declaration will be accepted from October 20, 2014 to November 10, 2014.

Date: 10/20/2014

Signed: P McDonnell for

Paul Scheibel, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

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Project Description:

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The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units in compliance with Policy 3.6.3 of the Land Use Element of the Visalia General Plan. The development is generally comprised of 97,200 square feet of office space, 38,200 square feet of retail, gas station/convenience store, three-story 65-room hotel with 4,575 square feet of associated conference room space, 11,250 square foot restaurant space, 23 townhome residential units, 28 executive lofts, 808 parking stalls, and a pedestrian trail along the periphery of the site. The project also includes off-site street and infrastructure improvements on Crowley Avenue and Neeley Street inside the City limits. Although the Master Site Plan identifies the location of all future structures, parking stalls, landscaping, etc., it is anticipated that some changes will occur as each planned structure undergoes construction-level design. Therefore, each structure or pad will require City Site Plan Review prior to issuance of a building permit. This will allow the City to determine the structure's consistency with the Master Plan and other City-adopted policies and development standards. It will also allow the City to track the Project's progress against the adopted square footage and parking totals. This review will be performed by the Community Development Director, the City Planner, a designee, or the Site Plan Review Committee.

This Project will be the third master planned BRP development in Visalia to incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system. The Master Plan will include the following features prescribed in the LEED program: 1) avoidance of prime farmland, or key habitat areas; 2) location of the project within ¼ mile of bus stops, and integration of transit into the project design; 3) providing bicycle facilities, including on-site bicycle racks; 4) preferential parking for van pools, car pools and low emission vehicles; 5) implementing on-site bio-swale storm water management system to retain stormwater; 6) performance standards for containing errant light; 7) use of trees and highly reflective materials to reduce heat buildup; 8) shared parking; and 9) reduction in on-site water consumption by 50 percent through the use selected plant materials and building features.

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Consequently, sites in the Square at Plaza Drive are designated for hotels, a service station, sit-down restaurants, office space, limited commercial areas, residential units, and related uses. Architecture has been developed to provide thematic consistency throughout, with detailed, high quality contemporary and modern "English" style architecture, with such details carried through to site planning accents and street furniture such as signage, pergolas, benches, bus shelters, and others. The intent is to provide the region with larger scale office, highway commercial and residential structures that will exceed the appearance and design of anything in the region.

The project will be implemented in phases in four phases. Figure "A" illustrates the general phasing of the Project. Building phases may be modified if a finding is made that adequate infrastructure exists or will exist, and buildings may be aggregated into larger footprints if user needs warrant.

Tentative Parcel Map No. 2014-03 is a request to divide the 25-acre site into 11 parcels with shared access, parking, drainage and maintenance agreements.

Project Applicant: The project is a request by 4Creeks, Inc. on behalf of the Roye Family (property owner).

Project Location: The project is located on the southwest corner of North Plaza Drive and West Crowley Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APNs: 081-170-01, 081-170-02, 081-170-03; 081-170-09, 081-170-10 & 081-170-014)

Project Facts: Refer to Initial Study for project facts, plans and policies, discussion of environmental effects and mitigation measures, and determination of significant effect.

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	(X)
Mitigation Measures	(X)
Letters	( )

DECLARATION OF NO SIGNIFICANT EFFECT:

This project will not have a significant effect on the environment for the following reasons:

(a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

(b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

(c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual 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.

(d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

This Mitigated Negative Declaration has been prepared by the City of Visalia Planning Division in accordance with the California Environmental Quality Act of 1970, as amended. A copy may be obtained from the City of Visalia Planning Division Staff during normal business hours.

APPROVED
Paul Scheibel, AICP
Environmental Coordinator

By: _____

Date Approved: October 20, 2014

Review Period: 20 days

INITIAL STUDY

I. GENERAL

A. Description of the Project: Development and subdivision of the Square at Plaza Drive Master Planned Office Development, consisting of Conditional Use Permit No. 2014-19 and Tentative Parcel Map No. 2014-03.

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The project will be implemented in phases in four phases. Figure "A" illustrates the general phasing of the Project. Building phases may be modified if a finding is made that adequate infrastructure exists or will exist, and buildings may be aggregated into larger footprints if user needs warrant.

Tentative Parcel Map No. 2014-03 is a request to divide the 25-acre site into 11 parcels with shared access, parking, drainage and maintenance agreements.

Project Applicant: The project is a request by 4Creeks, Inc. on behalf of the Roye Family (property owner).

Project Location: The project is located on the southwest corner of North Plaza Drive and West Crowley Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APNs: 081-170-01, 081-170-02, 081-170-03; 081-170-09, 081-170-10 & 081-170-014)

B. Identification of the Environmental Setting: The project is located on the southwest corner of an improved arterial roadway (Plaza) to the east, a minor collect street (Crowley) to the north and a local street (Neeley) to the west. The south boundary of the site is State Route 198. The site abuts two properties that are not a part of the project that are developed with ranch style homes. There are no structures or improvements on the site. The site currently is and has been fallow vacant land for at least ten years.
The surrounding zoning and land uses are as follows:

North:	Crowley Avenue (minor collector street) & Plaza Business Park; BRP (Business Research Park) zone / Fresno Pacific University and vacant parcels
South:	State Route 198
East:	Plaza Drive & State Route 198/Plaza Drive on-ramp
West:	Neely Street (local street) & Auto Plaza; C-S (Service Commercial) zone / BMW & Lampe Car Dealerships & vacant property

Fire and police protection services, street maintenance of public streets, refuse collection, and wastewater treatment will be provided by the City of Visalia upon the redevelopment of the area.

C. Plans and Policies: Policies applicable to the project are contained in the General Plan's Land Use Element (LUE) and Circulation Element (CE), Airport Master Plan, West Visalia Specific Plan, and County Airport Land Use Compatibility Plan. The Land Use Element designates the site as Business Research Park with the intent to develop it for larger scale offices and high quality Highway Commercial Uses. The site is zoned BRP (Business Research Park).

The zoning allow for large-scale office, highway commercial and residential mixed use developments subject to the adoption of an approved master plan. The specific uses identified on the site plan exhibit are conditionally allowed uses.

The proposed development at this location can be considered to be consistent with the General Plan and Zoning and Subdivision Ordinances based on the site's proximity to arterial-designated streets and other community-level commercial/industrial uses. The proposed project would be consistent with the other BRP developments located at adjacent corner intersections near the project site. The City of Visalia's existing plans and policies specifically address the allowance of concentrated BRP development provided that it is developed consistent with and has minimal impacts upon adjacent land uses (City of Visalia Land Use Element Policies 3.2.2, 3.5.6, & 3.6.3).

City of Visalia Land Use Element Policies 3.2.2, 3.5.16, & 3.6.3 state the following in regards to the proposed Land Use Designation:

Policy 3.2.2: Ensure high quality highway commercial development at State Route 198 and Plaza Drive in conjunction with a Business Research Park through enforcement of the West Visalia Specific Plan's design and development standards. These land uses shall be master planned and developed in conformity with the West Visalia Specific Plan.

Policy 3.5.16: Limited, high quality highway commercial uses shall be integrated into the Business Research Park area at the Plaza/SH 198 intersection.

Policy 3.6.3: Develop a Business Research Park Center zone district to accommodate large-scale businesses and research related activities in campus-type master planned developments at five locations: 1) Plaza Drive north of SH 198 in conjunction with limited, high quality highway commercial uses.

City of Visalia Zoning Ordinance, Section 17.24.010(B), states the following in regards to the proposed Zoning Designation:

The purpose and intent of the planned business research park zone district is to provide for business, scientific, educational and light industrial uses in a campus-type setting. Planned business research parks are to be planned and developed as integrated units via specific or master plans and are intended to accommodate large-scale office developments at locations which provide close-in employment opportunities; promote Visalia's community identity through special site development standards such as lot sizes, setbacks, landscaping, building scale, parking, open areas, etc.; and provide on-site ancillary uses including day care, food service, banks, recreation, etc., served by a variety of transportation modes to reduce vehicle trips.

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts after mitigation have been identified for this project. The City of Visalia Land Use Element and Zoning Ordinance contain land use mitigation measures that are designed to reduce/eliminate impacts to a level of non-significance. Additionally, the project design and conditions include mitigation measures that will reduce potentially significant impacts to a level that is less than significant.

The City of Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance.

City Council Resolution 91-105 adopted and certified the Visalia Land Use Element Update EIR and contained mitigation measures to eliminate or substantially lessen the impacts of growth in the community. Those mitigation measures are included herein by reference. In addition, the Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance. The City's impact fee programs for public safety, public services, groundwater preservation, stormwater management, and others, adequately mitigate public service and infrastructure impacts of the proposed project.

III. MITIGATION MEASURES

The following mitigation measures will reduce environmental impacts related to **Greenhouse Gas Emissions** a less than significant impact:

- **Greenhouse Gas Reduction Plan – A Greenhouse Reduction Plan was prepared for the project (ref.: Greenhouse Gas Analysis The Square @ Plaza Drive. July 28, 2014, 4Creeks, Inc.) has concluded that a 29% reduction in Greenhouse Gases will be reduced from Business As Usual with the incorporation of Best Performance Standards provided in the Greenhouse Gas Analysis. To ensure that the project complies with the Best Performance Standards, the standards are included as mitigation to be incorporated into the project.**

The City of Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance.

City Council Resolution 91-105 adopted and certified the Visalia Land Use Element Update EIR and contained mitigation measures to eliminate or substantially lessen the impacts of growth in the community. Those mitigation measures are included herein by reference. In addition, the Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance. The City's impact fee programs for public safety, public services, groundwater preservation, stormwater management, and others, adequately mitigate public service and infrastructure impacts of the proposed project.

IV. MITIGATION MONITORING PROGRAM

Mitigation Measure	Responsible Party	Timeline	Verified
GHG Mitigation Measure 1.1: Construction Phase: Comply with the conclusions identified as CalEEMod mitigations in the GHG Analysis dated 07/28/14 completed for the project.	Project Applicant	Mitigation shall be enforced and carried out during the project's construction, and shall be completed prior to operation of any business or use on the project site.	City construction permits
GHG Mitigation Measure 1.2: Operational Phase: Comply with the conclusions identified as CalEEMod mitigations in the GHG Analysis dated 03/11/14 completed for the project.	Project Applicant	Mitigation shall be enforced and carried out during the project's operation of any business or use on the project site and Before final occupancy for each development phase	City operating permits

V. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The project is compatible with the General Plan and Zoning Ordinance as the project relates to surrounding properties.

VI. SUPPORTING DOCUMENTATION

The following documents are hereby incorporated into this Mitigated Negative Declaration and Initial Study by reference:

- City of Visalia General Plan Land Use Element. City of Visalia. September 1991, revised June 1996.
- City of Visalia General Plan Land Use Element Final Environmental Impact Report (SCH EIR No. 90020160). City of Visalia, September 3, 1991.
- Visalia City Council Resolution 91-105 (Certifying the EIR for the City of Visalia General Plan Land Use

Element Update), passed and adopted September 3, 1991.

- City of Visalia General Plan Circulation Element. City of Visalia. April 2001.
- City of Visalia General Plan Circulation Element Final Environmental Impact Report (SCH EIR No. 95032056). VRPA Technologies, February 26, 2001.
- Visalia City Council Resolution 2001-19 (Certifying the EIR for the City of Visalia General Plan Circulation Element Update), passed and adopted April 2, 2001.
- City of Visalia General Plan Conservation, Open Space, Recreation & Parks Element. City of Visalia. June 1989.
- Visalia Municipal Code, Title 17 (Zoning Ordinance)
- California Environmental Quality Act Guidelines
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Traffic Impact Study for the Square at Plaza, Visalia, California. September 29, 2014 4Creeks, Inc.
- Greenhouse Gas Analysis for the Square at Plaza Drive, 4Creeks Inc., July 28, 2014

V. NAME OF PERSON WHO PREPARED INITIAL STUDY

Paul Bernal
Principal Planner

Paul Scheibel, AICP
Environmental Coordinator

INITIAL STUDY
ENVIRONMENTAL CHECKLIST

Name of Proposal	Development and subdivision of the Square at Plaza Drive Master Planned Office Development, consisting of Conditional Use Permit No. 2014-19 and Tentative Parcel Map No. 2014-03.

NAME OF PROPONENT:	4Creeks Inc.	NAME OF AGENT:	4Creeks Inc.
Address of Proponent:	324 S. Santa Fe. St. Suite A	Address of Agent:	324 S. Santa Fe. St. Suite A
	Visalia, CA 93291		Visalia, CA 93291
Telephone Number:	(559) 802-3052	Telephone Number:	(559) 802-3052
Date of Review	October 20, 2014	Lead Agency:	City of Visalia

The following checklist is used to determine if the proposed project could potentially have a significant effect on the environment. Explanations and information regarding each question follow the checklist.

1 = No Impact 2 = Less Than Significant Impact
3 = Less Than Significant Impact with Mitigation Incorporated 4 = Potentially Significant Impact

I. AESTHETICS

Would the project:

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

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

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

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

II. AGRICULTURAL RESOURCES

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

1 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?

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

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

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

1 c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

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

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

2 b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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

2 d) Expose sensitive receptors to substantial pollutant concentrations?

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

IV. BIOLOGICAL RESOURCES

Would the project:

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

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

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

2 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?

2 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

2 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?

V. CULTURAL RESOURCES

Would the project:

1 a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 15064.5?

1 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?

1 c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?

1 d) Disturb any human remains, including those interred outside of formal cemeteries?

VI. GEOLOGY AND SOILS

Would the project:

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

1 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?

1 ii) Strong seismic ground shaking?

1 iii) Seismic-related ground failure, including liquefaction?

1 iv) Landslides?

2 b) Result in substantial soil erosion or loss of topsoil?

1 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?

1 d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

1 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?

VII. GREENHOUSE GAS EMISSIONS

Would the project:

3 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

3 b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1 a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

2 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?

1 c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

1 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?

1 e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

1 f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

1 g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

1 h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

IX. HYDROLOGY AND WATER QUALITY

Would the project:

2 a) Violate any water quality standards of waste discharge requirements?

2 b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

1 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

2 d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

2 e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

1 f) Otherwise substantially degrade water quality?

1 g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

1 h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

1 i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

1 j) Inundation by seiche, tsunami, or mudflow?

X. LAND USE AND PLANNING

Would the project:

2 a) Physically divide an established community?

2 b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

1 c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

XI. MINERAL RESOURCES

Would the project:

1 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?

1 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?

XII. NOISE

Would the project:

2 a) Cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

2 b) Cause exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

2 c) Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

2 d) Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

1 e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

1 f) For a project within the vicinity of a private airstrip, would the project expose people residing or working the in the project area to excessive noise levels?

XIII. POPULATION AND HOUSING

Would the project:

1 a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

1 b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

1 c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XIV. PUBLIC SERVICES

Would the project:

1 a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1 i) Fire protection?

1 ii) Police protection?

1 iii) Schools?

1 iv) Parks?

1 v) Other public facilities?

XV. RECREATION

Would the project:

1 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?

1 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?

XVI. TRANSPORTATION / TRAFFIC

Would the project:

2 a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

2 b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

1 c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

1 d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

1 e) Result in inadequate emergency access?

2 f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

1 a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

2 b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

2 c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

1 d) Have sufficient water supplies available to service the project from existing entitlements and resources, or are new or expanded entitlements needed?

1 e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

1 f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

1 g) Comply with federal, state, and local statutes and regulations related to solid waste?

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

2 a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

2 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)?

3 c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*,(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2009

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

a. The proposed project is mixed office/commercial and residential development, which will meet City standards for setbacks, landscaping and building height restrictions.

This project will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista which the project will not adversely impact the view of because the proposed project site is entirely surrounded by similar two-story office development. In addition, the proposed two-story project will be located on a hospital campus setting.

b. The project is not located within the vicinity of a scenic state highway that is designated or might be designed by the State Department of Transportation. There is one oak tree on the project site that will be protected during construction and preserved in accordance with the City's adopted Oak Tree Preservation Ordinance (Visalia Municipal Code Chapter 12.24), and the City's *Standard Specifications for Building Around Valley Oaks*.

c. The proposed project proposes a high degree of visual character through the use of a high quality, consistent architectural theme, landscaping, building facades, signage, and other amenities. The project elements will be integrated and carried throughout the architecture of the entire development.

d. The City's development standards and project design standards limit on-site lighting and the amount of errant lighting at individual property lines and public rights of way for any new sources of light to 0.25 lumens. This standard shall be demonstrated on building permit applications submitted in association with the development.

II. AGRICULTURAL RESOURCES

a. The site is not been under agricultural production in the past five years. The Farmland Mapping and Monitoring Program of the California Resources Agency has designated farmland in and around Visalia as Irrigated Farmland on the map of Important Farmlands of Tulare County. The predominant soil types (Tagus loam with some Grangeville sandy loam) have a land capability classification of Class I as irrigated land and Class IV(c) as non-irrigated land. The site size and configuration, adjacent land uses, and other factors severely limit the site's usefulness for commercial agriculture.

The site is approximately 25 acres in total. The property is below the minimum parcel size for consideration as Prime Agricultural land under the Williamson Act. Further, there is no direct access to surface irrigation supplies or onsite groundwater irrigation wells, further limiting the potential for agricultural production.
The site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use, and the City has already adopted urban development boundaries as mitigation measures for conversion of prime agricultural land.

b. The project will not conflict with an existing zoning for agricultural use, as there are no properties in the project area with an Agriculture zoning. There are no known Williamson Act contracts on any properties within the project area.

c. There is no forest or timber land currently located on the site.

d. There is no forest or timber land currently located on the site.

e. The project will not involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use. The site is currently fallow and is not in "agricultural use," and is not considered to be economically viable farmland.

III. AIR QUALITY

a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District. The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan, and will therefore be a less than significant impact. The short-term construction impact of the proposed project's construction emissions are considered less than significant by the SJVAPCD based on compliance with the District's mandatory dust control measures. Development of the project will be subject to the SJVAPCD's Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

b. The project could result in short-term air quality impacts related to dust generation due to grading activities. The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

c. The San Joaquin Valley is a region that is already at non-attainment for air quality. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion into urban development. The City adopted urban development boundaries as mitigation measures for air quality.

The project could result in short-term air quality impacts related to dust generation due to grading activities. The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of

compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

d. The proposed project will not expose sensitive receptors to a substantial generation of pollutant concentrations.

e. The proposed project will not involve the generation of objectionable odors that would affect a substantial number of people.

IV. BIOLOGICAL RESOURCES

a. The site has no known species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. City-wide biological resources were evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use.

b. The project is not located within or adjacent to an identified sensitive riparian habitat or other natural community.

c. The project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act.

d. This development would not act as a barrier to animal movement. This site was evaluated in the General Plan EIR for the City of Visalia Land Use Element Update for conversion to urban use.

e. There is one oak tree on the project site that will be protected during construction and preserved in accordance with Chapter 12.24 of the City's Municipal Code (VMC) regarding Oak Tree Presentation and its Standard *Specifications for Building Around Valley Oaks.*

f. There are no local or regional habitat conservation plans for the area.

V. CULTURAL RESOURCES

a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

c. There are no known unique paleontological resources or geologic features located within the project area.

d. There are no known human remains buried in the project vicinity. If human remains are unearthed during development all work should cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations.

VI. GEOLOGY AND SOILS

a. The State Geologist has not issued an Alquist-Priolo Earthquake Fault Map for Tulare County. The project area is not located on or near any known earthquake fault lines. Therefore, the project will not expose people or structures to potential substantial adverse impacts involving earthquakes.

b. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.

c. The project area is relatively flat and the underlying soil is not known to be unstable. Soils in the Visalia area have few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area generally have low expansion characteristics.

d. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, which is defined as very low potential expansion.

e. The project does not involve the use of septic tanks or alternative waste water disposal systems since sanitary sewer lines are used for the disposal of waste water at this location.

VII. GREENHOUSE GAS EMISSIONS

a. The project is expected to generate GreenHouse Gas (GHG) emissions in the short-term as a result of construction emissions and in the long-term as a result of mobile and other sources of operational emissions. Estimated GHG emissions calculations are contained within the California Emissions Estimator Model (CalEEMod) report prepared for the project by 4Creeks, July 28, 2014.

According to the report, the project consisting of the phased development of the 25-acre site is expected to generate a total of 8,964.49 metric tons of carbon dioxide equivalent emissions (CO2E) associated with construction between 2015 and 2029 under the business as usual scenario. However, the mitigated 2029 generation is 5,971.08, which is below the threshold of significance for GHG generation, owing to a 33.37% reduction when compared with business as usual.

The report further reveals that a strong majority of the COE2 emissions associated with annual operations will result from mobile sources or vehicle trips associated with the uses. A majority of the Vehicle Miles Traveled (VMT) associated with the gas station/convenience market should be considered as passer-by trips rather than

destination / end of a trip based on the nature of these uses and their location in the context of the City. As a result, the VMT associated with these uses will be less than reported, and the emissions associated with these excess trips can be largely disregarded.

The project will result in the generation of GreenHouse Gas emissions that will result in an incremental impact on the environment. The impact is considered marginal based on ongoing Federal and State-wide efforts to minimize emissions and the project-specific regulations discussed below.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has released a document entitled *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA,* which provides draft guidance for the determination of significant effects.

GreenHouse Gas emissions associated with new projects are found to have a cumulative effect rather than a direct impact on climate change. Because climate change is a global phenomenon, a direct impact cannot be associated for an individual land development project.

The California Global Warming Solutions Act of 2006, also known as Assembly Bill 32 or AB 32, required that the California Air Resources Board (CARB) design and implement emission limits, regulations, and other measures designed to reduce GHG to 1990 levels by 2020 representing a 29% reduction. Following this reduction target set in CARB's AB 32 Scoping Plan, the District evaluates GHG emission significance and finds that a project can avoid a significant impact by either:

- Using any combination of District approved GHG emission reduction measures to meet Best Performance Standards,
- Complying with an approved GHG plan or mitigation program, or
- Reducing GHG emissions by 29% from Business-As-Usual levels.

The proposed project will utilize a combination of District approved measures and existing State, Regional, and City regulations that will reduce the significance of the impact of GHG emissions.

The following regulations already in effect will assist in reducing the cumulative impact associated with GHG emissions:

- Compliance with the California Building Code of 2010 including Title 24 requirements,
- Compliance with the City of Visalia's water efficient landscape standards,
- Applicability of the SJVAPCD's Indirect Source Rule 9510 to the project,
- Compliance with the City of Visalia Development Standards (Chapter 17.30 of the Municipal Code), which requires the placement of parking lot shade trees and street trees along public streets;
- Change in use from residential to horizontal mixed use.

The project will also be in compliance with certain measures approved by the SJVAPCD that are designated as an effective means of reducing the project's GHG emissions to meet Best Performance Standards and would provide a measurable reduction of GHG emissions.

The following SJVAPCD-approved measures are being required as project mitigation, further described in the Mitigation Measures section of the Initial Study:

- An on-site pedestrian access network that internally links all uses and connects to existing and planned streets;
- Minimization of pedestrian barriers which impede pedestrian and bicycle access and inter-connectivity;
- Providing of shade and/or light-colored materials on at least 30% of the site's non-roof impervious surfaces including parking lots;
- Commitment to exceed Title 24 requirements by 20%;
- Utilization of off-road diesel vehicles in compliance with Title 13, CCR, Section 2449 during project construction.

b. The State of California has enacted the Global Warming Solutions Act of 2006 under Assembly Bill 32 (AB 32), which included provisions for reducing the GHG emission levels to 1990 "baseline" levels by 2020.

The proposed project will not impede the State's ability to meet the GHG emission reduction targets under AB 32. Current and probable future state and local GHG reduction measures will continue to reduce the project's contribution to climate change. As a result, the project will not contribute significantly, either individually or cumulatively, to GAG emissions.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a. No hazardous materials are anticipated with the project.

b. Construction activities associated with development of the project may include maintenance of on-site construction equipment, which could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.

c. There is no school site located one-quarter mile from the project site.

d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.

e. The City's adopted Airport Master Plan shows the project area located in Zone C, known as the Common Traffic Pattern. This plan contains safety policies which guide future development for sites located within this zone. There are no restrictions for the proposed type of development within Zone C. The County Airport Land Use Compatibility Plan places the project in Zone H. The project complies with the requirements of Zone H.

The project area is located within 2 miles of a public airport, but will not result in a safety hazard for people residing or working in the project area if developed under the policies referenced above.

f. The project area is not within the vicinity of any private airstrip.

g. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan.

h. There are no wild lands within or near the project area.

IX. HYDROLOGY AND WATER QUALITY

a. The project will not violate any water quality standards. A Master Plan has been prepared for the project, which addresses storm drainage, by identifying additions and improvements to storm drain lines required to accommodate the proposed on-site improvements. The storm drain line will feed into an off-site storm water retention basin located west of the project site. These improvements will be consistent with the adopted City Storm Drain Master Plan. In addition to storm drain lines, bio swales will be integrated into the landscaping on the site and will serve as locations for detention, disposal, and purification of storm water.

b. The project will not substantially deplete groundwater supplies in the project vicinity. The project is within Cal Water's jurisdiction and is within their current Urban Water Management Plan. The primary source of water is groundwater. Existing water mains in the vicinity will be extended to serve the subject site. Building sites will be served by water laterals for domestic, irrigation, and fire protection use. The project will also be required to pay a groundwater impact fee for the purpose of funding upstream and downstream ground water recharge basins, and for importing surface water supplies as feasible.

c. The project will not result in substantial erosion on- or off-site.

d. The project will not substantially alter the existing drainage pattern of the site or area, alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

e. Planned improvements to the site include additions of storm drain lines and the creation of bio swales. The bio swales will contain storm water in addition to that will be conveyed to a storm drainage basin to the west. The basin will be expanded in accordance with the approved Master Plan for Storm Drainage prepared for the project and the immediate vicinity. Therefore, the project will 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.

f. There are no reasonably foreseeable reasons why the project would result in the degradation of water quality.

g. The project area is located within Zone X02, which indicates an area that is not within flood hazard area.

h. The project area is located within Zone X02, which indicates an area that is not within a flood hazard area.

i. The project would not expose people or structures to risks from failure of levee or dam.

j. Seiche and tsunami impacts do not occur in the Visalia area. The site is relatively flat, which will contribute to the lack of impacts by mudflow occurrence.

X. LAND USE AND PLANNING

a. The project will not physically divide an established community.

b. The site is within the current Urban Development Boundary (129,000 Population) of the City of Visalia. The City of Visalia designates the area for urban development. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted urban development boundaries as mitigation measures for conversion to urban development.

The project analysis contained in the Master Plan demonstrates compliance with applicable city policies and regulations. Chapter 17.24 of the Visalia Zoning Ordnance provides the purpose and intent of the zone along with development standards, and requires that all development within the zone be part of an approved master plan. A Master Plan document has been prepared for the proposed project in order to fulfill this requirement. The proposed project is consistent with all other elements of the General Plan.

The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units in compliance with Policy 3.6.3 of the Land Use Element of the Visalia General Plan.

c. The project does not conflict with any applicable conservation plan.

XI. MINERAL RESOURCES

a. No mineral areas of regional or statewide importance exist within the Visalia area.

b. There are no mineral resource recovery sites delineated in the Visalia area.

XII. NOISE

a. The project will result in noise generation typical of urban development. There will be noise generated by traffic along designated arterial and collector streets. The City's standards for setbacks and/or construction of walls along major streets will reduce noise levels to a level that is less than significant.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue,

and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

b. The project will not result in ground-borne vibration or ground-borne noise levels. There are no existing uses near the project area that create ground-borne vibration or ground-borne noise levels.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

c. Ambient noise levels may increase beyond current levels as a result of the project, however these levels will be typical of noise levels associated with urban development and not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. The City's standards for setbacks and/or construction of walls along major streets reduce noise levels to a level that is less than significant.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

d. Noise levels will increase during the construction of the project but shall remain within the limits defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

e. The project area is within 2 miles of a public airport. The study for the Draft Visalia Municipal Airport Master Plan has developed noise contours for areas surrounding the airport, which represent standard noise levels as defined by the City Noise Element. The California State Aeronautics Law establishes a CNEL of 65 dB as the maximum acceptable noise exposure for residential or other noise sensitive land uses. The project area is outside of any airport noise contour area. Although this project is located in Zone C, the location of the site is far enough away so that aircraft will be at a substantial altitude while traversing the property. The project will not expose people residing or working in the project area to excessive noise levels.

f. There is no private airstrip near the project area.

XIII. POPULATION AND HOUSING

a. The project will include the development of 23 residential townhomes and 28 rental suites. However, the General Plan and Zone Ordinance support mixed use projects that add a variety of residential inventory to the City's housing supply to meet the City's housing needs. However, this inclusion of these residential units will not directly induce substantial population growth that is in excess of that planned in the General Plan.

b. Development of the site will not displace any housing on the site. There are two residential properties that are not a part of the development and the project will not require the removal of these two residential properties. The project will include frontage improvements across the properties that are not a part of the project.

c. Development of the site will not displace any people on the site.

XIV. PUBLIC SERVICES

a.

i. Current fire protection facilities are located at the Visalia Station 55 and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

iii. The project will not directly generate new students. In order to address indirect impacts, the project will be required to pay non-residential impact fees. These fees are considered to be conclusive mitigation for indirect impacts. Current school facilities can adequately serve the site without a need for alteration.

iv. The project does not include any residential units that will create a need for additional park facilities. Current park and recreation facilities can adequately serve the site without a need for alteration.

v. Other public facilities can adequately serve the site without a need for alteration.

XV. RECREATION

a. The project will directly generate new residents and will therefore directly 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. Residential developments will pay impact fees to mitigate impacts.

b. The proposed project does include passive recreational facilities within the project area but will not have an adverse physical effect on the environment. The project includes pedestrian trails interlinking the project site.

XVI. TRANSPORTATION AND TRAFFIC

a. Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system. The project will result in an increase in traffic levels on arterial roadways, although the City of Visalia's Circulation Element has been prepared to address this increase in traffic.

b. Development of the site will result in increased traffic in the area, but will not cause a substantial increase in traffic on the city's existing circulation pattern. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for urban use.

A revised final Traffic Impact Study was conducted for the project, dated September 29, 2014, which studied key roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions and year 2026 (ten years after buildout) base conditions, with and without the project conditions. The analysis identified recommended roadway and intersection improvements to the vicinity of the project to ensure that the project operates at acceptable LOS conditions or better through 2026.

The City has determined that the development and operation of the proposed project in itself does not warrant immediate improvements to the intersection of Plaza Drive and Crowley Avenue. The City has recently completed the Plaza Drive Capital Improvement Project, which widened Plaza Drive to a six lane, with median, arterial roadway as well substantial improvements to the Plaza Drive and SR 198 interchange. These improvements are consistent with the improvements identified in the City of Visalia Circulation Element.

Ultimately, the project will cause average annual daily traffic levels to increase in the vicinity, though not beyond levels identified in the Circulation Element Update, or in excess of that which can be handled by existing or planned circulation facilities. Therefore, the increase in traffic spurred by the project will be less than significant.

c. The project will not result in nor require a need to change air traffic patterns.

d. There are no planned designs that are considered hazardous.

e. The project will not result in inadequate emergency access.

f. The project will be required to meet the City's parking requirements for development as required in the City's Zoning Ordinance. A parking analysis provided with the project indicated that the amount of parking provided will meet City standards.

XVII. UTILITIES AND SERVICE SYSTEMS

a. The site is projected for urban development by the City General Plan. The project is not proposed to exceed what has already been planned for in this area.

b. The project site is a developed site which will be connected to existing City sanitary sewer lines. Usage of the existing lines is consistent with the City Sewer Master Plan. Visalia's wastewater treatment plant has more than sufficient capacity to accommodate impacts associated with the proposed project. These improvements will not cause significant environmental impacts.

c. The project site will be accommodated by existing City storm water drainage lines that handle on-site and street runoff. Usage of these lines is consistent with the City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.

d. California Water Service Company has determined that there are sufficient water supplies to support the site, and that service can be extended to the site.

e. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant.

f. Current solid waste disposal facilities can adequately serve the site without a need for alteration.

g. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. The project will not affect the habitat of a fish or wildlife species or a plant or animal community. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

b. This site was inherently evaluated in the EIR for the City of Visalia Land Use Element Update for the area's conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

c. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

___ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**

__X__ 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 the mitigation measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**

___ I find 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 as a result of the proposed project no new effects could occur, or new mitigation measures would be required that have not been addressed within the scope of the Program Environmental Impact Report (SCH No. 90020160). The Environmental Impact Report prepared for the City of Visalia Land Use Element (Amendment No. 90-04) was certified by Resolution NO. 91-105 adopted on September 3, 1991. **THE PROGRAM ENVIRONMENTAL IMPACT REPORT WILL BE UTILIZED.**

J McDonald for

Paul Scheibel, AICP
Environmental Coordinator

October 20, 2014
Date

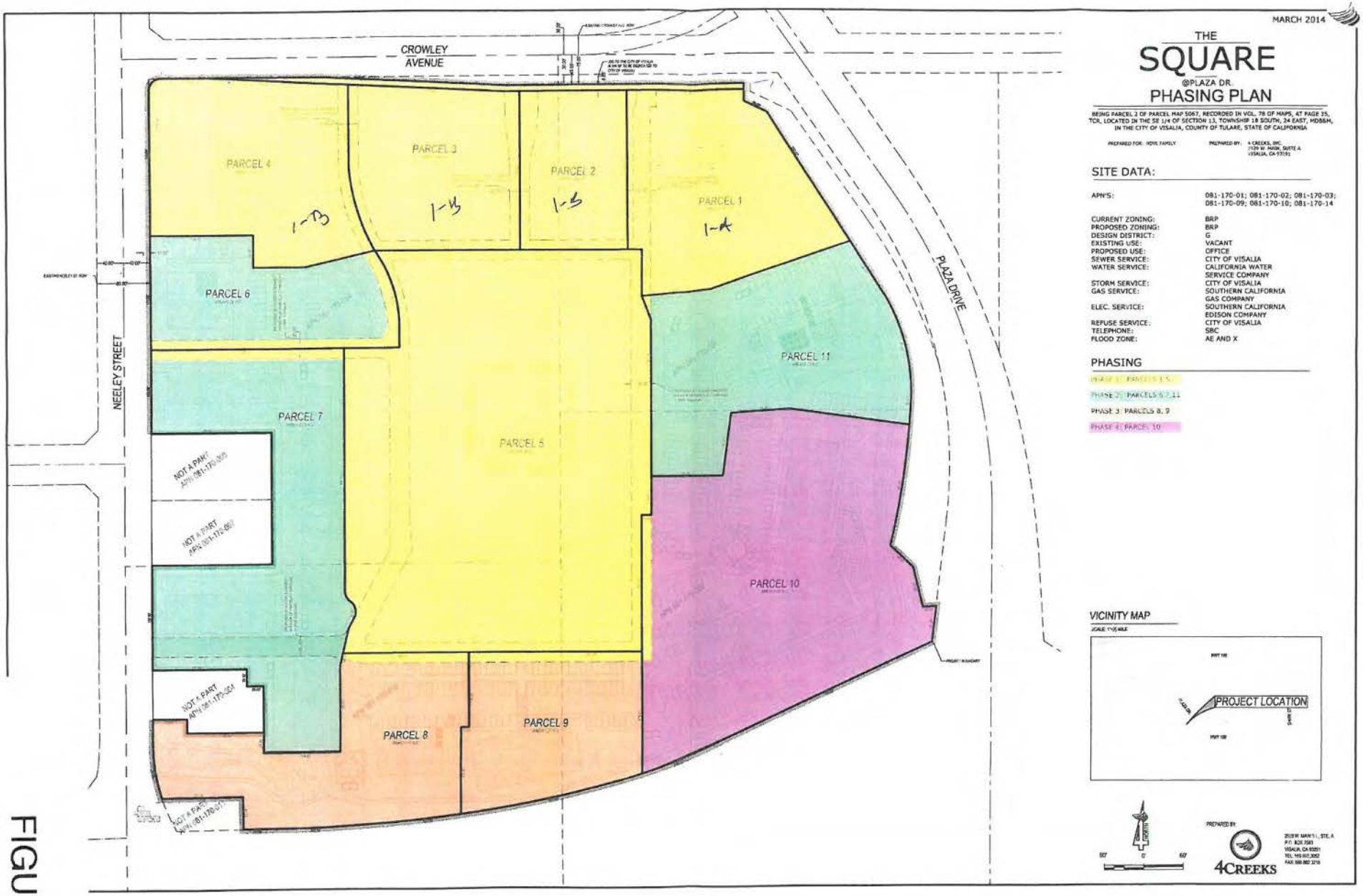

MARCH 2014
THE
SQUARE
@PLAZA DR.
PHASING PLAN
BEING PARCEL 2 OF PARCEL MAP 5067, RECORDED IN VOL. 78 OF MAPS, AT PAGE 25, TCR, LOCATED IN THE SE 1/4 OF SECTION 13, TOWNSHIP 18 SOUTH, 24 EAST, MDB&M, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA
PREPARED FOR: ROYE FAMILY
PREPARED BY: 4 CREEKS, INC. 2529 W. MAIN, SUITE A VISALIA, CA 93291
SITE DATA:
APN'S: 081-170-01; 081-170-02; 081-170-03; 081-170-09; 081-170-10; 081-170-14
CURRENT ZONING: BRP
PROPOSED ZONING: BRP
DESIGN DISTRICT: G
EXISTING USE: VACANT
PROPOSED USE: OFFICE
SEWER SERVICE: CITY OF VISALIA
WATER SERVICE: CALIFORNIA WATER SERVICE COMPANY
STORM SERVICE: CITY OF VISALIA
GAS SERVICE: SOUTHERN CALIFORNIA GAS COMPANY
ELEC. SERVICE: SOUTHERN CALIFORNIA EDISON COMPANY
REFUSE SERVICE: CITY OF VISALIA
TELEPHONE: SBC
FLOOD ZONE: AE AND X
PHASING
PHASE 1: PARCELS 1-5
PHASE 2: PARCELS 6,7,11
PHASE 3: PARCELS 8, 9
PHASE 4: PARCEL 10
VICINITY MAP
SCALE 1"=1/4 MILE
PROJECT LOCATION
CROWLEY AVENUE
NEELEY STREET
PLAZA DRIVE
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5
PARCEL 6
PARCEL 7
PARCEL 8
PARCEL 9
PARCEL 10
PARCEL 11
NOT A PART APN: 081-170-005
NOT A PART APN: 081-170-007
NOT A PART APN: 081-170-004
NOT A PART APN: 081-170-011
1-B
1-B
1-B
1-A
PREPARED BY:
4CREEKS
2529 W. MAIN ST., STE. A
P.O. BOX 3583
VISALIA, CA 93291
TEL: 559.802.3052
FAX: 559.802.3210

FIGURE A

Appendix D

The Square at Plaza Drive Master Plan

The Square at Plaza Drive

Master Plan

Amended June 2023

4CREEKS

Applicant:

4CREEKS
324 S. Santa Fe, Suite A
Visalia, CA 93291
(559) 802-3052

Owner of Property:
Roye Family

Submitted to the City of Visalia:

Projects located in the Business Research Park (BRP) Zone require a master plan that shall accommodate large scale business and research activities in a campus-type development *(Chapter 17.24.050 (B))*. In a BRP zone all developments must obtain a planned development permit (Site Plan Review revise and proceed) and shall be subject to a conditional use permit.

Site Plan Review # 13198 Date: December 18, 2013 Result: Revise and Resubmit
Site Plan Review # 13198 & 14039 Date: March 12, 2014 Result: Revise and Resubmit
Site Plan Review # 13198 & 14039 Date: March 26, 2014 Result: Revise and Proceed

Adopted Planning Commission Resolution **# 2014-29 (CUP); 2014-30 (TPM)** Date: November 10, 2014
Vote 5-0 for approval of project
*Condition added by Planning Commission to require all office buildings be a minimum of 10,000 SF.

Planning Commissioners:
Adam Peck, Chairperson
Roland Soltesz, Vice Chairperson
Lawrence Segrue, Commissioner
Brett Taylor, Commissioner
Liz Wynn, Commissioner

*The project received an appeal on November 20, 2014.
City Council public hearing on appeal: Date: December 15, 2014
Appeal denied, Planning Commission decision upheld: 4-0 (1 abstained)

City Council:
Steve Nelson, Mayor
E. Warren Gubler, Vice Mayor
Bob Link, Council Member
Amy Shuklian, Council Member
Greg Collins, Council Member

Applicant filed an amendment to the Master Plan to replace 17,400 SF Bank Building 1 and 15,000 SF Office Building 2 with 48,866 SF Hotel and 6,300 SF Drive-Thru Restaurant in June 2023.

Adopted Planning Commission Resolution **#** _____ Date: _____

Planning Commissioners:
Marvin Hansen, Chairperson
Adam Peck, Vice Chairperson
Chris Tavarez, Commissioner
Mary E. Beatie, Commissioner
Chris Gomez, Commissioner

Prepared by:

4CREEKS

DESIGN GROUP INCORPORATED ARCHITECTS

Table of Contents

1

INTRODUCTION

SECTION 1: INTRODUCTION

1.1 PROJECT DESCRIPTION

The Square @ Plaza Drive will be located in central California on the western edge of the City of Visalia, which is also known as the "Jewel of the Central Valley". The project will provide for a mix of uses at the entry of the City that will include office, retail, restaurants, and residential uses.

The Square @ Plaza Drive consists of a mixed use development within the City of Visalia Business Research Park (BRP) Zone. The project is situated in West Visalia at the northwest corner of state route (SR) 198 and Plaza Drive. Figure 1.1-1 provides a regional location map, and Figure 1.1-2 represents a local vicinity map for the project. To create a unique architecturally themed project, there will be a Master Plan created for the entire site. The master development plan consists of approximately 25 acres which is currently vacant agricultural lands. The intention of master planning this project is to not only comply with City requirements, but also to provide for a highly attractive and marketable solution for the project area. This complete master plan has been prepared to incorporate a desirable location to live, work, and visit.

The City of Visalia's General Plan and Zoning Ordinance require projects located in the BRP zone to fulfill a high amenity campus-type setting for the area. The Square @ Plaza Drive has been designed to provide for a high amenity, pedestrian friendly setting with a mix of uses for the entire 25 acre site. The mix of uses provided within the Master Plan consists of offices, food service, residential, hotels, bank, recreation, and open space areas. The site has been designed to allow for synergy between the different uses and buildings to essentially allow businesses to benefit from each other.

Architectural design and landscaping perform an important role in shaping and defining a project location. Many elements along with the architectural and landscape components have been included in the design to create a recognized, memorable, and attractive place. Pedestrian, vehicular, and transit paths are identified throughout the project to allow for multiple modes of transportation and efficient connectivity for the area. The south edge of the project includes a strong edge of the property with a natural landscaped scenic corridor to separate the SR 198 and the property.

Several small nodes have been included throughout the project, with a highly recognizable central node in the middle of the project area that includes landscaping, stamped concrete, and isolation from outside noise. The Master Plan project includes a modern English-style architecture/landscape architecture styles through the use of building massing, stone/brick veneers, trim, signage, and streetscape. The project will incorporate the look of both traditional and contemporary English Country Architectural styles to provide a unique and attractive center near the entrance into the City of Visalia. The strong architectural styles, mix of uses, additional open space, and pedestrian oriented amenities combine to allow for a high quality place to live, work, and visit.

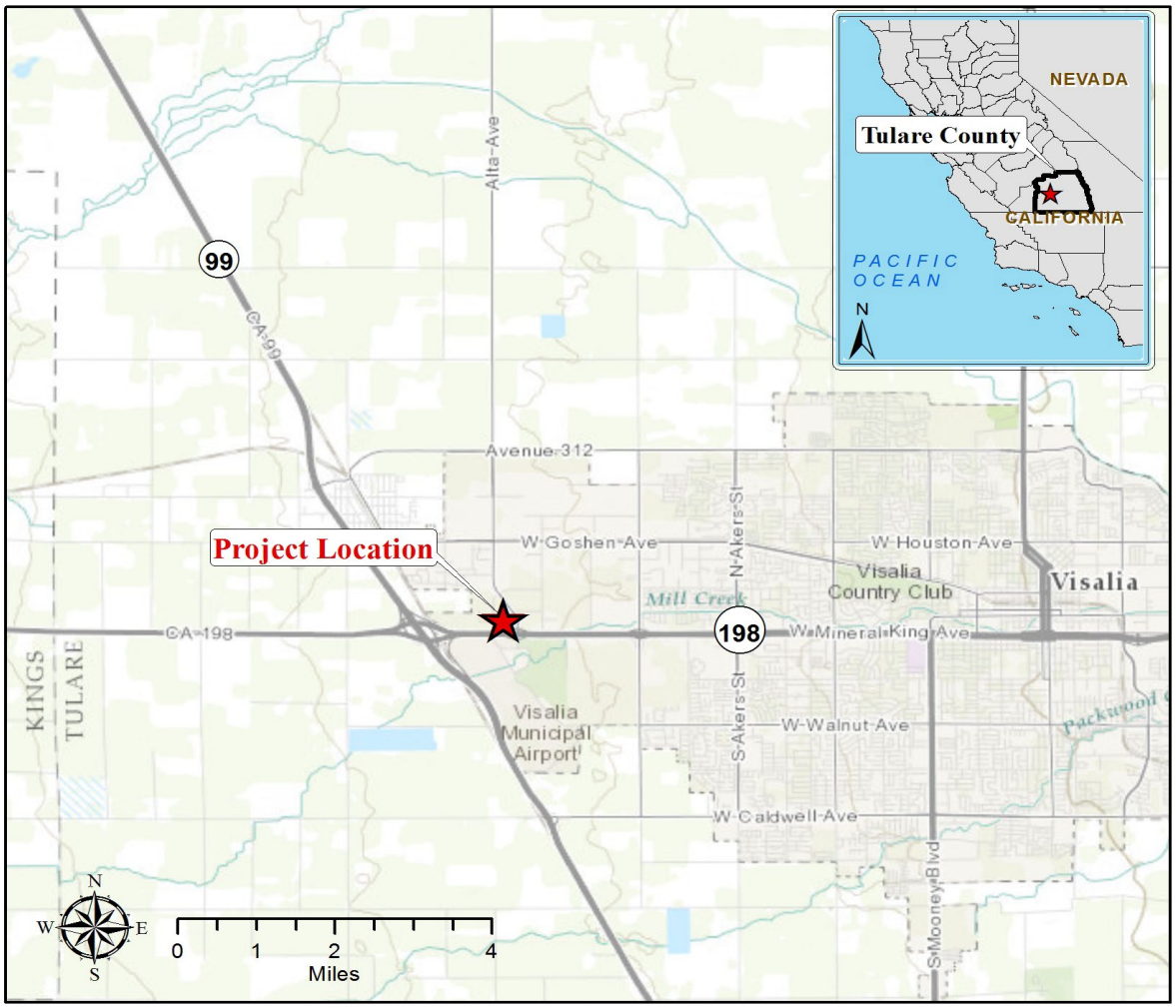


Figure 1.1-1: Regional Location Map

Figure 1.1-2: Project Vicinity Map

1.2 Purpose and Intent of the Business Research Park

The purpose of the Business Research Park (BRP) zoning district is to provide for business, educational, and other ancillary uses in a campus-type setting. Projects proposed in the BRP zone requires a master planned development permit, and should accommodate large-scale office developments at locations which provide close-in employment opportunities. Projects within this district shall also serve a variety of transportation modes to reduce vehicle trips. The master planned development shall promote Visalia's community identity while maintaining consistency with the special site development standards within the Zoning Ordinance and design district. To comply with all City required entitlements, this document will serve as the Master Plan, Planned Development Permit, and Conditional Use Permit for the entire subject property. This will allow for a more efficient review of the project design guidelines as the parcels develop and move towards building permits.

SECTION 2: EXISTING CONDITIONS

2.1 SITE CONDITIONS/SURROUNDING ENVIRONMENT

The entire project property is currently vacant agricultural lands located near one of Visalia's major highways. The property is bounded by a landscape buffer and SR 198 along the south side of the property, several auto dealerships are located to the west, partially developed Plaza Business Park is located to the north, and Plaza Drive borders the east edge of the property. The project will not have any ingress/egress points along Plaza Drive and will have primary access points on Crowley Avenue and S. Neeley Rd. Plaza Drive has recently been upgraded to accommodate the increased traffic demands along this corridor.

2.2 Opportunities and Constraints

The purpose of this chapter is to define the opportunities and constraints found within and surrounding the subject property. A site survey has been conducted to provide an in depth analysis of the existing conditions and to capitalize on opportunities and accommodate for any issues from the site constraints.

Opportunities

A. The Master Plan area's location offers an opportunity to become seen as part of the gateway into the City from the western end of Visalia. This project provides a high amenity campus-type introduction to the City that will create an aesthetically pleasing corridor view from SR 198. The site is also located near Plaza Drive on/off ramps from SR 198 to allow for quick ingress/egress for residents and tourists.

B. Existing roadways surrounding the project site, combined with close access to SR 198 interchanges at Plaza Drive, present exceptional access to and from the site to support office, commercial, and urban residential uses. The project will be designed to have ingress/egress points along existing Crowley Avenue and Neeley Road, with close access onto SR 198 from Plaza Drive.

Opportunity A

Opportunity B

C. The scenic corridor along the southern boundary of the project area provides vegetation and large trees to act as additional buffer space between the subject property and SR 198. The corridor also adds aesthetic value to the site and will provide shading and a natural landscape for the proposed exterior pedestrian loop trail.

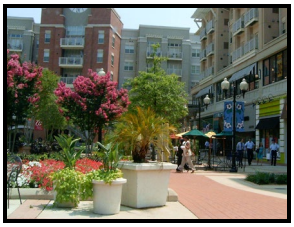
Opportunity C

D. The diversity of the existing General Plan and Zoning designations provide the framework for a mixed-use community within a master planned area. This allows for a mix of uses to create a high amount of synergy within the project area. Business Research Park zones currently exist to the north and to the east allowing for larger scale synergy for the Plaza Drive/Crowley area.

Opportunity C

Constraints

A. No access is allowed from the project site onto Plaza Drive per City of Visalia Site Plan Review comments. The project will be required to provide a well circulated pattern without the immediate connections to Plaza Drive. The project will require to provide direct access off of Crowley and Neeley for traffic circulation to flow from these streets out to Plaza Drive.



Opportunity D

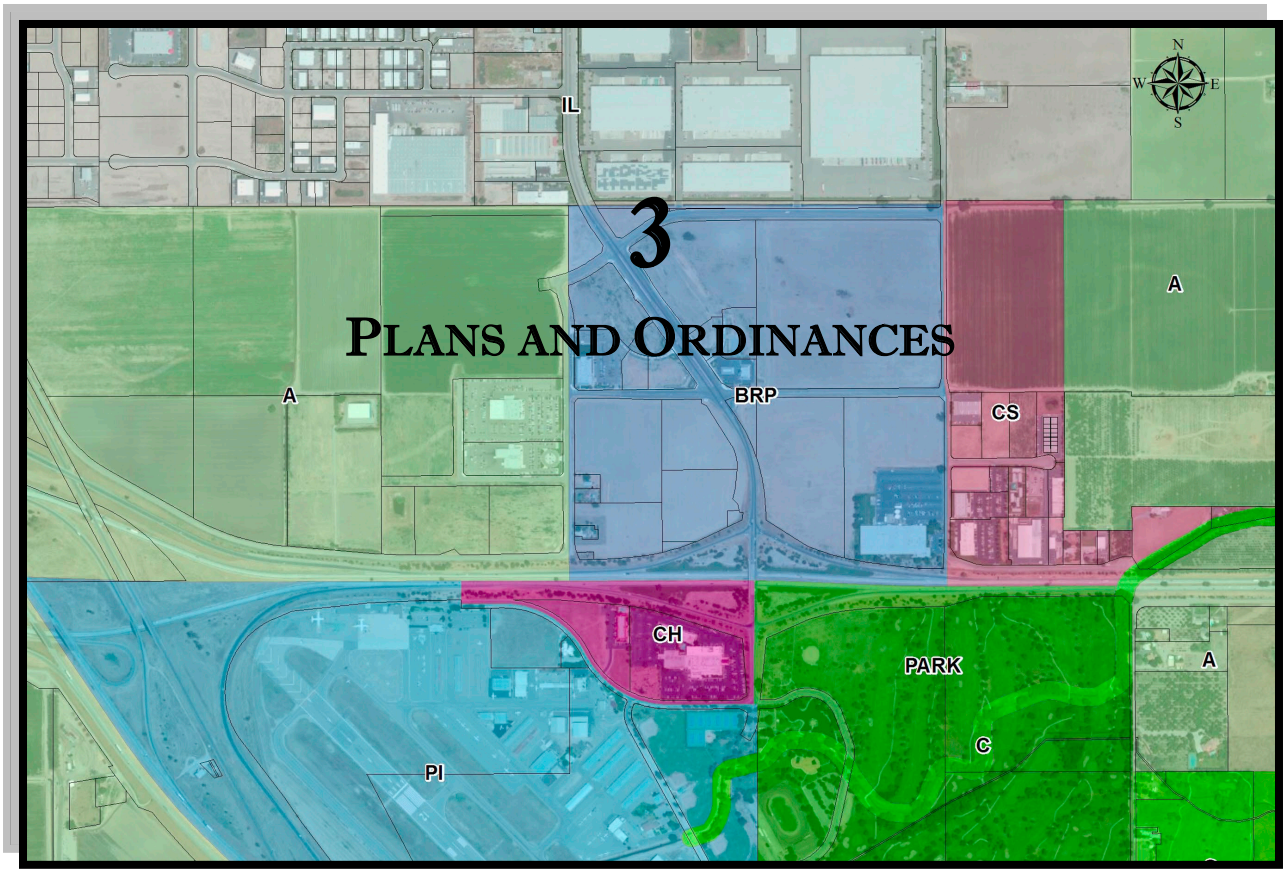
B. Existing residential land uses exist near the western portion of the project site. Appropriate location and distribution of land uses, and/or buffering will be necessary.

C. Several oak trees are located on the project site. The City of Visalia has an Oak Tree Preservation Ordinance that requires oak trees to remain or removal permit to be filed. Substantial evidence to meet specific findings must occur before the City will allow removal of any oak trees or landmark trees. Although oak trees provide a constraint for site design, they can also offer an aesthetic benefit for the area.

Constraint A

Constraint B

Constraint C



SECTION 3: GENERAL PLAN/ ZONING/ SPECIFIC PLAN COMPLIANCE

3.1 VISALIA GENERAL PLAN

The City of Visalia is currently going through a General Plan Update to prepare a vision and a blueprint for development through 2030. This Update is planned to be adopted towards the middle to end of 2014. The Square @ Plaza Drive project has been in the design phase since September of 2013 and will be aiming towards an early 2014 adoption and therefore will be prepared to maintain consistency with the current General Plan (1991). Figure 3.1-1 displays the subject property and surrounding General Plan Land Uses.

The Land Use Element is the most visible of the General Plan elements and includes a series of goals, objectives, and implementing policies to provide a plan for Visalia development growth. The Square Master Plan has been designed to maintain consistency with the adopted General Plan Land Use Element as well as other elements within the plan. The project has achieved objectives through specified policies for the following goals of the General Plan Land Use Element:

- PRESERVE AND ENHANCE VISALIA'S UNIQUE CHARACTER;
- IMPROVE THE QUALITY OF AIR, LAND, WATER, AND PLANT AND ANIMAL LIFE IN THE VISALIA PLANNING AREA;
- DIVERSIFY AND IMPROVE THE VISALIA PLANNING AREA'S ECONOMY;

- PROVIDE A VIABLE RANGE OF HOUSING ALTERNATIVES IN THE VISALIA PLANNING AREA;
- IDENTIFY ISSUE OR AREAS WHICH HAVE SIGNIFICANT IMPACT ON THE VISALIA PLANNING AREA AND REQUIRE SPECIAL ATTENTION;
- STRUCTURE AN IMPLEMENTATION PROGRAM TO ACHIEVE THE GOALS, OBJECTIVES, AND POLICIES OF THIS ELEMENT.

The General Plan has established a Business Research Park (BRP) Land Use to identify several areas for large-scale office developments that provide business, offices, and other supporting convenience/service amenities. The areas are to be master planned and contain a campus-type setting with specific design guidelines to identify landscaping, architecture, pedestrian connectivity, signage, circulation, etc.) This master plan document is being prepared to maintain consistency with the outlined requirement of this Land Use designation.

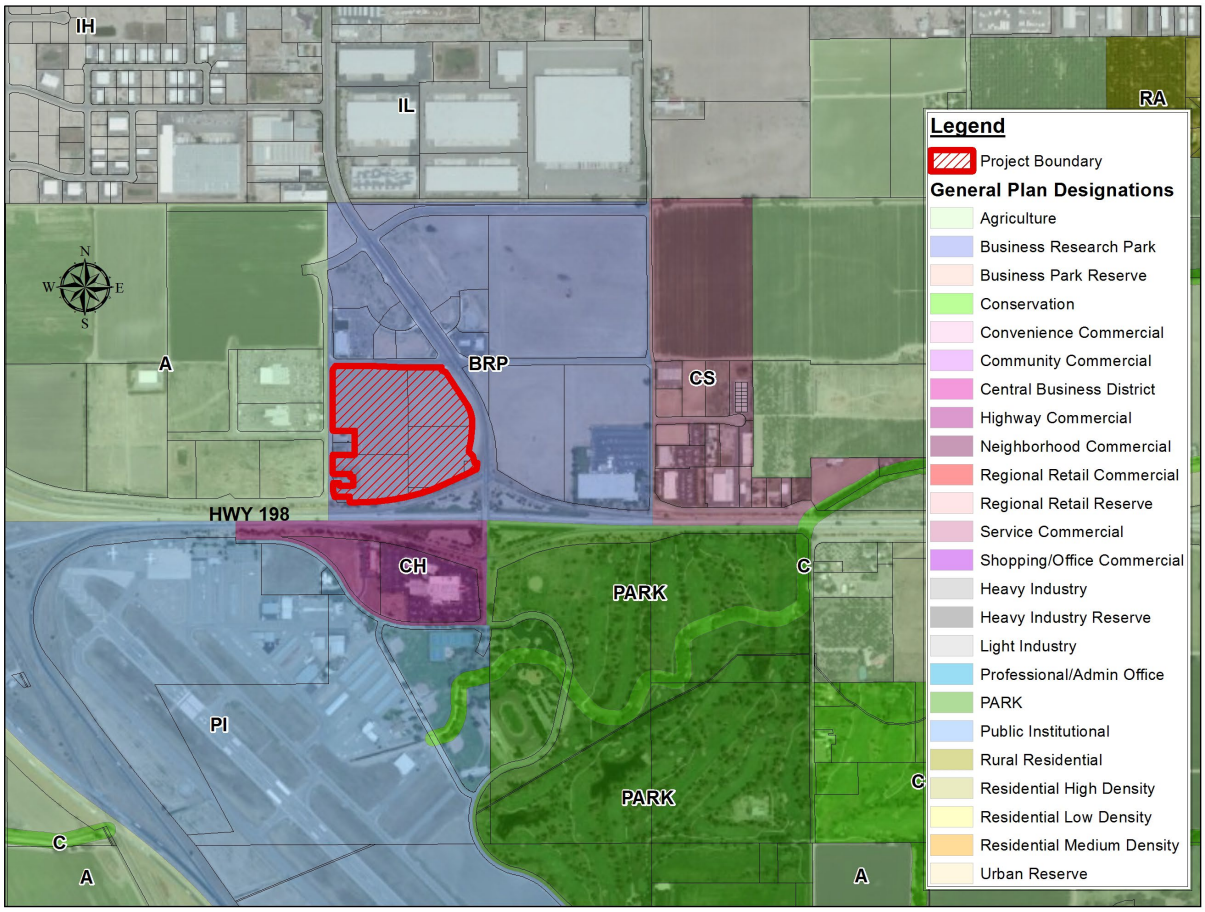


Figure 3.1-1: City of Visalia General Plan Designations of Project Site (Business Research Park)

The property is located within the south west quarter of the large designated Business Research Park area mentioned in General Plan policy 3.6.3. The project is bounded by a scenic landscape corridor/SR 198 along the south side of the property and several auto dealerships within the Service Commercial Land Use designation are located to the west. This location is very suitable for a high amenity mixed use development with high visibility from SR 198. The master planned project has been prepared to include a number of General Plan policies as depicted in Table 3.1-1.

TABLE 3.1-1: Project Consistency with Visalia General Plan Policies

POLICY NUMBER	IMPLEMENTING POLICY
1.1.16	Minimize visual impact of development through various design techniques such as building orientation, and landscaping depth and density. Improve parking lot landscaping standards to minimize the visual impact of large expanses of asphalt and structural form, to enhance and promote natural characteristics compatible with urban form and to minimize heat gain.
2.3.2	Encourage projects which incorporate mixed land uses.
2.3.4	Encourage a balance between jobs and a good mix of dwelling units with each quadrant of the community to minimize vehicle miles traveled.
2.3.12	Promote use of alternative transportation modes such as bicycle, pedestrian, and transit.
3.1.5	Encourage new and existing business and industry that will employ Visalians.
3.2.2	Ensure high quality highway commercial development at State Highway 198 and Plaza Drive in conjunction with a Business Research Park through enforcement of the West Visalia Specific Plan's design and development standards. These land uses shall be master planned and developed in conformity with the West Visalia Specific Plan.
3.5.16	Limited, high quality highway commercial uses shall be integrated into the Business Research Park area at the Plaza/SH 198 intersection.
3.6.3	Develop a Business & Research Park Center zone district to accommodate large-scale business and research activities in campus-type master planned developments at five locations: 1) Plaza Drive north of SH 198 in conjunction with limited, high quality highway commercial uses.
7.2.1	Protect the airport and its operational area from potential intrusion of incompatible land uses by strictly regulating development within the airport's operation area according to the Airport Master Plan, the Airport Compatibility Map, and guidelines contained in the Airport Compatibility Criteria Table.
8.1.4	Prepare, update, and implement master and specific plans that implement the Land Use Element.

City of Visalia General Plan (Revised June 1996)

3.2 VISALIA ZONING ORDINANCE

The City of Visalia has established the Business Research Park (BRP) zone in 1993 in accordance with General Plan policy 3.6.3. Figure 3.2-1 depicts the project area and surrounding zoning districts. The BRP zone was designed to provide for large-scale office and business activities, while providing compatibility with adjacent land uses. The intent of the planned business research park is to provide for business, educational, and industrial uses in a campus-type setting. Planned research parks are to be planned and developed as integrated units through a master plan or specific plan and are intended to accommodate large-scale office developments at locations which provide close-in employment opportunities; promote Visalia's community through strong design details; provide ancillary uses, to be served by a variety of transportation modes to reduce vehicle trips (Chapter 17.24.010-B).

The Square @ Plaza Drive has included a mix of uses within the large-scale business research park. The master planned project provides a mix of office, residential, commercial business, and open space areas with amenities to accommodate a campus-type setting for the area.

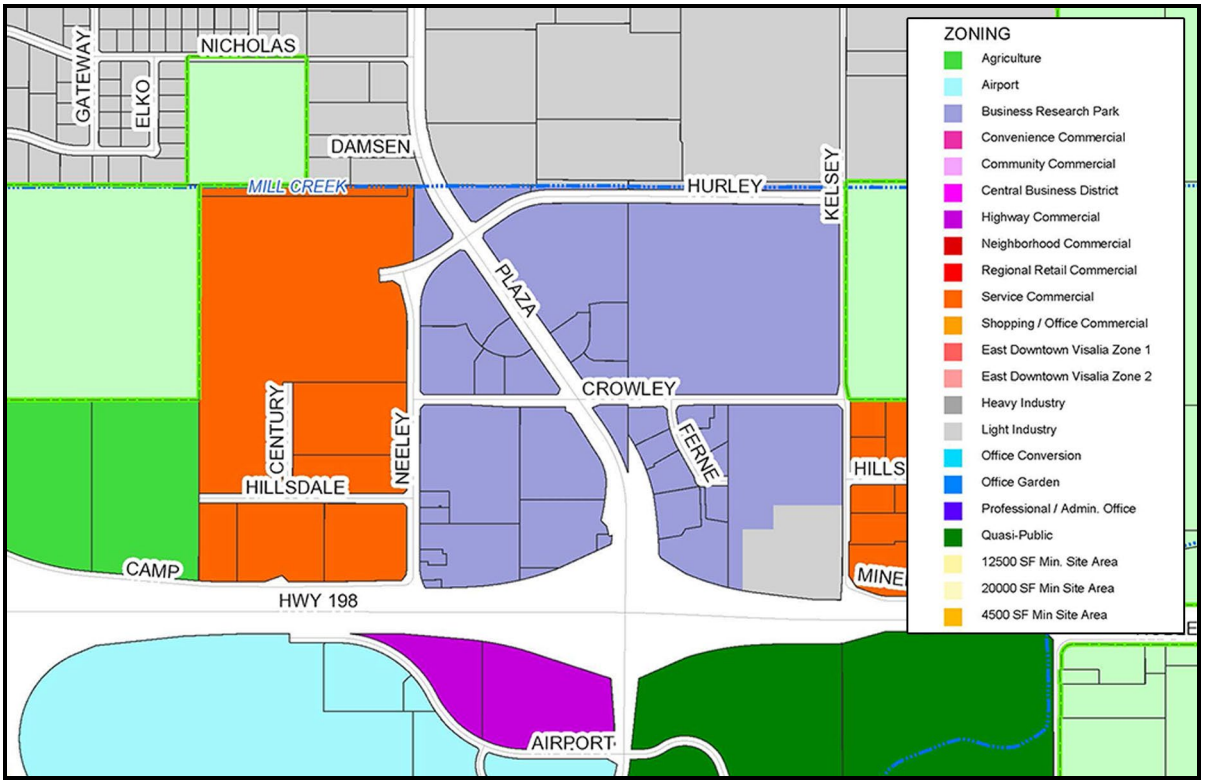


Figure 3.2-1: City of Visalia Zoning Designations for Project (BRP – Business Research Park)

The project consists of a mixed use community setting that includes several "permitted uses", and several uses that require a "conditional use permit" per the City's Zoning Ordinance. Table 3.2-1 outlines the proposed uses for the project and the required permit needed to be processed through the City of Visalia. Other uses that are listed as permitted or conditionally permitted may be considered in the plan and substituted from the approved uses if the parking requirements are achieved, use compatibility within the approved Master Plan is achieved, and complies with the design guidelines of the adopted Master Plan.

Table 3.2-1: Proposed uses compatibility with Visalia Zoning Matrix

PROPOSED USE	PERMIT APPROVAL REQUIREMENT
GENERAL BUSINESS AND PROFESSIONAL OFFICE	PERMITTED USE
FUELING STATION	CONDITIONAL USE PERMIT
GENERAL MERCHANDISE RETAIL	CONDITIONAL USE PERMIT
RESIDENTIAL UNITS	CONDITIONAL USE PERMIT
EATING AND DRINKING ESTABLISHMENTS	CONDITIONAL USE PERMIT
HOTELS	CONDITIONAL USE PERMIT

City of Visalia Zoning Use Matrix (Section 17.18.050)

Parking Requirements:

Parking shall be provided per the City of Visalia Zoning Ordinance, Section 17.34. This master planned BRP contains the following uses and is consistent with the parking requirements:

A. **Offices, including all public and professional offices:** One parking space per 250 square feet of floor area;
B. **Restaurant:** One parking space per 100 square feet of floor area;
C. **Hotel:** One space per guestroom, plus one space per employee;
D. **Residential:** Two spaces per unit;
E. **General Retail Stores:** One parking space per 300 square feet of floor area;
F. **Gas Station/Convenience Store:** No specific requirement. Project provides one space per 200 square feet of floor area.

Development Standards:

The project will be consistent with the following development standards identified in Chapter 17.24.050 of the Visalia Zoning Code:

A. All BRP's shall be subject to the conditional use permit process;
B. All BRP development requires a master plan or a specific plan as provided in the general plan land use element Policy No. 3.6.3(2). These developments shall provide a cohesive architectural design to create a campus-type setting within a project. Shared vehicular and pedestrian access, parking, and common space and related amenities shall be integrated into project design. The master plan and the architectural design elements, including a comprehensive sign program, as required by this subsection, shall be included with and approved as part of the Master Conditional Use Permit;
C. The BRP should provide convenience/service amenities for employees within the BRP;
D. Alternate transportation opportunities including mass transit and ride sharing shall be encouraged;
E. Minimum lot area is five (5) acres;
F. Building height is seventy-five feet maximum (or height limit set by Tulare County Comprehensive Airport Land Use Plan);
G. Setbacks (Table 3.2-2 depicts setbacks required for the project). The City Planner will allow an averaging of building/structure setbacks to equal a minimum of 45':

Table 3.2-2: Setbacks for BRP zone District

SETBACKS	BUILDING/STRUCTURES	LANDSCAPING
FRONT:		
PLAZA DRIVE	45' Minimum	30' Minimum
CROWLEY AVE	25' Minimum	25' Minimum
NEELEY STREET	25' Minimum	25' Minimum
REAR:		
SOUTH BOUNDARY	30' Minimum	20' Minimum

City of Visalia Zoning Ordinance (Section 17.24.050)

3.3 DESIGN DISTRICT 'G'

The City of Visalia Zoning Ordinance has created design districts to allow for the uniform application of design standards within an area regardless of the zoning designation. The main purpose of the development standards is to obtain a harmonious relationship with various uses, buildings, landscaping, and open spaces while still maintaining the economic viability of property. This project is within the Design District 'G' and must comply with the standard requirements within Section 17.30.130 – Development Standards. Specific setback requirements outlined in Section 17.30.220 – Design District 'G' will also be followed for the project. The setbacks outlined in this section are consistent with those called out in Table 3.2-2.

3.4 VISALIA WEST SPECIFIC PLAN (WVSP)

This proposed project is located in the boundary of Visalia's West Specific Plan (WVSP). The WVSP, adopted in 1988, is a policy document to provide a land use plan and guidelines for the development of the westerly portion of the community along Highway 198. The project is listed in Subarea B of the designated Specific Plan, and complies with the intent of the commercial requirements. The WVSP has identified several different types of subareas within the plan, and designates this property as a Highway Commercial type use. The Highway Commercial Land Use designation has since been updated to a Business Research Park designation in the General Plan. The proposed land uses are consistent with the intent of the WVSP for this subarea B.

The WVSP states this location is highly visible from the SR 198, and therefore a master planned project will be required for the area. Included in the WVSP for this subarea is the establishment of a highway-oriented tourist information center. The tourist center can be incorporated into the site design after the City approves of the acquisition and funding for staffing. The location and overall minor change to include a tourist center in the plan will be reviewed by the Site Plan Review Committee and will be an administrative approval process. The change can be approved by staff if the parking requirements are achieved, use compatibility within the approved Master Plan is achieved, and the project complies with the design guidelines of the adopted Master Plan.

3.5 TULARE COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN

The project is located within the Tulare County Comprehensive Airport Land Use Plan (CALUP) airport safety zone 6 (Traffic Pattern Zone). The Traffic Pattern Zone is an oval shaped area centered on the extended runway centerline. This area usually has a low likelihood of accident occurrence at most airports, except where high concentrations of people present for severe consequences. There is a designated land use compatibility matrix that identifies compatible and prohibited uses within each of the 6 safety zones. The uses proposed for this project all have been identified as compatible uses within safety zone 6. The project must also comply with applicable height restrictions within CALUP and City requirements.

SECTION 4: THE PROPOSED DEVELOPMENT PLAN

4.1 SITE PLAN DESCRIPTION/ DESIGN PROCESS

The design process for The Square @ Plaza Drive included several design charrettes to determine the mix of uses within the project and conceptualize the development plan. Data was first collected on the existing conditions and a opportunities and constraints program was developed to provide a reference for the design charrettes. The first charrette included design team members, real estate brokers, and stakeholders to determine the best marketable land uses for the Business Research Park. Several conceptual site plan designs were developed as a result of the design charrettes with a list of advantages and disadvantages of each. It was determined to include a mix of uses with the office complex to allow for more options and synergy within the development. From this point, the design team gathered to prepare several concepts to determine the most suitable layout for the area. The final design concept included a central square concept, mix of land uses, and integration of open space and trails as shown in Figure 4.1-1.

The Square @ Plaza Drive has been designed to provide for a high amenity, pedestrian friendly setting with a mix of uses for the entire 25 acre site. The mix of uses provided within the Master Plan consists of offices, food service, residential, banks, hotel, recreation (tourist center), and open space areas. The site has been designed to allow for synergy between the different uses and buildings to essentially allow businesses to establish the interrelationships throughout the master planned community.

The Square @ Plaza Drive has incorporated tools and design features that will fulfill many of the San Joaquin Valley Blueprint Smart Growth Principles. The San Joaquin Valley (SJV) Blueprint process began in 2006 with the coordination of a number of organizations including all seven Valley Council of Governments and was adopted on April 1, 2009 with 12 Smart Growth Principles and an approved scenario B+. The Valley Blueprint can be implemented in two primary ways: 1) through collaborative local and regional programs and planning processes; and 2) through on-the-ground projects built primarily by private sector developers. This project was able to include tools and design features in line with the following SJV Blueprint Smart Growth Principles:

- Create walkable neighborhoods;
- Enhance the economic vitality of the region;
- Foster distinctive, attractive communities with a strong sense;
- Mix land uses;
- Preserve open space, farmland, natural beauty, and critical environmental areas;
- Provide a variety of transportation choices;
- Take advantage of compact building design.

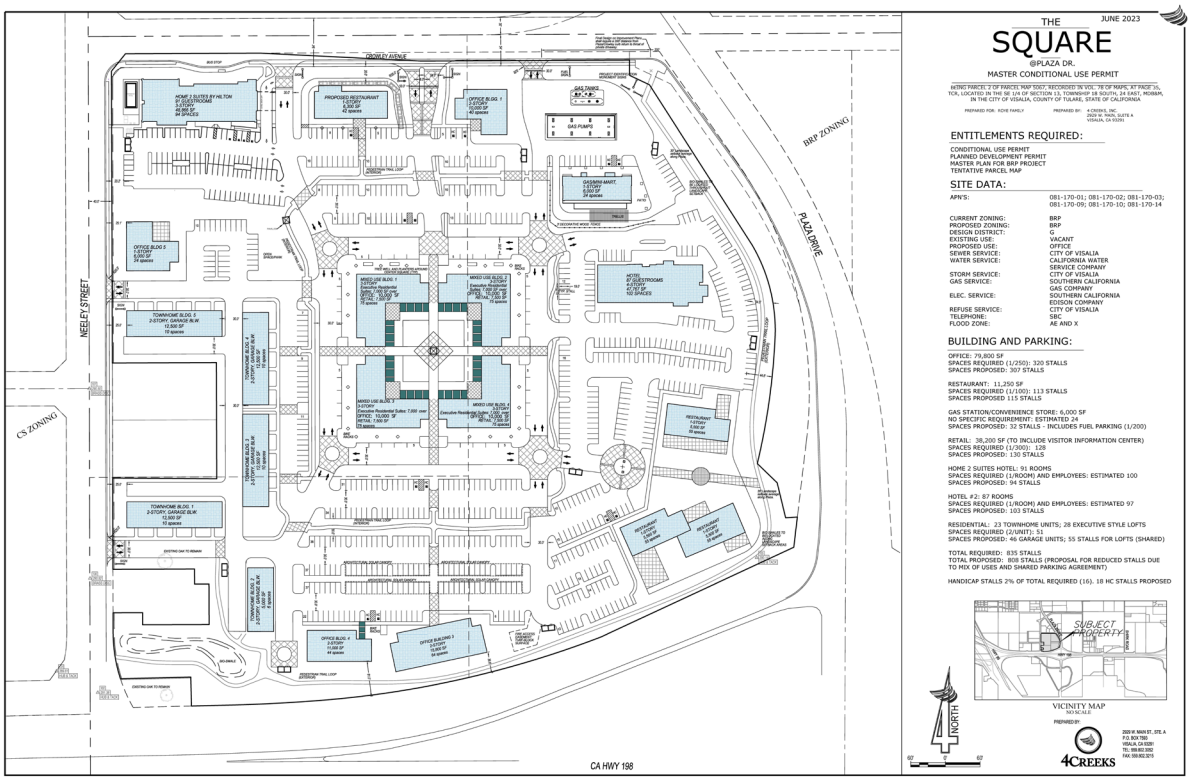
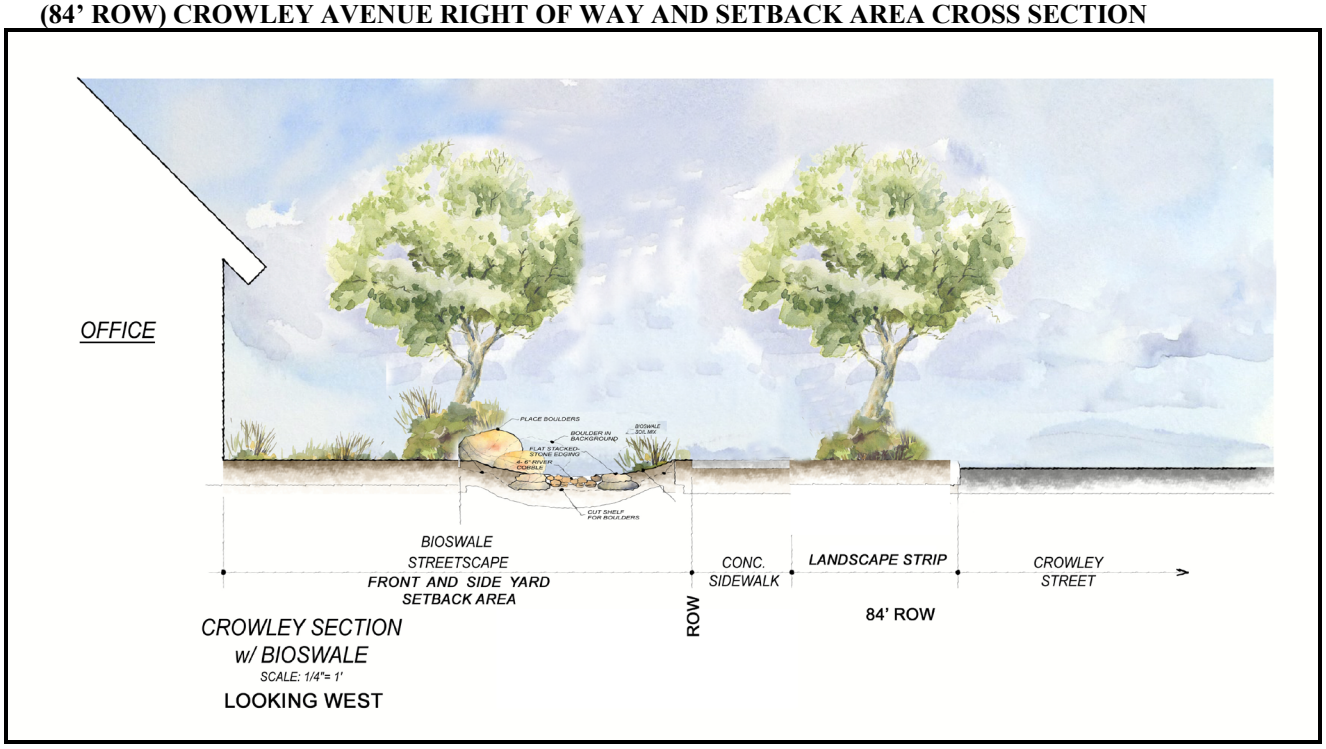


Figure 4.1-1: The Square Master Site Development Plan

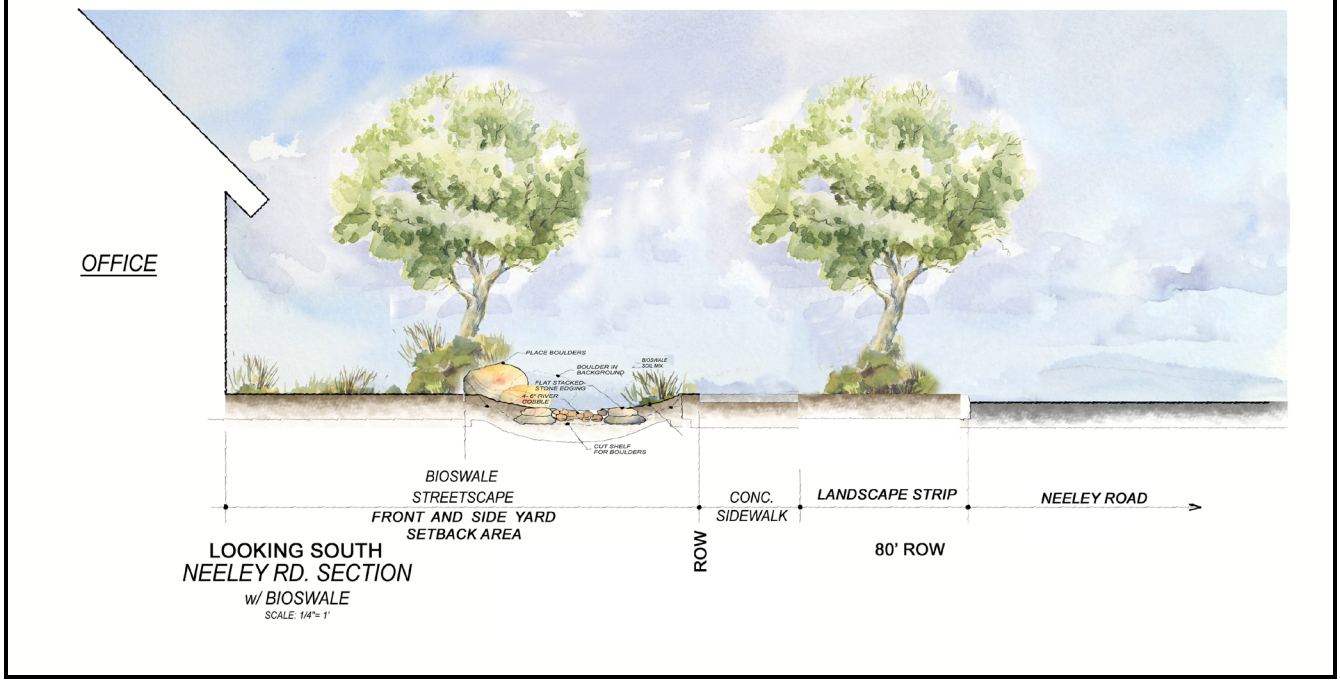
REPLACE WITH 11 X 17 FOLD OUT MAP.

Cross Section Details:

(84’ ROW) CROWLEY AVENUE RIGHT OF WAY AND SETBACK AREA CROSS SECTION



(80’ ROW) NEELEY ROAD RIGHT OF WAY AND SETBACK AREA CROSS SECTION



MAIN ENTRY CROSS SECTION

The overall master plan incorporates a number of green design elements to allow the ability for any of the projects to become a Leadership in Energy and Environmental Design (LEED) certified project.

The LEED certification program has been created by the U.S. Green Building Council to allow for a highly recognized green building certification system. Buildings and sites that have implemented a certain amount of sustainable features get international recognition for achieving either a Certified, Silver, Gold, or Platinum certification.

LEED certification is not required as part of the Master Plan, however it is encouraged to continue and add further sustainable design features to the projects as they develop. Some of the sustainable features that are elements of this site plan are bio-swales, pedestrian connectivity, permeable surfaces, shade trees and heavy landscaping, housing and jobs, mixed land uses, and bicycle facilities. These features are awarded points for LEED certification and would contribute to a great start towards achieving a certified project.

4.2 ARCHITECTURAL THEME/GUIDELINES

The main architectural theme for the Master Planned area is described as English Country Architectural style. This architecture of the English Renaissance has inspired the theme; and thus, would incorporate the look of both ***traditional and contemporary English Country Architectural styles***. The idea is to incorporate a high quality architectural theme that connects a country theme with modern style. The overall architectural theme for this project would incorporate English Country architectural styles through the use of building massing, stone/brick veneers, trim, signage, and streetscape on all exterior sides of the buildings. The intention is to integrate elements of this type of architecture style in the buildings and site while leaving some room for flexibility to allow for slight modifications to the English Country style architectural theme.

The end product shall be consistent throughout the project area with any minor modifications from the approved master plan to be approved by the Design Review Committee, and major modifications shall be approved by the Planning Commission.

The Site Planning concept provides a unique central square theme with pedestrian connectivity throughout the plan to allow connections for pedestrians to/from the center to the surrounding perimeter buildings/uses. The central square with the pedestrian connectivity and open space features allow for a great campus themed destination. Each of the building sites will incorporate lush landscaping around the perimeters of the buildings to prevent additional hardscape and to allow for an aesthetically pleasing appearance to the area. The site design has been designed to allow for a mixed use development that will fit in to the existing area and allow for synergy within the master planned project.

The purpose of providing these guidelines is to provide for a reference document to assist the property owner, architect, developer, and builder in designing projects that will be harmonious with the existing master planned area.

These guidelines also serve as a guide to the City of Visalia staff to utilize as projects develop within the master planned area.

Architectural Design Guidelines (Figures 4.2-1 through 4.2-11 represent the conceptual architectural theme to be implemented into the master plan area):

A. **Building Theme –** The overall building theme shall reflect traditional and contemporary English style architecture.

B. **All Exterior walls –** Exterior walls shall incorporate elements of stone veneer, brick, and plaster finishes unless approved by the City Planner as being consistent with the overall theme. The plaster finishes shall consist of a warm off-white finish. The purpose of the stone and brick facades is to provide for a high amenity project and prevent large blank masses of plaster. Walls shall require steps horizontally and vertically to prevent long expanses of solid featureless walls. No parapet walls shall be permitted.

C. **Stone or Brick Buttresses and Varied Wall Planes –** The walls of the building shall be divided horizontally and vertically with a combination of materials, insets, and buttresses.

D. **Pedestrian Scale –** The building design shall be broken down with a combination of materials, colors, windows, architectural features, overhangs, and insets to allow for a human scale environment. Buildings should be articulated to allow for a pedestrian-oriented campus style setting.

E. **Tenant Entries –** Buildings that will include more than one tenant, shall integrate the use of columns, insets/buttresses, and architectural features to provide for a sense of individuality for each tenant.

F. **Windows –** Windows shall be provided throughout the design to allow for high amounts of natural lighting into the buildings while creating an inviting atmosphere to each building. The windows shall consist of different sizes and shapes and made up of a dark bronze anodized aluminum frame with clear or lightly tinted glass.

G. **Roofs –** Pitched gable and hipped roof design are strongly encouraged throughout to provide consistency of the master plan development. Mansard style roofs to be incorporated for 3 story buildings only. The roof material type shall consist of tile and colors must be a medium to dark gray to break up the light to medium colors of the exterior walls.

H. **Mechanical Equipment Screening –** It is encouraged for mechanical equipment to be mounted on the ground and screen from view by trellis design and heavy landscaping. If any mechanical equipment is required to be roof mounted, then the equipment shall be screened from view of the public with screening consistent with the architectural styles and colors of the building.

I. **Garages (Residential Only) –** Garages are only permitted for the residential townhome buildings that are located on the southwest portion of the site. Garages must not face towards the commercial center located to the east and north of the residential units. Garages must incorporate English style architecture components. Windows within the garage door are strongly encouraged.

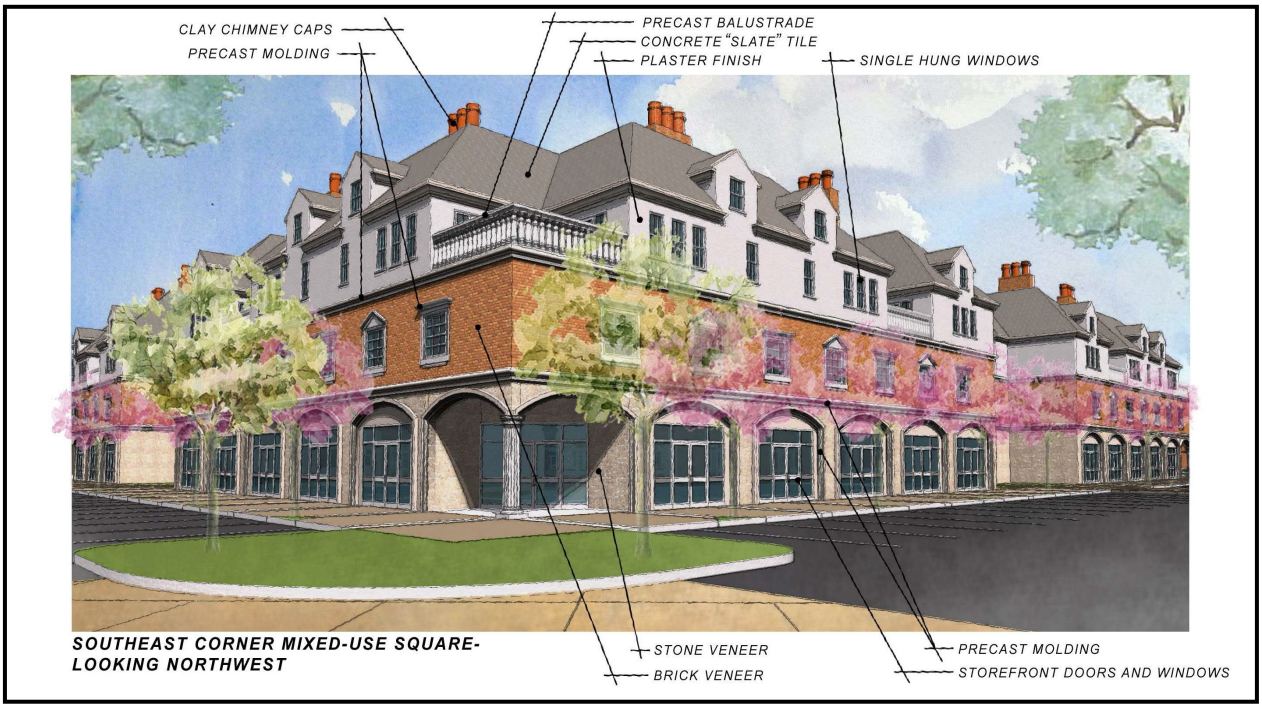
J. **Canopies –** Any canopies that are proposed for the master planned project will also require stone/brick treatments along the columns with tile roofing (gable, hip, or mansard style roofing approved).

K. Drive Thru's – Drive thru facilities shall require a trellis or other architectural features that incorporate consistent architecture along sections of the drive thru to soften the appearance of vehicles waiting in line. The purpose of these additional features is to keep a highly designed master plan community with strong architecture design throughout. A 3' wall or landscape hedge is also required along drive aisles.

Figure 4.2-2: Image represents the material and color styles to be used for the project.

Figure 4.2-3: Images represents material and color styles to be used for the project.

Architectural Elements of Buildings: show 11 x 17 fold out



SOUTHEAST CORNER MIXED-USE SQUARE-LOOKING NORTHWEST

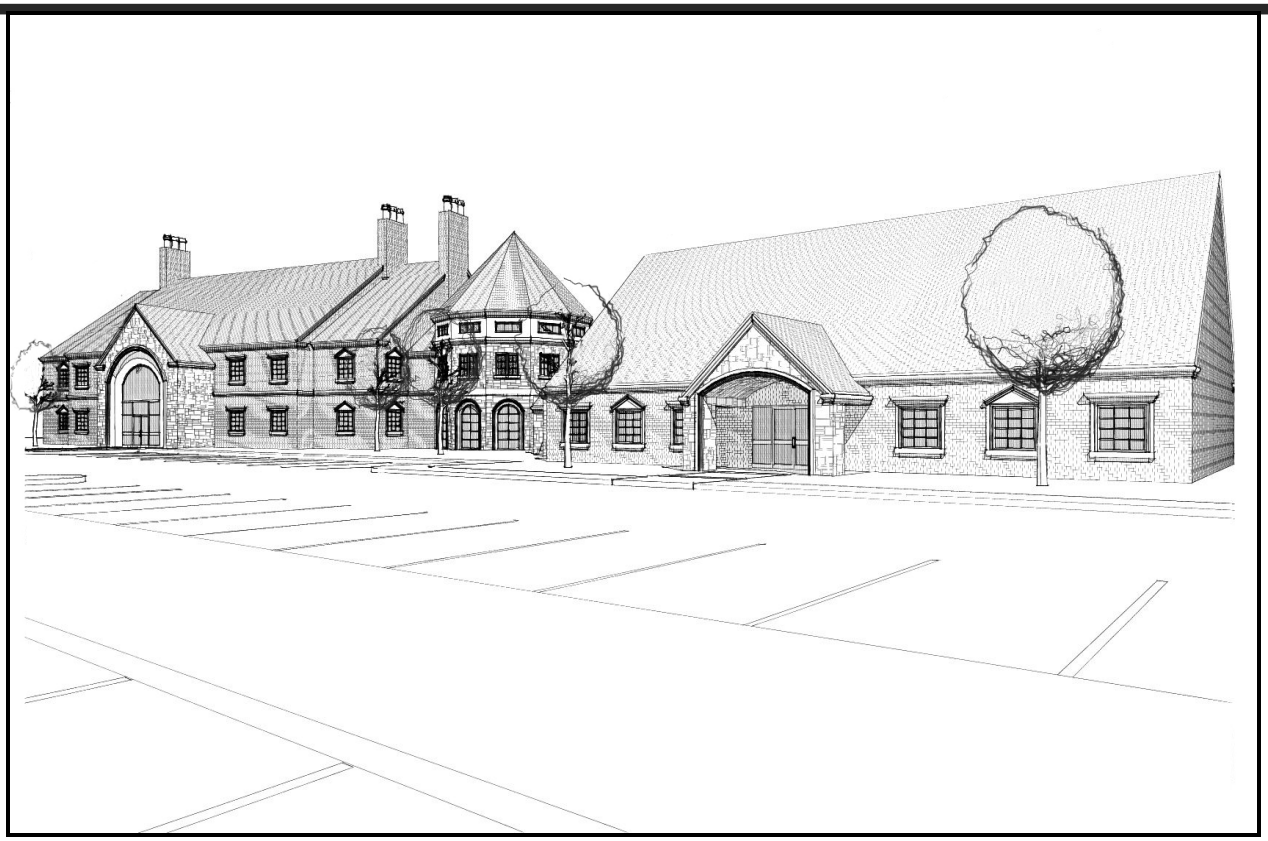


Figure 4.2-4: Rendering 1-story and 2-story building concept.

Figure 4.2-5: Rendering 1-story and 2-story building concept.

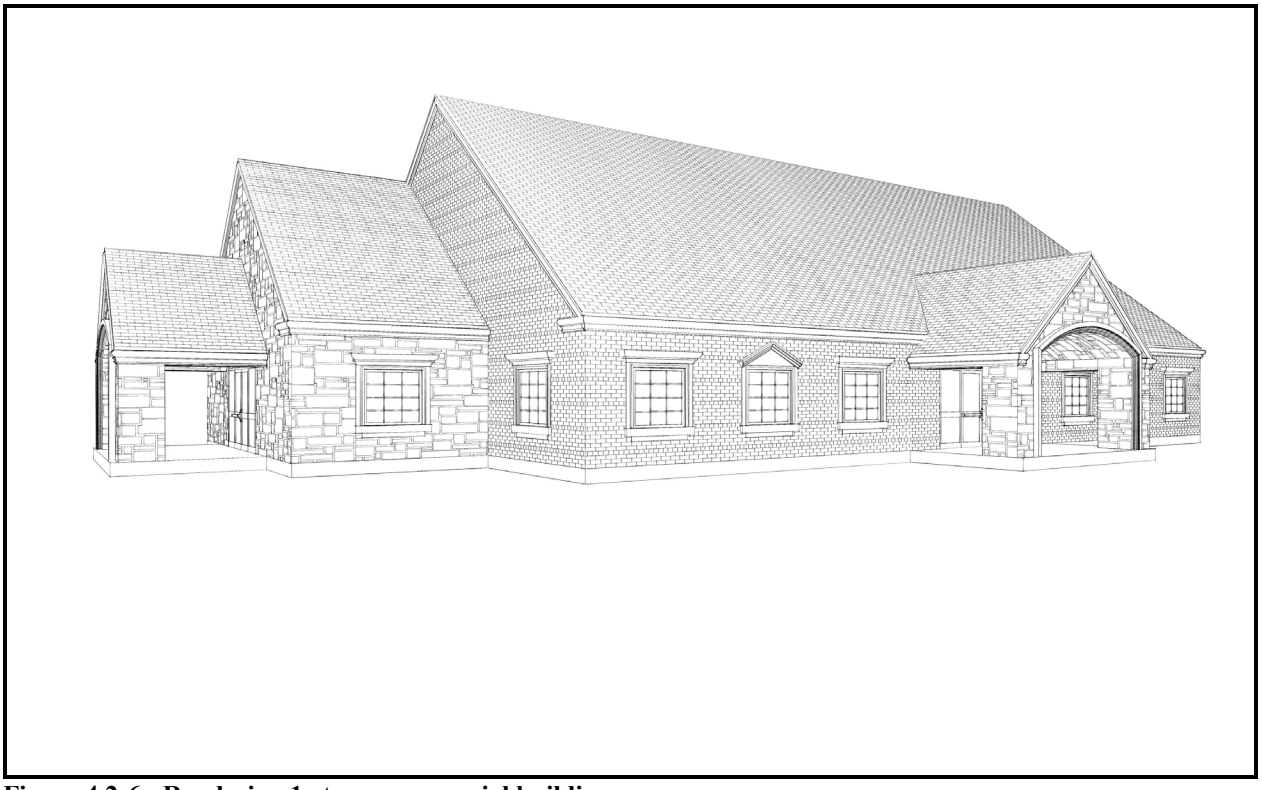


Figure 4.2-6: Rendering 1-story commercial building.

Figure 4.2-7: Rendering 1-story commercial building.

Figure 4.2-8: Rendering of typical 2-story commercial building.

Figure 4.2-9: Rendering of typical residential townhome units.

Figure 4.2-10: Color rendering of typical residential townhome units.

Figure 4.2-11: Central node of the vertical mixed-use Square.

Figure 4.2-12: Rendering of 3-story square mixed use building.

Figure 4.2-13: Rendering of central Square 3-story mixed-use building.

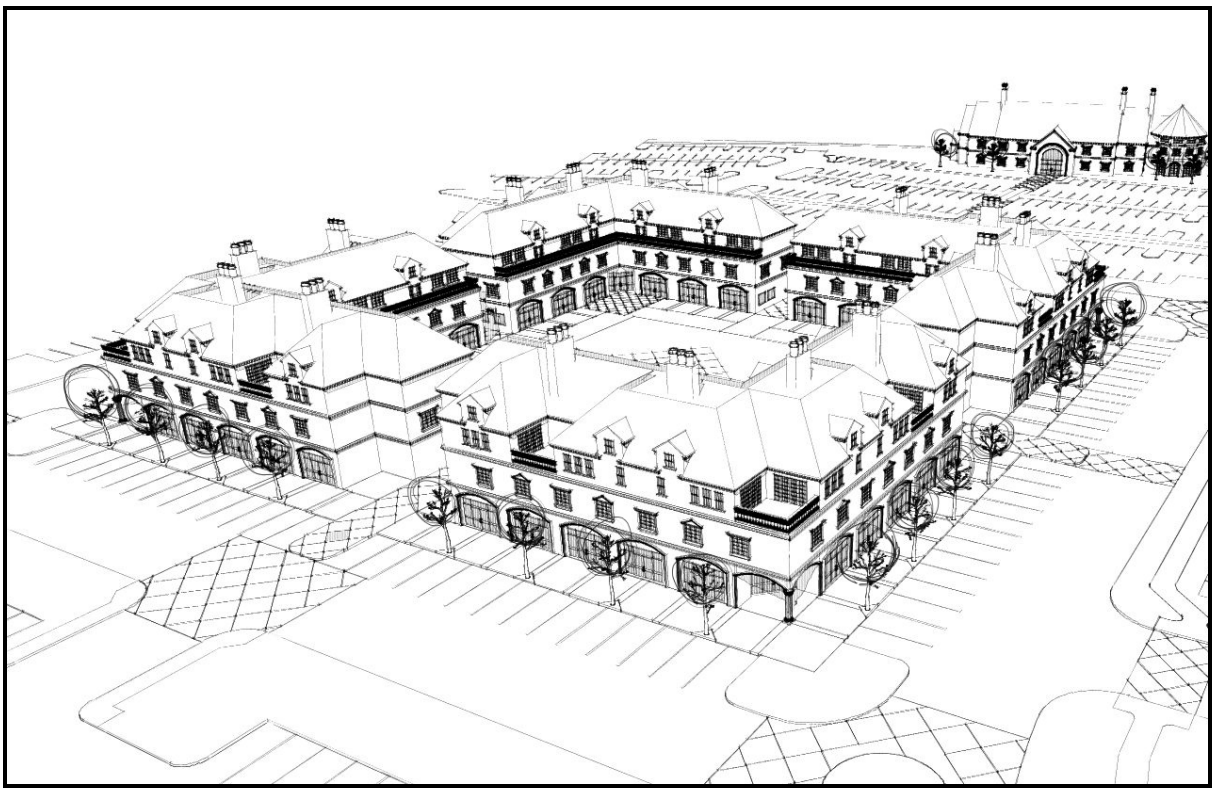


Figure 4.2-14: 3-D rendering of central Square 3-story mixed-use building.

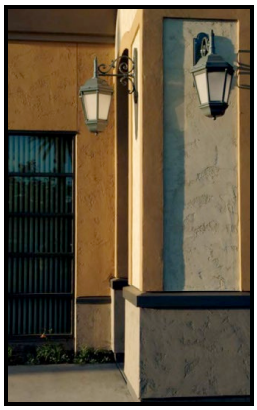
A. Lighting: Lighting within the master planned campus is important for safety and security of the residents, employees, and visitors and shall be designed to maintain consistency with the English Architecture themes. Lighting to maintain consistency throughout, once the actual style and model type are determined by the Design Review Committee.

I. **Parking lot lighting –** Lights located within the parking lot will be the largest scale lights to provide for safety for entry/exit of vehicles located away from the buildings. Maximum height shall be 25' above grade.

II. **Pedestrian walkways –** Lighting around the buildings, walkways, townhomes, and central square area will require pedestrian scale lighting to provide for an intimate yet safe environment. Maximum height shall be 12' above grade.

Samples pedestrian scale lighting to be used

III. **Signage and Building Exterior lighting –** Wall mounted decorative light fixtures with small wall mounted light fixtures to illuminate signage, entryways, or architectural building features.



Samples of lighting elements that shall be incorporated.

IV. **Service station canopies -** Lighting shall be concealed by recessing into the canopy or by shielding with extended eaves to prevent excess light pollution towards the public streets.

B. **Pedestrian Walkways –** Special stamped/colored concrete shall be incorporated along pedestrian pathways that cross asphalt paving. Other features such as benches, lush landscaping, lampposts, trellises, and seating areas shall be incorporated along the pathways throughout the design. **Trellis design shall include English Country Architectural components to blend in with the building architecture.**

C. **Building Entry Paving –** The entryway in front of the main entry shall be of a unique stamped/colored concrete or tile design with incorporating landscape area, tree wells, and/or potted plants. These special entry features allow for wayfinding and grand entry into buildings.

D. **Tables, Chairs, Benches –** Tables and chairs are encouraged within the central square courtyard to allow for small clusters of seating for businesses. Other outside patio areas can include tables and chairs for outdoor seating and must be shown on site plans and approved by the City of Visalia through the Site Plan Review process. Outdoor seating within courtyards and patios shall take into consideration noise, lighting, and safety of the master planned community. Benches shall be located within the central square turf area and along the interior and exterior loops to provide for a resting space while pedestrians connect throughout the site. Benches shall be bolted down to prevent theft and movement of the bench locations. Benches shall also be located periodically around the square in between tree wells to provide siting/waiting area.



Samples of high quality benches to be incorporated into project.

E. **Trash Receptacles –** Trash receptacles shall be placed within the site and maintain a consistent design throughout the master planned community. Color and model type to be consistent with building design. Durable metal trash enclosures shall be used.


Sample trash receptacle design.

F. **Tree well grates –** Tree well grates shall be provided at areas where trees are planted within the sidewalk or hard surface areas. Customized tree well grates with master plan identification (logo branding) is encouraged to identify and brand the master plan community. Each building requires tree wells in between

the parking and building/sidewalks. The tree wells can consist of either a single tree with tree well grate or a single tree with flowering plants around the perimeter and no grate or combination of these elements. These areas are located around the entry locations of the buildings and on the exterior and interior walkways of the central square.

Sample of tree well grate.

Sample of tree well with landscaping (no grate).

4.3 LANDSCAPE PLAN/GUIDELINES

The English Landscape Garden theme would be incorporated in both formal and traditional styles of landscape. The landscaping will be representative of English Gardens through the use of many tree structures, evergreen shrub massing, lush flower colors, and an overall green garden theme. Trees, shrubs, plants, vines, and flowers with bark shall be utilized within the landscape plans with minimal use of turf. The landscape materials will include drought tolerant landscaping with adaptive Mediterranean plants. All projects shall include landscaping to comply with the Water Efficient Landscape Ordinance (WELO).

Informal gardens – whose plantings, walkways, and pools do not form any recognizable plan and are deliberately lacking in symmetry. As a supposed imitation of natural scenery, paths tend to be sinuous rather than straight, and trees and shrubs are casually arranged; the antithesis of a formal garden.

Formal Gardens – a garden whose plantings, walks, pools, fountains, etc., follow a definite, recognizable plan, frequently symmetrical, emphasizing geometrical forms.

The purpose of providing these guidelines is to provide for a reference document to assist the property owner, architect, developer, and builder in designing projects that will be harmonious with the existing master planned area. These guidelines also serve as a guide to the City of Visalia staff to utilize as projects develop within the master planned area.

A. Landscape Theme – The overall landscaping theme shall reflect English Landscape Gardens that will include both formal and traditional styles of landscaping.

B. Street Frontage – The parkway landscape strip between the curb and the sidewalk will consist of street trees planted per City of Visalia street tree standards along Crowley Avenue and Neely Street. Turf shall be minimized in this area as shown in (B) Street Parkway concept.

C. Within Setback areas along Neeley Street, Crowley Avenue, and Plaza Drive –A 3' high shrub hedge will be staggered across the setback area of Plaza Drive. Other areas along Crowley Avenue and Neely Street shall also include 3' hedging materials to soften appearance of any drive-thru projects that may occur as the site develops. Large rolling mounds trees and accent shrubs/grasses shall be included along the Plaza Drive perimeter of the project to provide for added visual variety to the site (mounds shall range from 1' to 3' with gradual slopes of 3:1).

D. State Highway 198 Frontage – Landscaping within the setback areas will maintain consistency with the West Visalia Specific Plan and preserve the greenscape and sense of country characteristics along the corridor. Trees shall be planted within the setback area to maintain a high level of scenic quality and consistency within the scenic corridor along Highway 198. The theme shall be a "natural forested" landscape with planting materials to consist of London Plane, Valley Oak, Live Oak, Oriental Plane, native grasses, wildflowers, and granite cobbles (within bio-swales).

E. Bio-Swales – Low impact design to include bio-swales will be located throughout the perimeter of the project area scattered to collect on-site storm water runoff while maintaining a high level of landscaping appearance with a sand/mulch base covered by 4"-8" river rock cobbles. The maximum swale depth shall be 4' with a maximum side slope not to exceed 5:1 ratio.

(A) Sample English Landscape Gardens

(B) Street parkway concept

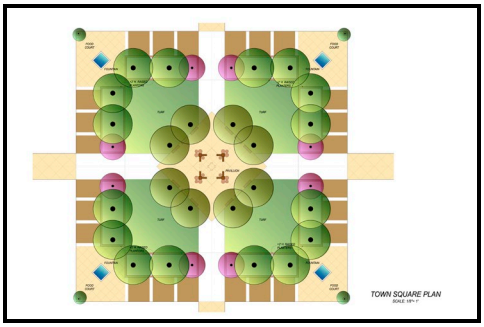
F. Central Square landscaping – The Central square landscaping shall consist of lush gardens within a stone/brick raised planters, several small turf areas, assortment of trees surrounding the pavilion and central open landscape areas. The purpose is to provide for a relaxing and natural landscaped environment to enjoy for employees, customers, and residents.

G. Parking Lots – Shade trees shall be planted within parking area medians and within the landscaped planting wells. Landscape wells shall be provided every 10 stalls at a minimum of 6' wide and shall contain shade trees with other bushes, flowers, and mulch base.

H. Building Perimeters – The landscaping around the building perimeters shall be consistent throughout the project. The sides of buildings where no entrance or frontage consists shall require large massing and layering of plant types to provide for added visual appearance to the buildings elevations. The building entrance areas shall include tree wells and either large potted plants or planters to create a grand entry for buildings.

I. Maintenance and Replacement - Landscape maintenance shall be provided and include mowing, trimming, weed control, fertilization, pruning, edging, and pest control. Trees that are dead or in poor condition shall be replaced immediately with similar species.

(E) Bio-Swale Design



(F) Central Square Design

(G) Parking lot landscaping sample

(H) Landscape massing and layering concept

J. Landscape Planting List – A plant list and landscape conceptual plan has been established for the project to ensure the consistent, proper use of planting materials throughout the project design. The landscape materials will include drought tolerant landscaping with adaptive Mediterranean plants throughout the site. The site shall be developed in substantial compliance with this conceptual landscape plan and plant list. Minor deviations from the planting list shall be approved by the Design Review Team. Below is the adopted plant list:

ROAD 80 STREETSCAPE:

TREES

Arbutus 'Marina'
Quercus lobata, Valley Oak
Quercus rubur x bicolor, Regal Prince Oak

SHRUBS

Cistus spp., Rockrose
Lavendula dentata, French Lavender
Penstemon Ambigua
Rhamnus californica 'Eve Case', Dwarf Coffeeberry
Salvia greggii, Autumn Sage

TURF/ GROUNDCOVER

Delta Bioswale Turf & approved
Bioswale Soil Preparation

CROWLEY AVE. STREETSCAPE:

TREES

Arbutus 'Marina'
Cercis canadensis 'Oklahoma', Eastern Redbud
Laurus nobilus 'Saratoga'
Quercus lobata, Valley Oak
Quercus frainetto 'Schmidt', Forest Green Oak

SHRUBS

Juniperus horizontalis 'Emerald Spreader', Emerald Spreading Juniper
Raphiolepis indica 'Springtime', Springtime Indian Hawthorn
Rosmarinus officianalis 'Majorca Pink', Dwarf Upright Rosemary
Nandina domestica 'Harbor Dwarf', Dwarf Heavenly Bamboo

TURF/ GROUNDCOVER

Delta Bioswale Turf & approved
Bioswale Soil Preparation

NEELEY RD. STREETSCAPE:

TREES

Arbutus 'Marina'
Cercis canadensis 'Oklahoma', Eastern Redbud
Laurus nobilus 'Saratoga'
Quercus lobata, Valley Oak
Quercus frainetto 'Schmidt', Forest Green Oak

SHRUBS

Juniperus horizontalis 'Emerald Spreader', Emerald Spreading Juniper
Raphiolepis indica 'springtime', Springtime Indian Hawthorn
Rosmarinus officianalis 'Majorca Pink', Dwarf Upright Rosemary
Nandina domestica 'Harbor Dwarf', Dwarf Heavenly Bamboo

TURF/ GROUNDCOVER

Delta Bioswale Turf & approved
Bioswale Soil Preparation

MAIN ENTRY & CORNER MONUMENT:

TREES

Acer rubrum 'October Glory'
Cercis canadensis 'Oklahoma', Eastern Redbud

SHRUBS

Dietes bicolor
Myrtus communis 'Dwarf', Dwarf Myrtle
Raphiolepis indica 'Umbellata', Dwarf Upright Hawthorn
Rosa 'Flower Carpet', Dwarf Groundcover Rose

SECONDARY ENTRY:

TREES

Acer rubrum 'October Glory'
Cercis canadensis 'Oklahoma', Eastern Redbud

SHRUBS

Dietes bicolor
Myrtus communis 'Dwarf', Dwarf Myrtle
Raphiolepis indica 'Umbellata', Dwarf Upright Hawthorn
Rosa 'Flower Carpet', Dwarf Groundcover Rose

INNER LOOP TRAIL (Flow- Thru Plts.):

TREES

Cercis canadensis 'Oklahoma', Eastern Redbud
Quercus frainetto 'Schmidt', Forest Green Oak

SHRUBS

Arctostaphylos 'Pacific Mist', Pacific Mist Manzanita
Calycanthus occidentallis, Spice Bush
Lavendula dentata, French Lavender
Pittosporum tobira, Japanese Mock Orange
Rhamnus californica 'Eve Case', Dwarf Coffeeberry
Ribes speciosum, Flowering Gooseberry

TURF/ GROUNDCOVER

Armeria maritima, Sea Pink
Delta Bioswale Turf & approved
Bioswale Soil Preparation

FLOW- THRU PLANTERS (Parking):

TREES

Pistachia chinensis 'Keith Davis', Chinese Pistache

SHRUBS

Arctostaphylos 'Pacific Mist', Pacific Mist Manzanita
Calycanthus occidentallis, Spice Bush
Lavendula dentata, French Lavender
Pittosporum tobira, Japanese Mock Orange
Rhamnus californica 'Eve Case', Dwarf Coffeeberry
Ribes speciosum, Flowering Gooseberry

TOWNHOME FRONTS:

TREES

Lagerstroemia indica 'Tuscarora', Pink Crape Myrtle
Pistachia chinensis 'Keith Davis', Chinese Pistache

SHRUBS

Euonymus japonica 'Microphyllus', Box-Leaf Euonymus
Nandina domestica 'Harbor Dwarf', Dwarf Heavenly Bamboo
Raphiolepis indica 'Umbellata', Dwarf Upright Hawthorn
Rosmarinus officianalis 'Majorca Pink', Dwarf Upright Rosemary

TURF/ GROUNDCOVER

AG-1 Hybrid Bermuda Sod

STREET PLANTERS (other side of street that wraps around The Square):

TREES

Acer rubrum 'October Glory'
Pistachia chinensis 'Keith Davis', Chinese Pistache

SHRUBS

Arctostaphylos 'Pacific Mist', Pacific Mist Manzanita
Pittosporum tobira, Japanese Mock Orange
Rhamnus californica 'Eve Case', Dwarf Coffeeberry

TURF/ GROUNDCOVER

Armeria maritima, Sea Pink

BIOSWALE:

TREES

Arbutus 'Marina'
Cercis canadensis 'Oklahoma', Eastern Redbud
Quercus lobata, Valley Oak

SHRUBS

Arctostaphylos 'Pacific Mist', Pacific Mist Manzanita
Dietes bicolor
Iris douglasii, Western Iris
Kniphofia hybrid, Red-Hot Poker
Pennisetum setaceum
Phormium tenax 'Maori Queen'

COURTYARD @ SQUARE:

TREES

Pistachia chinensis 'Keith Davis', Chinese Pistache
Cercis canadensis 'Oklahoma', Eastern Redbud

SHRUBS

Cotoneaster dammeri 'Lowfast', Bearberry Cotoneaster
Juniperus horizontalis 'Emerald Spreader', Emerald Spreading Juniper
Nandina domestica 'Harbor Dwarf', Dwarf Heavenly Bamboo
Rosa 'Flower Carpet', Dwarf Groundcover Rose

TURF/ GROUNDCOVER

AG-1 Hybrid Bermuda Sod

HOTEL:

TREES

Cercis canadensis 'Oklahoma', Eastern Redbud
Laurus nobilus 'Saratoga'
Quercus rubur x bicolor, Regal Prince Oak

SHRUBS

Euonymus japonica 'Microphyllus', Box-Leaf Euonymus
Myrtus communis 'Dwarf', Dwarf Myrtle
Nandina domestica 'Harbor Dwarf', Dwarf Heavenly Bamboo
Raphiolepis indica 'Springtime', Springtime Indian Hawthorn
Raphiolepis indica 'Umbellata', Dwarf Upright Hawthorn
Rosmarinus officianalis 'Majorca Pink', Dwarf Upright Rosemary

RESTAURANT/ OFFICES/GAS STATION:

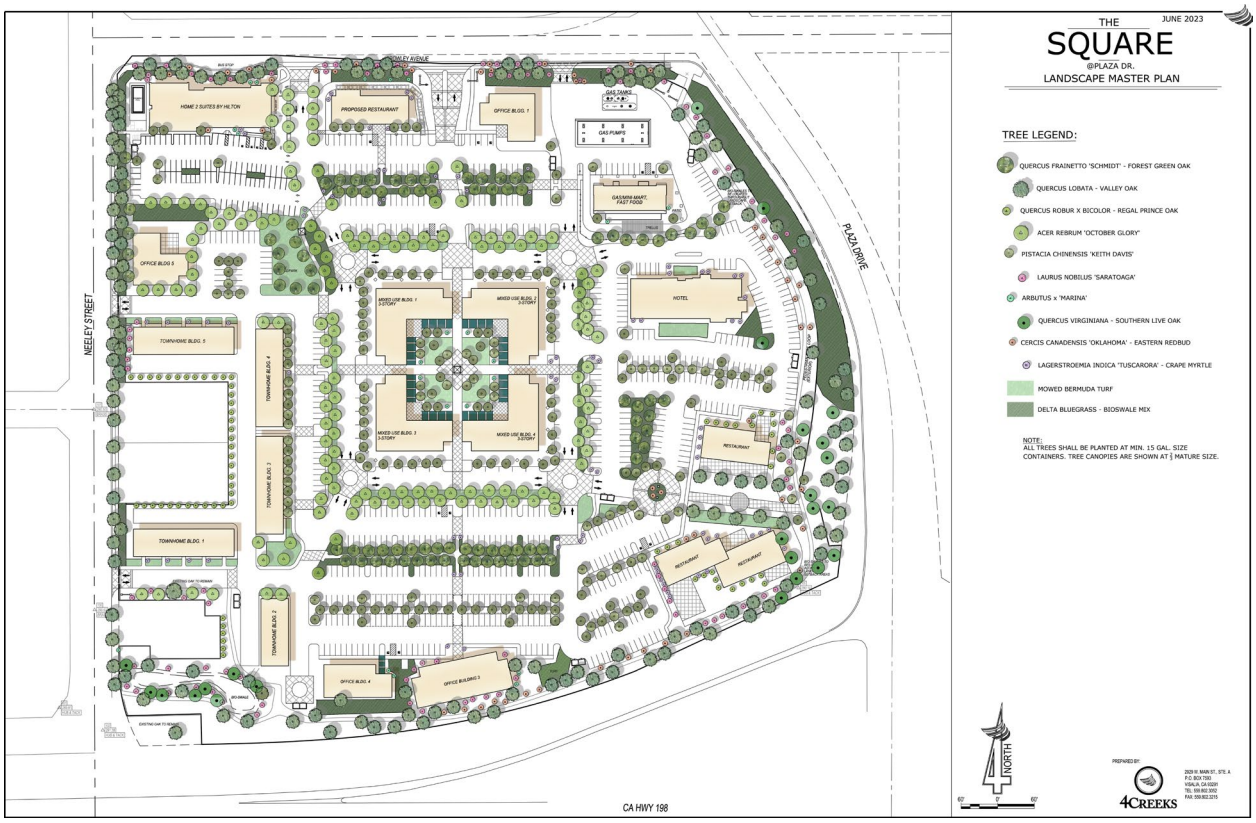
TREES

Lagerstroemia indica 'Tuscarora', Pink Crape Myrtle
Laurus nobilus 'Saratoga'
Pistachia chinensis 'Keith Davis', Chinese Pistache

SHRUBS

Euonymus japonica 'Microphyllus', Box-Leaf Euonymus
Myrtus communis 'Dwarf', Dwarf Myrtle
Nandina domestica 'Harbor Dwarf', Dwarf Heavenly Bamboo
Raphiolepis indica 'Springtime', Springtime Indian Hawthorn
Raphiolepis indica 'Umbellata', Dwarf Upright Hawthorn
Rosmarinus officianalis 'Majorca Pink', Dwarf Upright Rosemary

Replace with 11 x 17 Master Landscape Conceptual plan



4.4 SIGN PROGRAM

An effective sign master program, when implemented correctly, helps to define and control all of the site development signage. The program allows the project area to improve on wayfinding, quality, and identity of the community.

The following criteria has been established for the purpose of assuring a uniform, high quality, and consistent sign program for the benefit of all occupants. These criteria are also intended to stimulate creative invention while providing a high quality image on the buildings exterior. The Square Sign Program is an integral part of the image of the project master plan, so signs must be thoughtfully designed, sized, and placed to the architectural building facades. Maintaining conformity with the sign program will enhance the overall appearance of the project and contribute to the projects overall theme.

* All proposed signs shall at a minimum comply with the City of Visalia Sign Ordinance.

Administration:

A. The Landlord will be responsible to provide sign program details to the tenant's sign design consultant.
B. The Tenant will be responsible to submit one (1) copy of detailed drawings that shall include the following:
    - Sign dimensions and square footage,
    - Tenant building dimensions and leasehold space
    - Signage colors,
    - Location of signage on site or building,
    - Type of materials used for the sign,
    - Method of attachment, and electrical (if lighted).

C. The Landlord will be required to review and approve the tenant sign submissions based on maintaining consistency with the sign program.
D. Prior to installation and manufacture of any sign, the Tenant shall obtain a sign permit from the City of Visalia and provide a copy to the Landlord.
E. Any non-conforming or unapproved signs must be removed or brought to compliance within 30 days of notice of non-conformity. The parties involved in the installation of the non-conforming sign will be responsible for the expenses for the removal and updated sign(s).

Design Criteria:

A. Freestanding Signs (Monument Signs) – Monument signage is located around the perimeter of the project along public streets to contribute to the themed campus style setting of the project. The monument signage will be consistent with the architectural features and guidelines/colors that are required for the buildings. One (1) individual standalone building monument signs will be allowed per parcel located along Crowley Avenue and Neeley Avenue. Service stations are permitted to also have an additional monument sign to provide gasoline pricing for the business, which shall be in conformance with section 17.48.040® of the Visalia Municipal Code. The project will include 3 types of monument signage for the master plan development as shown in the figures below. Figures 4.4-1 to 4.4-4 provide a detailed elevation of monument signage for the project.

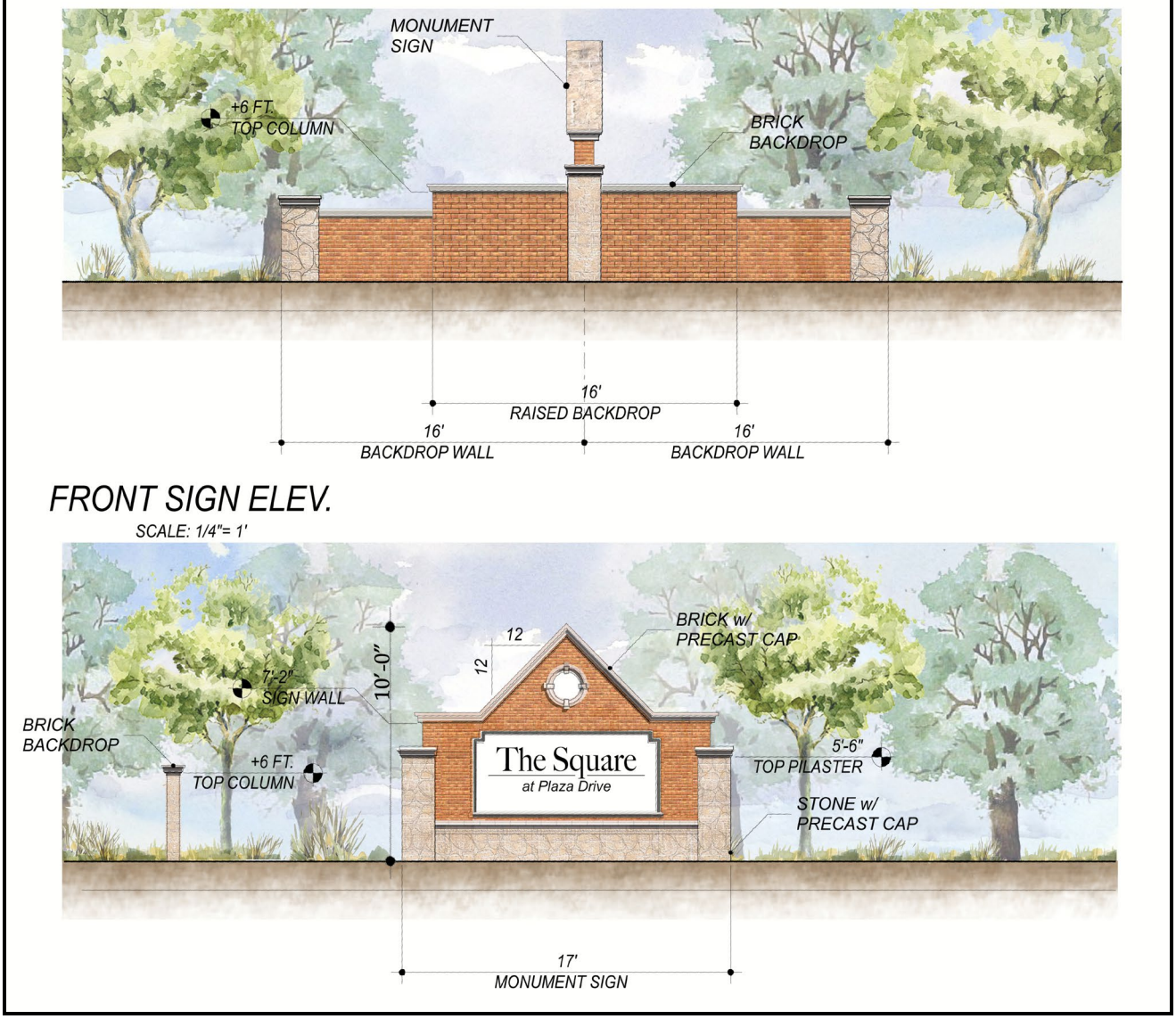


Figure 4.4-1: The Square @ Plaza Monument signage – master plan identifier. (No tenants displayed on this sign)

Figure 4.4-2: Primary entry monument signage (A maximum of 2 Tenants to be advertised on sign face)

Figure 4.4-3: Primary entry monument signage (A maximum of 2 Tenants to be advertised on sign face)

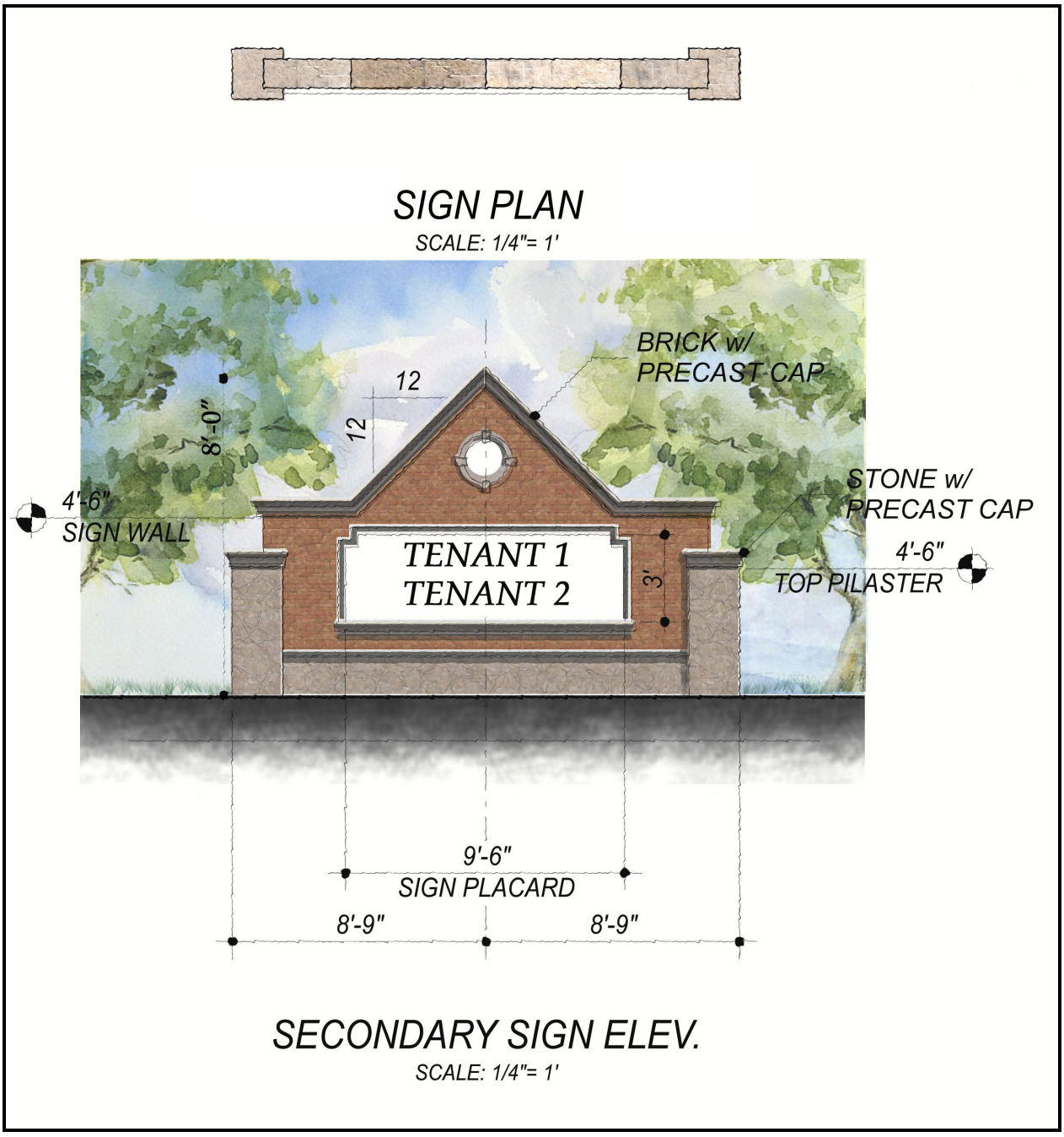


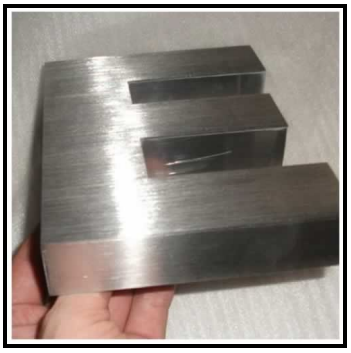
Figure 4.4-4: Secondary monument signage to be located at Neeley and each side of main entry on Crowley

B. Tenant Building Signage (1 story and 2 story buildings and hotel) – Signage must consist of either wood, metal, glass, or tile materials to provide for a high quality sign. Other high quality materials may be applied if approved by the City Planner. A mix of materials is strongly encouraged for signage (ex. Wood background with metal channel letters). Tenant signs shall be designed with the consideration of the English style architecture, scale relative to façade of business, and critical viewing angles. Channel letters shall also be displayed to provide depth to allow for a 3-dimensional appearance.

- **Residential townhomes shall comply, at a minimum, with section 17.48.070 (B) of the Visalia Municipal Code.**
- **All other tenant building signage shall consist of individual raised letters/logos. Signs on building walls shall comply, at a minimum, with section 17.48.080 (A-2) of the Visalia Municipal Code. Exception: Pedestrian oriented signage only allowed on 1st story of the 3-story building "Square". No pedestrian oriented hanging signage will be permitted at any other locations of the master planned development. This will add to the uniqueness of the walkable square courtyard at the center of the project.**

Pedestrian oriented signage is also encouraged on the central square 3-story building and shall have a consistent bracket theme throughout the master plan area. Samples have been provided below to illustrate the design types to be used for tenant building signage.

Sample sign images of tenant approved building signage:



Canned individual letters for building tenant identification

Address Identifier signage

Tenant pedestrian oriented signage (Square courtyard)

C. **Wayfinding, Directional, Regulatory signs –** Signage that provides direction, regulation, or wayfinding shall be require to incorporate the English style theme consistent with the building designs of the master planned community.

Samples of approved directional, wayfinding, and regulatory signage:

Construction/General Maintenance:

A. All penetrations of any building structure or surface required for sign installation shall be neatly sealed and continuously maintained in watertight condition.
B. The tenant shall employ licensed professional sign fabricators and installers for the design and installation of the proposed signs
C. All materials to be used shall be of top quality and durability to create a long lasting visual quality on the buildings and site.

Prohibited Signs:

A. Any signs on a parked vehicle parked for longer than 48 hours, which indicates its use for the purpose of advertising are prohibited.
B. Flashing, blinking, moving, animated, or audible effects are prohibited.
C. Neon banding
D. No paper, vinyl, cardboard, Styrofoam, or stickers to be used as sign materials.
E. No cabinet signs.
F. Signs that project above roofline or which are located upon or affixed to the roof of the building.
G. Temporary window signs, window signs, pennants, inflatable displays, sandwich boards and banners of any type shall be prohibited.
H. No exposed junction boxes, transformers, lamps, tubing, conduit, or raceways of any type.

4.5 INFRASTRUCTURE PLANS

Water

Water will be served for all projects located within City Limits of Visalia by California Water Service Company (Cal Water). Future water line connection locations will be approved by Cal Water and shown on future improvement drawings for the project.

Storm Drainage

The project will incorporate all or most of the on-site storm water into bio-swales around the project area with a large swale collection near the southwest corner of the site. The bio-swales will be designed to collect storm runoff while maintaining a visual amenity with lush landscaping and river rock within and around the swales. Figure 4.5-1 depicts the existing storm drain main lines within the project vicinity. The project may be required to tie into some of the existing storm drain lines if there is not capacity on-site for all project related storm water collection. There is currently a 36" main under Crowley Avenue and a 24" line under Neeley Street. The storm basin collection from these lines is located west along Hillsdale Avenue about 1,300 ft west of Neeley Street.

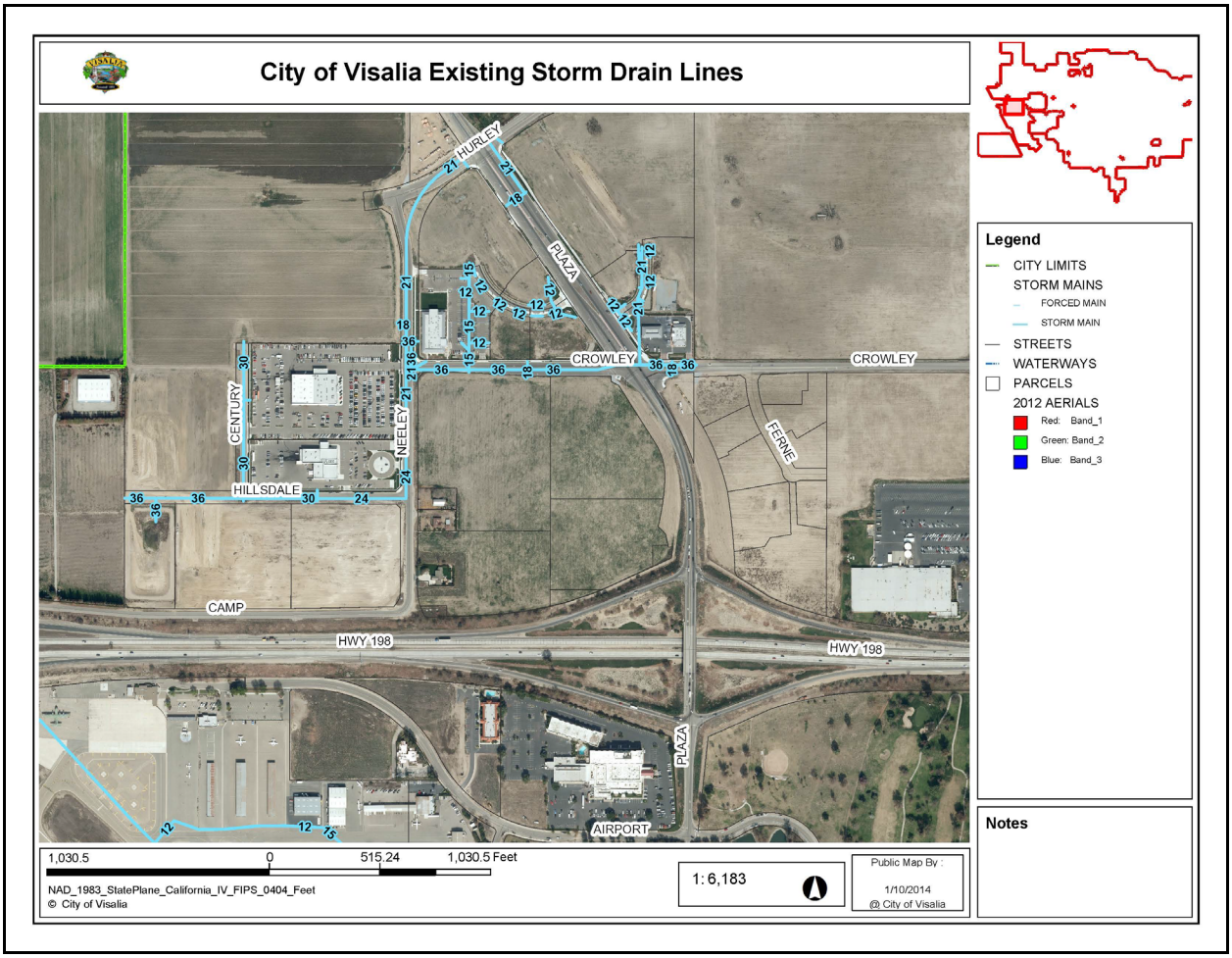


Figure 4.5-1: Existing storm drain lines near project site provided by the City of Visalia web-GIS.

The site will incorporate on-site storm water collection through the use of decorative permeable pavers, bio-swales, and landscape planters around the project site.

Sewer

Sewer service is to be provided by the City of Visalia. Proposed connections to the existing lines shall be shown at the time of improvement drawings are submitted to the City. There is currently a 12" line under Crowley Avenue, and a 20" sewer line under Neeley Street to connect into from site. Figure 4.5-3 displays the existing sewer mains surrounding the project site.

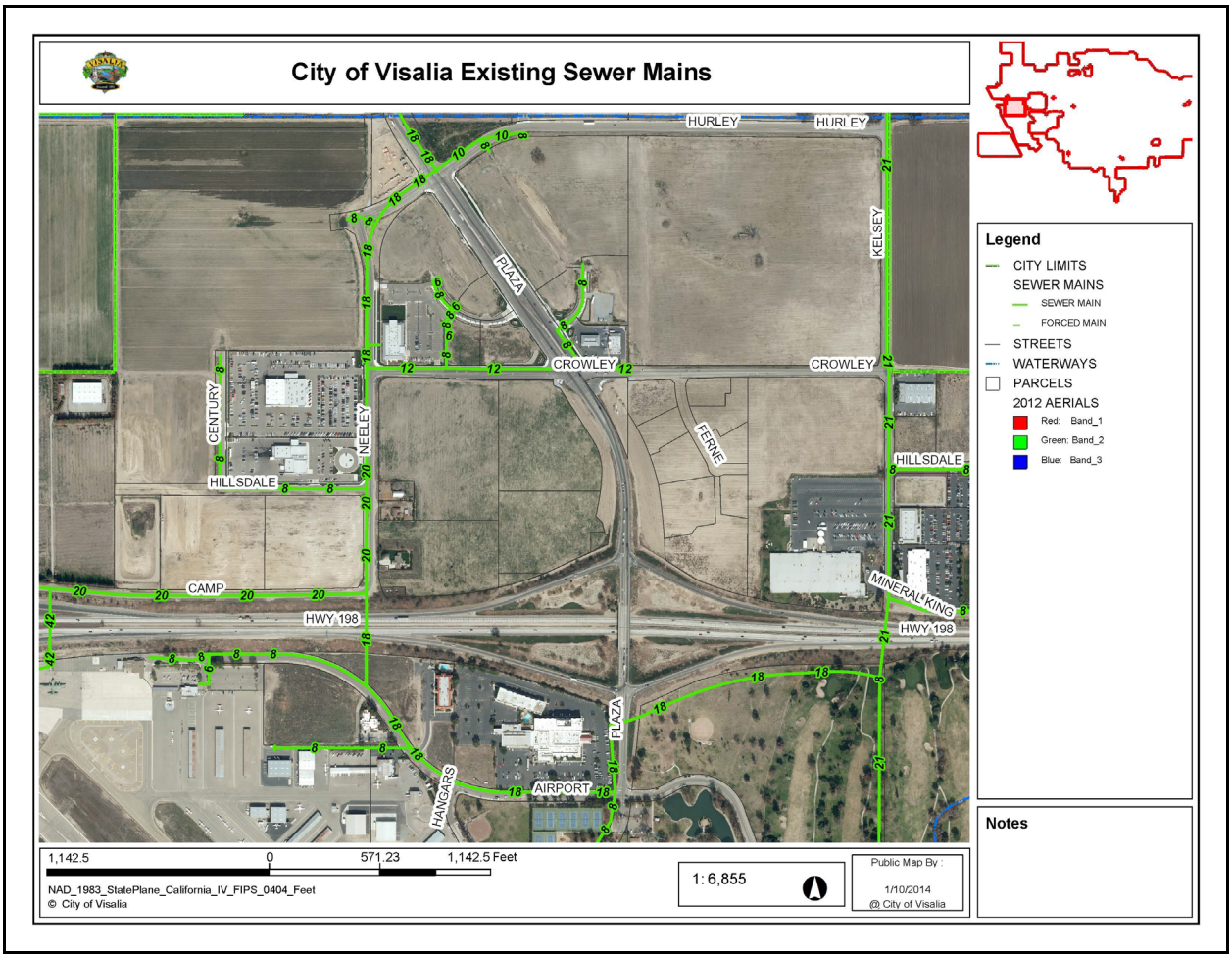


Figure 4.5-3: Existing sewer lines near project site provided by the City of Visalia web-GIS.

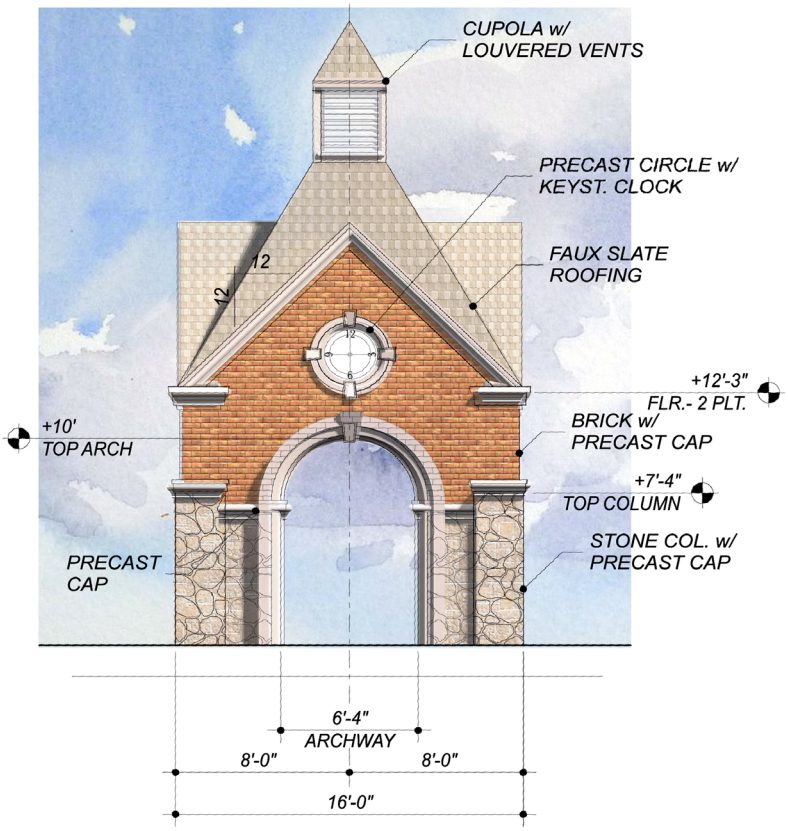
4.6 PEDESTRIAN LINKAGE

Pedestrian connectivity is an important element of the Master Plan design, therefore several large pedestrian pathway loops have been incorporated into the project along with other storefront sidewalk space. Pedestrian walkways and usable open space areas have been identified on Figure 4.6-1. The inclusion of these pedestrian walkways, spaces, and amenities will create a campus-type setting that will allow for synergy between the different uses within the Master Plan. The intention is to allow for townhome residents or visitors to safely and efficiently gain access to the entire project site and mix of uses without being dependent on motor vehicles.

Figure 4.6-1: Pedestrian Trail system/Connectivity for The Square.

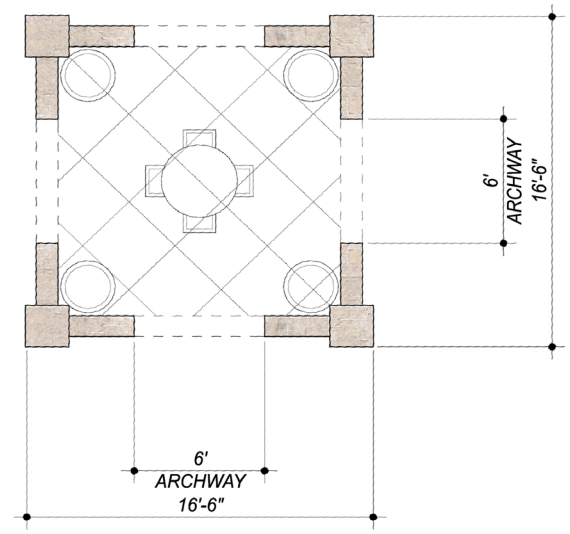
6' Interior Loop Pedestrian Pathway: This concrete pathway provides a loop around the entire center Square and provides connectivity points to all uses. The interior trail loop is easily accessible for those visitors parking to get access to the mix of uses and promotes walking to other uses within the site. The loop consists of a meandering walkway with landscaping, stamped concrete crosswalks, lighting, benches, pavilions (depicted below), and trellises.

8' Exterior Loop Pedestrian Trail: This trail consists of an 8' wide meandering trail with a fine crushed rock surface. This surface will provide a more natural look and feel to blend in with large landscape setback areas around the perimeter of the site. The trail is anticipated to be heavily utilized by the on-site residents, hotel guests, and also by the commercial employees looking for exercise and fresh air. Other amenities along this trail include lighting, heavy landscaping, and native trees.



PAVILLION ELEV.

SCALE: 1/4"= 1'



PAVILLION PLAN

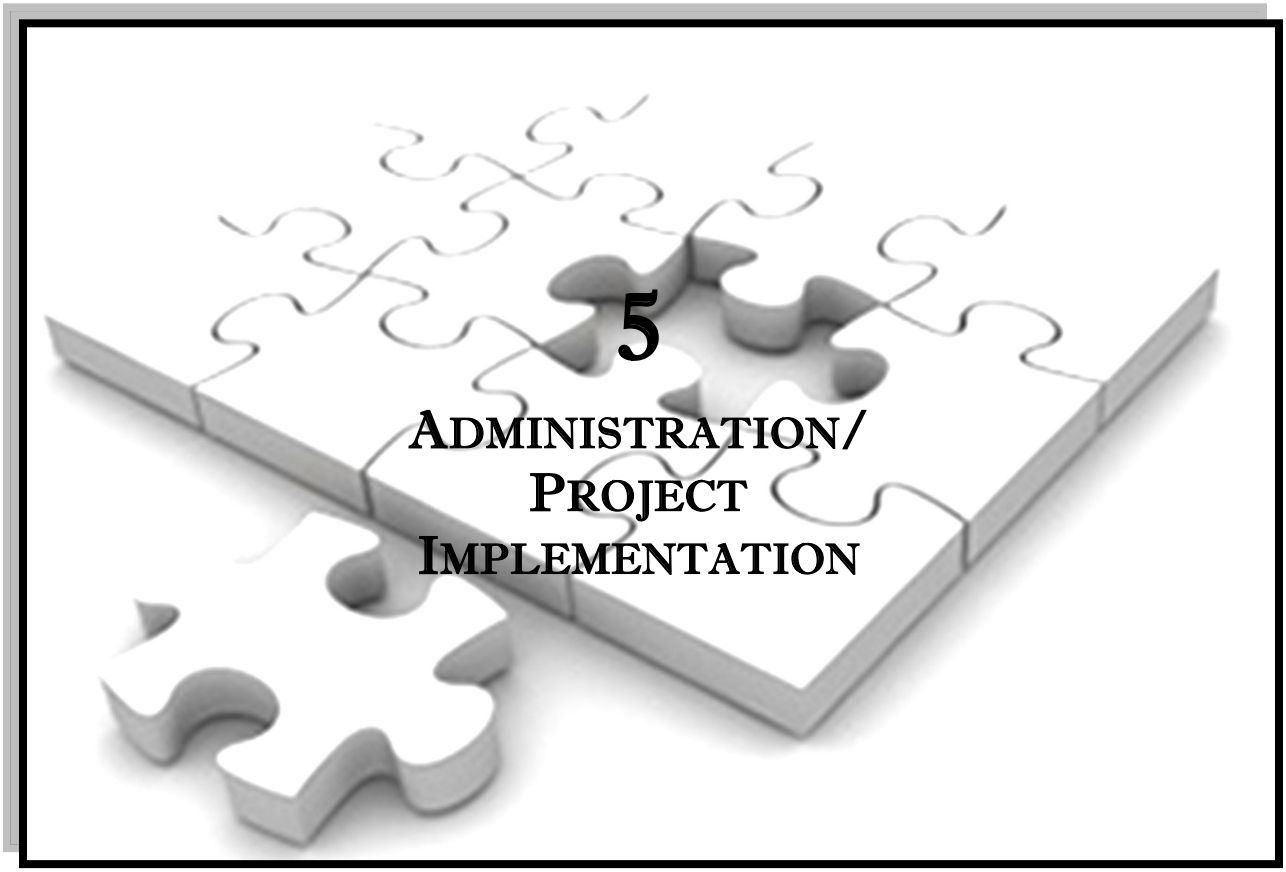
SCALE: 1/4"= 1'

SIGN TOWER ELEV.

SCALE: 1/4"= 1'

SIGN TOWER PLAN

SCALE: 1/4"= 1'



5

ADMINISTRATION/ PROJECT IMPLEMENTATION

SECTION 5: ADMINISTRATION/PROJECT IMPLEMENTATION

5.1 PROJECT REVIEW PROCESS

Adoption of this Master Plan/Master Conditional Use Permit allows for the overall development of the site plan depicted in Figure 4.1-1. Other uses that are listed as permitted or conditionally permitted may be considered in the plan and substituted from the approved uses if the parking requirements are achieved, use compatibility within the approved Master Plan is achieved, and complies with the design guidelines of the adopted Master Plan.

Each project parcel and development within the adopted Master Plan will be subject to Site Plan Review to review for conformance with these design guidelines. The Design Review Committee will include typical members of the City of Visalia Site Plan Review team with the addition of a Planner/Engineer of 4-Creeks and an Architect from EBM Design. If for any reason a representative from 4-Creeks or EBM Design are not available for the Site Plan Review of a project, the project shall continue to move forward in the site plan review process with the City of Visalia.

If the projects are considered to comply with the adopted Master Plan, then the project will be considered an administrative approval and will not require to go back to the Planning Commission for approval. Any drive-thru facilities will be subject to Site Plan Review and also will require a Planning Commission review and approval. The fueling station on the corner of Crowley and Plaza Drive will be approved with the Master CUP submittal, since the full details will be submitted at time of the Master Plan/Master CUP submittal.

Any major changes to the development plan or guidelines will require a formal amendment submittal to the Planning Commission for approval.

Developers making proposals for The Square will be required to follow these requirements within the Master Plan. However, the changing market conditions and other special requirements of a particular developer may require minor modifications to these published design guidelines. All projects will be subject to be reviewed by the designated design review committees and minor modifications to the published design guidelines will be under review at that time.

The Master Plan project includes extensive common areas needed to be constructed and maintained for the shared benefit and obligation among all owners of the proposed parcels. A common area maintenance agreement (CAM) shall be prepared and completed before the issuance of any building permits.

SUMMARY/CONCLUSION

In conclusion, The Square @ Plaza Drive Master Plan meets the goals, objectives, and policies of the City of Visalia's Business Research Park Land Use and Zoning categories. The master planned development will promote Visalia's community identity while maintaining consistency with the special site development standards within the Zoning Ordinance and design district. This Master Plan provides for business, residential, and open space opportunities within a campus-type setting for the area. The plan includes an efficient quality driven guide for development of the area with maintaining slight flexibility to allow new innovative design solutions to be integrated into the project as time goes on.

Most importantly, The Square @ Plaza Drive Master Plan provides for an opportunity to develop a high quality project near the western gateway into the City of Visalia and create a strong image for the area.

APPENDIX A

FULL SIZE PLANS (24 X 36)

JUNE 2023

THE SQUARE

@PLAZA DR.

MASTER CONDITIONAL USE PERMIT

BEING PARCEL 2 OF PARCEL MAP 5067, RECORDED IN VOL. 78 OF MAPS, AT PAGE 35, TCR, LOCATED IN THE SE 1/4 OF SECTION 13, TOWNSHIP 18 SOUTH, 24 EAST, MDB&M, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

PREPARED FOR: ROYE FAMILY

PREPARED BY: 4 CREEKS, INC.
2929 W. MAIN, SUITE A
VISALIA, CA 93291

ENTITLEMENTS REQUIRED:

CONDITIONAL USE PERMIT
PLANNED DEVELOPMENT PERMIT
MASTER PLAN FOR BRP PROJECT
TENTATIVE PARCEL MAP

SITE DATA:

APN'S:	081-170-01; 081-170-02; 081-170-03; 081-170-09; 081-170-10; 081-170-14
CURRENT ZONING:	BRP
PROPOSED ZONING:	BRP
DESIGN DISTRICT:	G
EXISTING USE:	VACANT
PROPOSED USE:	OFFICE
SEWER SERVICE:	CITY OF VISALIA
WATER SERVICE:	CALIFORNIA WATER SERVICE COMPANY
STORM SERVICE:	CITY OF VISALIA
GAS SERVICE:	SOUTHERN CALIFORNIA GAS COMPANY
ELEC. SERVICE:	SOUTHERN CALIFORNIA EDISON COMPANY
REFUSE SERVICE:	CITY OF VISALIA
TELEPHONE:	SBC
FLOOD ZONE:	AE AND X

BUILDING AND PARKING:

OFFICE: 79,800 SF
SPACES REQUIRED (1/250): 320 STALLS
SPACES PROPOSED: 307 STALLS

RESTAURANT: 11,250 SF
SPACES REQUIRED (1/100): 113 STALLS
SPACES PROPOSED 115 STALLS

GAS STATION/CONVENIENCE STORE: 6,000 SF
NO SPECIFIC REQUIREMENT: ESTIMATED 24
SPACES PROPOSED: 32 STALLS - INCLUDES FUEL PARKING (1/200)

RETAIL: 38,200 SF (TO INCLUDE VISITOR INFORMATION CENTER)
SPACES REQUIRED (1/300): 128
SPACES PROPOSED: 130 STALLS

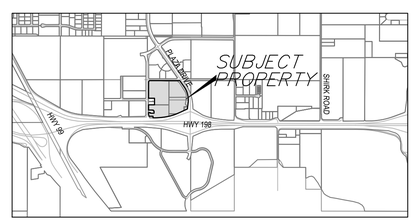
HOME 2 SUITES HOTEL: 91 ROOMS
SPACES REQUIRED (1/ROOM) AND EMPLOYEES: ESTIMATED 100
SPACES PROPOSED: 94 STALLS

HOTEL #2: 87 ROOMS
SPACES REQUIRED (1/ROOM) AND EMPLOYEES: ESTIMATED 97
SPACES PROPOSED: 103 STALLS

RESIDENTIAL: 23 TOWNHOME UNITS; 28 EXECUTIVE STYLE LOFTS
SPACES REQUIRED (2/UNIT): 51
SPACES PROPOSED: 46 GARAGE UNITS; 55 STALLS FOR LOFTS (SHARED)

TOTAL REQUIRED: 835 STALLS
TOTAL PROPOSED: 808 STALLS (PROPOSAL FOR REDUCED STALLS DUE TO MIX OF USES AND SHARED PARKING AGREEMENT)

HANDICAP STALLS 2% OF TOTAL REQUIRED (16). 18 HC STALLS PROPOSED



VICINITY MAP
NO SCALE

NORTH
60' 0' 60'

PREPARED BY:
4CREEKS
2929 W. MAIN ST., STE. A
P.O. BOX 7593
VISALIA, CA 93291
TEL: 559.802.3052
FAX: 559.802.3215

APPENDIX B

COPY OF SITE PLAN REVIEW COMMENTS - STAFF RECOMMNEDATION FOR A REVISE AND PROCEED

RESOURCE MANAGEMENT AGENCY

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

Michael C. Spata — Planning
Mike Bond — Public Works
Roger Hunt — Administration

JAKE RAPER JR., AICP, DIRECTOR

MICHAEL C. SPATA, ASSOCIATE DIRECTOR

April 10, 2014

City of Visalia Planning Department
Attn: Josh McDonnell, AICP
315 E. Acequia Avenue
Visalia, CA 93291

Dear Mr. McDonnell:

Thank you for your recent submission of the Square at Plaza Drive Master Plan to the Airport Land Use Commission (ALUC). The project is located on the northwest corner of State Highway 198 and Plaza Drive within the City of Visalia. The project is a Master Plan for the development of mixed uses including commercial offices, retail restaurants, and residential uses. Staff has reviewed the project and has the following comments:

The subject sites are located within the Safety Zone 6 of the Visalia Municipal Airport. The Land Use Compatibility Table in the adopted Tulare County Comprehensive Airport Land Use Plan (CALUP) states that commercial uses and single family residential uses are compatible on properties located in Safety Zone 6, subject to location, noise and height requirements.

The subject site is located within the Horizontal Surface Zone of the Federal Aviation Administration's (FAA) Federal Aviation Regulations (FAR), Part 77 height restriction zones. The FAA has set guidelines for determining if an object is an obstruction to air navigation according to FAR, Part 77. Projects that are of greater height than the imaginary flight zones set forth by FAR are identified as potential obstructions to air navigation.

> The Horizontal Surface is a horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway (a point on the extended runway centerline 200 feet beyond the physical end of a runway) and connecting the adjacent arcs by lines tangent to those arcs.

The proposed project is located outside of Aircraft Noise Restriction Areas of the Visalia Municipal Airport and is consistent with the CALUP in regards to noise restrictions.

ALUC Staff has conducted an evaluation of the Square at Plaza Drive Master Plan, located within the ALUC planning boundaries of the Visalia Municipal Airport. Staff's review has determined that the project is consistent with the Tulare County Comprehensive Airport Land Use Plan and the FAA FAR, Part 77 height requirements. Thank you for submitting your proposal for review and consideration.

Jason Garcia-LoBue, ALUC Staff
Tulare County RMA

MEETING DATE 3/26/2014

SITE PLAN NO. · 13-198R

PARCEL MAP NO.

SUBDIVISION

LOT LINE ADJUSTMENT NO.

Enclosed for your review are the comments and decisions of the Site Plan Review committee. Please review all comments since they may impact your project.

☐ **RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

☐ A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.

☐ Submit plans for a building permit between the hours of 8:30 a.m. and 4:30 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☒ PLANNING COMMISSION ☐ PARK/RECREATION

☐ HISTORIC PRESERVATION ☐ OTHER _____

☐ **ADDITIONAL COMMENTS** _____

If you have any questions or comments, please call Jason Huckleberry at (559) 713-4259.

Site Plan Review Committee

#7

MEETING DATE MARCH 20, 2014
SITE PLAN NO. 13-198 RESUBMITTAL
PARCEL MAP NO.
SUBDIVISION
LOT LINE ADJUSTMENT NO.

Enclosed for your review are the comments and decisions of the Site Plan Review committee. Please review all comments since they may impact your project.

☐ **RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☑ **REVISE AND PROCEED** (see below)

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☑ PLANNING COMMISSION ☐ PARK/RECREATION

☐ HISTORIC PRESERVATION ☐ OTHER _____

☐ **ADDITIONAL COMMENTS** _____

If you have any questions or comments, please call Jason Huckleberry at (559) 713-4259.

Site Plan Review Committee

City of Visalia

Building: Site Plan Review Comments

ITEM NO: 7 DATE: March 26, 2014

SITE PLAN NO:	SPR13198 ***RESUBMIT***
PROJECT TITLE:	BUSINESS RESEARCH PARK
DESCRIPTION:	BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERMIT AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT:	ROYE MICHAEL
PROP OWNER:	ROYE LINDA
LOCATION:	224 S NEELEY ST
APN(S):	081-170-001 081-170-002 081-170-003 081-170-009 081-170-010 081-170-014

NOTE: These are general comments and DO NOT constitute a complete plan check for your specific project
Please refer to the applicable California Code & local ordinance for additional requirements.

- ☐ A building permit will be required. *For information call (559) 713-4444*
- ☐ Submit 5 sets of professionally prepared plans and 2 sets of calculations. (Small Tenant Improvements)
- ☐ Submit 5 sets of plans prepared by an architect or engineer. Must comply with 2013 California Building Cod Sec. 2308 for conventional light-frame construction or submit 2 sets of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.

<u>You are responsible to ensure compliance with the following checked items:</u>

- ☐ Meet State and Federal requirements for accessibility for persons with disabilities.
- ☐ A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- ☐ All accessible units required to be adaptable for persons with disabilities.
- ☐ Maintain sound transmission control between units minimum of 50 STC.
- ☐ Maintain fire-resistive requirements at property lines.
- ☐ A demolition permit & deposit is required. *For information call (559) 713-4444*
- ☐ Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (559) 230-6000*
- ☐ Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- ☐ Project is located in flood zone _____ * ☐ Hazardous materials report.
- ☐ Arrange for an on-site inspection. (Fee for inspection $146.40) *For information call (559) 713-4444*
- ☐ School Development fees. Commercial $0.47 per square foot. Residential $2.97 per square foot.
- ☐ Park Development fee $_____, per unit collected with building permits.
- ☐ Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- ☐ Acceptable as submitted
- ☒ No comments at this time

Additional comments: _____

G. Ferrara
Signature

Site Plan Review Comments For:
Visalia Fire Department
Kurtis A. Brown, Assistant Fire Marsh
707 W Acequia
Visalia, CA 93291
559-713-4261 *office*
559-713-4808 *fax*

ITEM NO: 7 DATE: March 26, 2014

SITE PLAN NO: SPR13198 ***RESUBMIT***
PROJECT TITLE: BUSINESS RESEARCH PARK
DESCRIPTION: BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERMIT AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT: ROYE MICHAEL
PROP OWNER: ROYE LINDA
LOCATION: 224 S NEELEY ST
APN(S): 081-170-001 081-170-002 081-170-003 081-170-009 081-170-010 081-170-014

The following comments are applicable when checked:

☒ The Site Plan Review comments are issued as general overview of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2013 California Fire Code (CFC), 2013 California Building Codes (CBC) and City of Visalia Municipal Codes.

☐ All fire detection, alarm, and extinguishing systems in existing buildings shall be maintained in an operative condition at all times and shall be replaced or repaired where defective. If building has been vacant for a significant amount of time, the fire detection, alarm, and or extinguishing systems may need to be evaluated by a licensed professional. *2013 CFC 901.6*

☐ No fire protection items required for parcel map or lot line adjustment; however, any future projects will be subject to fire & life safety requirements including fire protection.

☐ More information is needed before a Site Plan Review can be conducted. Please submit plans with more detail. Please include information on

General:

☑ Address numbers must be placed on the exterior of the building in such a position as to be clearly and plainly visible from the street. Numbers will be at least four inches (4") high and shall be of a color to contrast with their background. If multiple addresses served are by a common driveway, the range of numbers shall be posted at the roadway/driveway. *2013 CFC 505.1*

☑ A Knox Box key lock system is required. Where access to or within a structure or an area is restricted because of secured openings (doors and/or gates) or for fire-fighting purposes, a key box is to be installed in an approved location. (Note: Knox boxes shall be ordered using an approved application that can be found at Fire Administration Office located at 707 W. Acequia Ave. Please allow adequate time for shipping and installation.) *2013 CFC 506.1*

☑ All hardware on exit doors shall comply with Chapter 10 of the 2013 California Fire Code. This includes all locks, latches, dolt locks, and panic and fire exit hardware.

☑ Provide Illuminated exit signs and emergency lighting through-out building. *2013 CFC 1011*

☐ When portion of the building are built upon a property line or in close proximity to another structure the exterior wall shall be constructed as to comply *2013 California Building Code Table 508.4 and Table 602.*

☒ Commercial dumpsters with 1.5 cubic yards or more shall not be stored or placed within 5 feet of combustible walls, openings, or a combustible roof eave line except when protected by a fire sprinkler system. *2013 CFC 304.3.3*

☐ If your business handles hazardous material in amounts that exceed the Maximum Allowable Quantities listed on *Table 5003.1.1(1), 5003.1.1(2), 5003.1.1(3) and 5003.1.1(4) of the 2013 California Fire Code*, you are required to submit an emergency response plan to the Tulare County Health Department. Also you shall indicate the quantities on your building plans and prior to the building final inspection a copy of your emergency response plan and Safety Data Sheets shall be submitted to the Visalia Fire Department.

Water Supply:

☐ Construction and demolition sites shall have an approved water supply for fire protection, either temporary or permanent, and shall be made available as soon as combustible material arrives on the site. *2013 CFC 3312*

☐ No additional fire hydrants are required for this project; however, additional fire hydrants may be required for any future development.

☐ There is/are fire hydrants required for this project. (See marked plans for fire hydrant locations.)

☒ Fire hydrant spacing shall comply with the following requirements:
The exact location of fire hydrants and final decision as to the number of fire hydrants shall be at the discretion of the fire marshal, fire chief and/or their designee. *Visalia Municipal Code 16.36.120 & 16.36.120(8)*

- ☐ Single-family residential developments shall be provided with fire hydrants every six hundred (600) lineal feet of residential frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
- ☐ Multi-family, zero lot line clearance, mobile home park or condominium developments shall be provided with fire hydrants every four hundred (400) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
- ☐ Multi-family or condominium developments with one hundred (100) percent coverage fire sprinkler systems shall be provided with fire hydrants every six (600) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
- ☒ Commercial or industrial developments shall be provided with fire hydrants every three hundred (300) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
- ☐ Commercial or industrial developments with one hundred (100) percent coverage fire sprinkler systems shall be provided with fire hydrants every five hundred (500) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.

☐ When any portion of a building is in excess of one hundred fifty (150) feet from a water supply on a public street there shall be provided on site fire hydrants and water mains capable of supplying the required fire flew. *Visalia Municipal Code 16.36.120(6)*

Emergency Access:

☐ A construction access road is required and shall be a minimum of 20 feet wide. The road shall be an all-weather driving surface accessible prior to and during construction. The access road shall be capable of holding 75,000 pound piece of fire apparatus, and shall provide access to within 100 feet of temporary or permanent fire department connections. *2013 CFC 3310*

☐ Buildings or portions of buildings or facilities with a vertical distance between the grade plans and the highest roof surface exceed 30 feet shall provide an approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Access routes shall be located within a minimum of 15 feet and maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. *2013 CFC D105*

☐ A fire apparatus access roads shall be provide and must comply with the CFC and extend to within 150 of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Minimum turning radii for emergency fire apparatus shall be 20 feet inside radius and 43 feet outside radius. *2013 CFC 503.1.1*

☐ Fire apparatus access roads in excess of 150 feet and dead end shall be provided with a turnaround. Length 151-500 feet shall be a minimum of 20 feet in width and have a 120 foot Hammerhead, 60-foot "Y" or 96-Foot diameter Cul-de-sac in accordance with Figure D103.1 of the 2013 CFC. Length 501-750 feet shall be 26 feet in width and have a 120 foot Hammerhead, 60-foot "Y" or 96-Foot diameter Cul-de-sac in accordance with Figure D103.1 of the 2013 CFC.

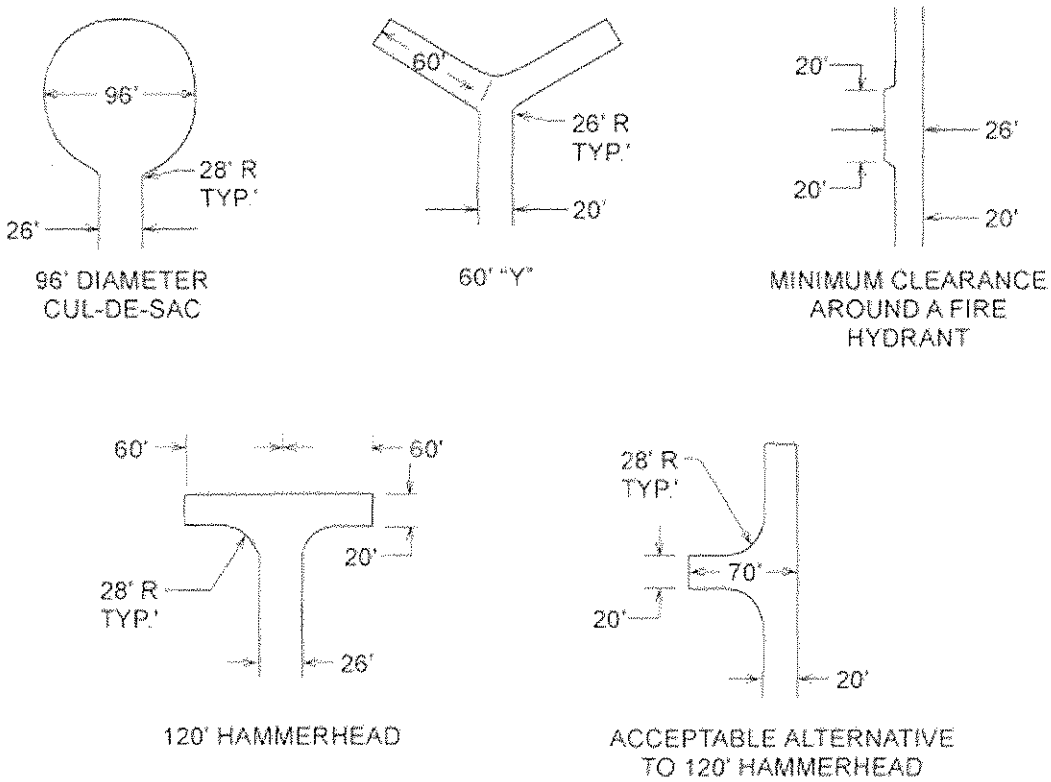


FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

☒ Gates on access roads shall be a minimum width of 20 feet and shall comply with the following: *2013 CFC D103.5*

- Typical chain and lock shall be the type that can be cut with a common bolt cutter, or the developer may opt to provide a Knox Box key lock system.
- Gates shall be of the swinging or sliding type.
- Gates shall allow manual operation by one person. (power outages)
- Gates shall be maintained in an operative condition at all times.
- Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. (Note: Knox boxes shall be ordered using an approved application that can be found at Fire Administration Office located at 707 W. Acequia Ave. Please allow adequate time for shipping and installation.)

☐ In any and all new One- or two-family dwellings residential developments regardless or the number of units, street width shall be a minimum of 36 feet form curb to curb to allow fire department access and to permit parking on both sides of the street. A minimum of 20 feet shall be provided for developments that don't allow parking on the streets. *2013 CFC D107.2*

Fire Protection Systems:

☒ An automatic fire sprinkler system will be required for this building. Also a fire hydrant is required within 50 feet of the Fire Department Connection (FDC). *2013 CFC 903 and Visalia Municipal Code 16.36.120(7)*

☐ Commercial cooking appliances and domestic cooking appliances used for commercial purposes that produces grease laden vapors shall be provided with a Type 1 Hood, in accordance with the California Mechanical Code, and an automatic fire extinguishing system. *2013 CFC 904.11& 609.2*

Special Comments:

☐

Kurtis A. Brown
Assistant Fire Marshal

ITEM NO: 7 DATE: March 26, 2014

SITE PLAN NO: SPR13198 ***RESUBMIT***
PROJECT TITLE: BUSINESS RESEARCH PARK
DESCRIPTION: BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERMIT AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT: ROYE MICHAEL
PROP OWNER: ROYE LINDA
LOCATION: 224 S NEELEY ST
APN(S): 081-170-001 081-170-002 081-170-003 081-170-009 081-170-010 081-170-014

City of Visalia
Police Department
303 S. Johnson St.
Visalia, Ca. 93292
(559) 713-4573

Site Plan Review Comments

☒ No Comment at this time.

☐ Request opportunity to comment or make recommendations as to safety issues as plans are developed.

☐ Public Safety Impact fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001

Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.

☐ Not enough information provided. Please provide additional information pertaining to:

☐ Territorial Reinforcement: Define property lines (private/public space).

☐ Access Controlled / Restricted etc:

☐ Lighting Concerns:

☐ Landscaping Concerns:

☐ Traffic Concerns:

☐ Surveillance Issues:

☐ Line of Sight Issues:

☐ Other Concerns:

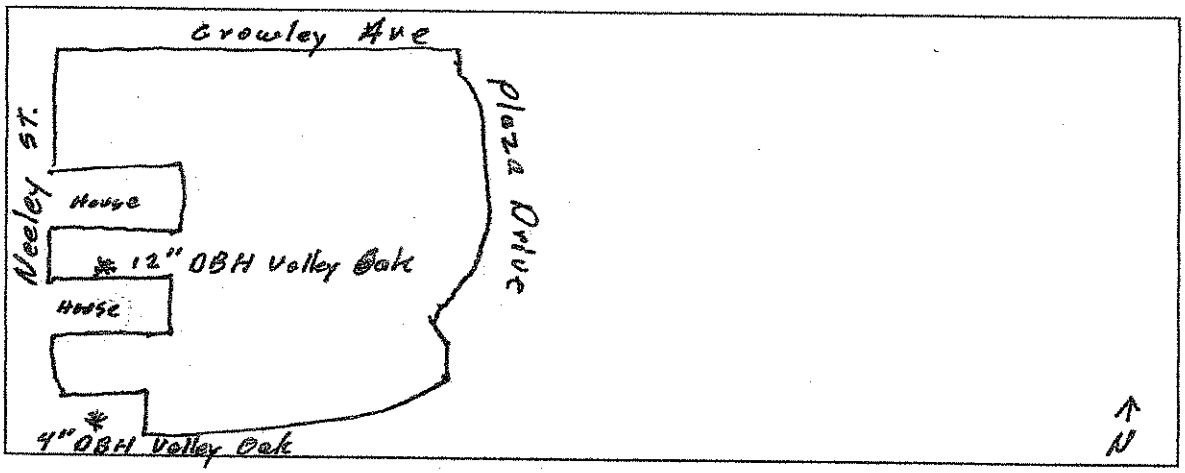
B Winter 198
Visalia Police Department

City of Visalia
Parks and Urban Forestry
336 N. Ben Maddox Way
Visalia, CA 93292

Date: ~~12-17-13~~ ~~3-11-14~~ 3-25-14

Site Plan Review # 13-198
14-039

SITE PLAN REVIEW COMMENTS



COMMENTS: See Below ☑ None ☐

☑ Please plot and protect all Valley Oak Trees.

☐ Landscape along parkway to be planted by developer and maintained by a maintenance district.

☐ All drainage from curb and gutter along streets to be connected to storm drain system.

☐ All trees planted in street right-of-way to be approved by the Public Works Superintendent of Parks.

☐ Tie-ins to existing infrastructure may require a bore. Check with the Public Works Department prior to any street cut.

Other Comments:

1) 12" valley oak on property

Joel Hooyer

Joel Hooyer
Parks and Urban Forestry Supervisor
559 713-4295 Fax 559 713-4818 Email: jhooyer@ci.visalia.ca.us

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4338

COMMERCIAL BIN SERVICE

SITE PLAN NO:	SPR13198 ***RESUBMIT***
PROJECT TITLE:	BUSINESS RESEARCH PARK
DESCRIPTION:	BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERMIT AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT:	ROYE MICHAEL
PROP OWNER:	ROYE LINDA
LOCATION:	224 S NEELEY ST
APN(S):	081-170-001 081-170-002 081-170-003 081-170-009 081-170-010 081-170-014

[ ] No comments.

[X] Same comments as as 03/12/2014

[ ] Revisions required prior to submitting final plans. See comments below.

[ ] Resubmittal required. See comments below.

[ ] Customer responsible for all cardboard and other bulky recyclables to be broken down be fore disposing of in recycle containers.

[ ] ALL refuse enclosures must be R-3 or R-4

[ ] Customer must provide combination or keys for access to locked gates/bins

[ ] Type of refuse service not indicated.

[ ] Location of bin enclosure not acceptable. See comments below.

[ ] Bin enclosure not to city standards double.

[ ] Inadequate number of bins to provide sufficient service. See comments below.

[ ] Drive approach too narrow for refuse trucks access. See comments below.

[ ] Area not adequate for allowing refuse truck turning radius of :
Commercial (X) 50 ft. outside 36 ft. inside; Residential ( ) 35 ft. outside, 20 ft. inside.

[ ] Paved areas should be engineered to withstand a 55,000 lb. refuse truck.

[ ] Bin enclosure gates are required

[ ] Hammerhead turnaround must be built per city standards.

[ ] Cul - de - sac must be built per city standards.

[ ] Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.

[ ] Area in front of refuse enclosure must be marked off indicating no parking

[ ] Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS)

[ ] Customer will be required to roll container out to curb for service.

[ ] Must be a concrete slab in front of enclosure as per city standards

☐ The width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.

Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.

☐ Bin enclosure gates must open 180 degrees and also hinges must be mounted in front of post

see page 2 for instructions

☐ This location has existing bin service.

Javier Hernandez, Solid Waste Front Load Supervisor 713-4338

QUALITY ASSURANCE DIVISION

SITE PLAN REVIEW COMMENTS

ITEM NO: 7 DATE: March 26, 2014

SITE PLAN NO:	SPR13198 ***RESUBMIT***
PROJECT TITLE:	BUSINESS RESEARCH PARK
DESCRIPTION:	BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERMIT AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT:	ROYE MICHAEL
PROP OWNER:	ROYE LINDA
LOCATION:	224 S NEELEY ST
APN(S):	081-170-001 081-170-002 081-170-003 081-170-009 081-170-010 081-170-014

YOU ARE REQUIRED TO COMPLY WITH THE CITY OF VISALIA WASTEWATER ORDINANCE 13.08 RELATIVE TO CONNECTION TO THE SEWER, PAYMENT OF CONNECTION FEES AND MONTHLY SEWER USER CHARGES. THE ORDINANCE ALSO RESTRICTS THE DISCHARGE OF CERTAIN NON-DOMESTIC WASTES INTO THE SANITARY SEWER SYSTEM.

YOUR PROJECT IS ALSO SUBJECT TO THE FOLLOWING REQUIREMENTS:

- ☒ WASTEWATER DISCHARGE PERMIT APPLICATION
- ☒ SAND AND GREASE INTERCEPTOR – 3 COMPARTMENT FOR CAR WASH
- ☒ GREASE INTERCEPTOR min. 1000 GAL FOR RESTAURANT
- ☐ GARBAGE GRINDER – ¾ HP. MAXIMUM _____
- ☐ SUBMISSION OF A DRY PROCESS DECLARATION _____
- ☒ NO SINGLE PASS COOLING WATER IS PERMITTED _____
- ☐ OTHER _____
- ☐ SITE PLAN REVIEWED – NO COMMENTS

CALL THE QUALITY ASSURANCE DIVISION AT (559) 713-4529 IF YOU HAVE ANY QUESTIONS.

CITY OF VISALIA
PUBLIC WORKS DEPARTMENT
QUALITY ASSURANCE DIVISION
7579 AVENUE 288
VISALIA, CA 93277

_____
AUTHORIZED SIGNATURE

3-21-14
_____
DATE

SPA 13198 RESTAURANT

CITY OF VISALIA
NONSIGNIFICANT WASTEWATER DISCHARGE PERMIT APPLICATION

Agency Use:
Permit No:_____
Code No:_____
Data Entry By:_____

PLEASE PRINT OR TYPE

APPLICANT BUSINESS NAME:_____ PHONE: _____

BUSINESS ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

BUSINESS OWNER: _____ PHONE: _____

MAILING ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

CONTACT PERSON: _____ TITLE: _____

NATURE OF BUSINESS: (restaurant, market, convenience store, yogurt shop, walk-up, etc.)

_____

NO. OF EMPLOYEES: _____ HOURS OPEN: _____AM/PM TO _____AM/PM

DAYS PER WEEK BUSINESS OPEN: MON TUES WED THUR FRI SAT SUN

Does your facility have a grease, oil or grit trap installed before discharge to sewer? YES NO

If yes, Name of trap: _____ Size of trap: _____ How often is trap cleaned: _____

I hereby affirm that all information furnished is true and correct to the best of my knowledge.

_____
Signature Date

Public Works Department
Quality Assurance Division
7579 Ave 288
Visalia CA 93277
(559) 713-4487

SPA 13198 CAR WASH

CITY OF VISALIA
NONSIGNIFICANT WASTEWATER DISCHARGE PERMIT APPLICATION

Agency Use:
Permit No:_____
Code No:_____
Data Entry By:_____

PLEASE PRINT OR TYPE

APPLICANT BUSINESS NAME:_____ PHONE: _____

BUSINESS ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

BUSINESS OWNER: _____ PHONE: _____

MAILING ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

CONTACT PERSON: _____ TITLE: _____

NATURE OF BUSINESS: (auto repair, car wash, machine shop, painting, battery dealer, etc.)

_____

Does your facility have a grease, oil or grit trap installed before discharge to sewer? YES NO

Does your facility conduct automotive servicing operations that involve the exchange or replacement of fluids (e.g. oil, transmission or brake fluid, radiator coolant etc.)? YES NO

Does your facility have any floor drains? YES NO

Does your facility have a steam cleaner? YES NO

Does your facility wash vehicles on site? YES NO

If generated, how do you dispose of the following:

Grease, oil and sand interceptor contents _____

I hereby affirm that all information furnished is true and correct to the best of my knowledge.

_____
Signature Date

Public Works Department
Quality Assurance Division
7579 Ave. 288
Visalia CA 93277
(559) 713-4487

SPA 12198

CITY OF VISALIA

ORDINANCE 13.08

13.08.570 Traps required.

Grease, oil and sand traps shall be provided when, in the opinion of the City, they are necessary for the protection of the sewerage system from liquid wastes containing grease in excessive amounts, or any flammable wastes, sand and other harmful ingredients; except that such traps shall not be required for buildings used solely for residential purposes. Such traps shall be required for example, on discharges from all service stations, automotive repair garages, car washes, restaurants, eating establishments and food preparation establishments, and such other commercial or industrial establishments as the city may designate. (Prior code § 4254)

13.08.580 Construction of traps.

All traps shall be of a type and capacity approved by the city, and shall be so located as to be readily and easily accessible for cleaning and inspection. Restaurant traps shall be gas-tight, of a type approved for restaurant use by the division of building safety. Traps for all other facilities, including service stations and garages, shall be in accordance with the adopted plan of the city for such traps or shall be the approved equal thereof as determined by the director. (Prior code § 4255)

13.08.590 Maintenance of traps.

When installed, all grease, oil and sand traps shall be maintained by the owner, at owner's expense, in continuously efficient operation at all times. (Prior code § 4256)

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 26, 2014

ITEM NO: 7	RESUBMTL
SITE PLAN NO:	SPR13198
PROJECT TITLE:	BUSINESS RESEARCH PARK
DESCRIPTION:	BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERM'T AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT:	ROYE MICHAEL
PROP. OWNER:	ROYE LINDA
LOCATION:	224 S NEELEY ST
APN(S):	081-170-001 081-170-002 081-170-003 081-170-009 081-170-010 081-170-014

THE TRAFFIC DIVISION WILL PROHIBIT ON-STREET PARKING AS DEEMED NECESSARY

☐ No Comments

☒ See Previous Site Plan Comments

☒ Install ***at driveways*** Street Light(s) per City Standards.

☐ Install Street Name Blades at Locations.

☒ Install Stop Signs at ***driveway*** Locations.

☒ Construct parking per City Standards PK-1 through PK-4.

☒ Construct drive approach per City Standards. Major commercial drive approach is to have a 35 ft. radius curb return. City Standards C-26 and C-27.

☒ Traffic Impact Analysis required. The residential properties within the block should also be included in the study.

Additional Comments:

- Driveway locations are to comply with City Standard C-32. The most easterly driveway onto Crowley Ave. is too close to the intersection of Crowley and Plaza Drive. Driveway shall be a minimum of 200' from intersection. Separation between driveways shall be a minimum of 250'
- Crowley Ave. tapers down at Neeley St. Full width is needed to provide Two Way Left Turn Lane to access driveways.
- Sign at northeast corner of site infringes onto public right-of-way.
- Right-of-way corner cut for pedestrian access ramps is required at southeast corner of Crowley and Neeley.
-

Leslie Blair

13-198RR

BUILDING/DEVELOPMENT PLAN REQUIREMENTS
ENGINEERING DIVISION

☐ Jason Huckleberry 713-4259
☒ Adrian Rubalcaba 713-4271

ITEM NO: 7 DATE: MARCH 26, 2014

SITE PLAN NO.:	13-198 2ND RESUBMITTAL
PROJECT TITLE:	BUSINESS RESEARCH PARK
DESCRIPTION:	BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERMIT AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT:	ROYE MICHAEL
PROP OWNER:	ROYE LINDA
LOCATION:	224 S NEELEY ST
APN:	081-170-001 002 003 009 010 014

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (indicated by checked boxes)

☐ Install curb return with ramp, with radius;
☐ Install curb; ☐ gutter
☐ Drive approach size: ☐ Use radius return;
☐ Sidewalk: width; ☐ parkway width at
☐ Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
☐ Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
☐ Right-of-way dedication required. A title report is required for verification of ownership.
☐ Deed required prior to issuing building permit;
☐ City Encroachment Permit Required.
Insurance certificate with general & auto liability ($1 million each) and workers compensation ($1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Rafael Magallan, 713-4414.
☐ CalTrans Encroachment Permit required. ☐ CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088;
☐ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
☐ Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
☐ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☐ Prepared by registered civil engineer or project architect. ☐ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☐ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.
☐ Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
☐ Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter =.020%, V-gutter = 0.25%)
☐ Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
☐ All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.

☐Traffic indexes per city standards:
☐Install street striping as required by the City Engineer.
☐Install landscape curbing (typical at parking lot planters).
☐Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.
☐Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.
☐Provide "R" value tests: each at
☐Written comments required from ditch company Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
☐Access required on ditch bank, 15' minimum ☐ Provide wide riparian dedication from top of bank.
☐Show Oak trees with drip lines and adjacent grade elevations. ☐ Protect Oak trees during construction in accordance with City requirements.
☐A permit is required to remove oak trees. Contact Joel Hooyer at 713-4295 for an Oak tree evaluation or permit to remove. ☐ A pre-construction conference is required.
☐Relocate existing utility poles and/or facilities.
☐Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
☐Subject to existing Reimbursement Agreement to reimburse prior developer:
☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
☒If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

☒Comply with prior comments. ☐Resubmit with additional information. ☒Redesign required.

Additional Comments:

1. City standard street lights are required in public right-of-way.

2. First phase shall install Crowley improvements. Neeley improvements to be installed with subsequent parcel development fronting Neeley.

3. Improvements to existing residential frontage on Neeley shall be installed with each adjacent parcel development. Developer to notify and coordinate with residence.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **13-198 2nd RESUBMITTAL**
Date: **3/26/2014**

Summary of applicable Development Impact Fees to be collected at the time of building permit:

(Preliminary estimate only! Final fees will be based on the development fee schedule in effect at the time of building permit issuance.)

(Fee Schedule Date:**8/16/2013**)
(Project type for fee rates:**REFER PREVIOUS COMMENTS**)

☐ Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
☐ Groundwater Overdraft Mitigation Fee	
☐ Transportation Impact Fee	
☐ Trunk Line Capacity Fee	
☐ Sewer Front Foot Fee	
☐ Storm Drain Acq/Dev Fee	
☐ Park Acq/Dev Fee	
☐ Northeast Specific Plan Fees	
☐ Waterways Acquisition Fee	
☐ Public Safety Impact Fee: Police	
☐ Public Safety Impact Fee: Fire	
☐ Public Facility Impact Fee	
☐ Parking In-Lieu	

Reimbursement:

1.) No reimbursement shall be made except as provided in a written reimbursement agreement between the City and the developer entered into prior to commencement of construction of the subject facilities.
2.) Reimbursement is available for the development of arterial/collector streets as shown in the City's Circulation Element and funded in the City's transportation impact fee program. The developer will be reimbursed for construction costs and right of way dedications as outlined in Municipal Code Section 16.44. Reimbursement unit costs will be subject to those unit costs utilized as the basis for the transportation impact fee.
3.) Reimbursement is available for the construction of storm drain trunk lines and sanitary sewer trunk lines shown in the City's Storm Water Master Plan and Sanitary Sewer System Master Plan. The developer will be reimbursed for construction costs associated with the installation of these trunk lines.

Adrian Rubalcaba

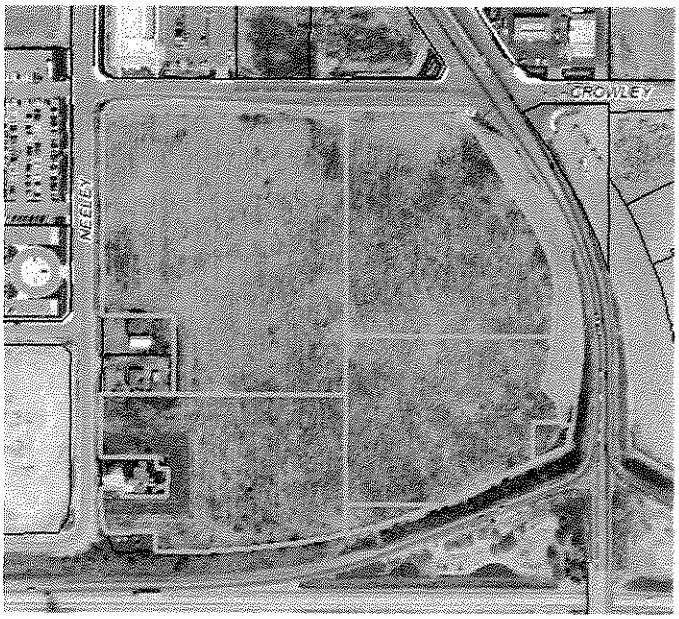
SITE PLAN REVIEW COMMENTS

Andrew Chamberlain, Planning Division (559) 713-4003
Date: March 26, 2014

SITE PLAN NO:	2013-198 (B)
PROJECT:	BUSINESS RESEARCH PARK
DESCRIPTION:	BUSINESS RESEARCH PARK ON 25 ACRES WITH MASTER PLAN, CONDITIONAL USE PERMIT AND PARCEL MAP (BRP ZONED) (DISTRICT G)
APPLICANT:	ROYE MICHAEL
PROP. OWNER:	ROYE LINDA
LOCATION TITLE:	224 S NEELEY ST
APN TITLE:	081-170-001
General Plan:	BRP – (Business Research Park)
Existing Zoning:	BRP – (Business Research Park)

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit



PROJECT SPECIFIC INFORMATION:

See previous comments.

1. Provide a letter from the TC ALUC that they do not need to review the proposed project.
2. As a mixed use project, the parking ratios are supportable by staff, please provide a separate detail of the parking/uses and related for use as an exhibit.
3. The development of the individual parcels is subject to site plan review to determine consistency with the master plan and to address the development requirements of the individual parcels related to access, parking and circulation improvements along with solid waste and fire for each site.

The Master Plan comments below were previously sent: NOTE that there may be additional comments as the plan is processed though the Planning Commission along with the proposed tentative parcel map.

- After title page - the City Council review and adoption may be removed – unless it is appealed.
- Page 12 – Table 3.2-2 Rear: South Boundary (landscaping should be 30 – while it is a rear, HWY 198 and the ramps are considered a street frontage similar to Plaza with a 30 foot landscape requirement. Actually looks like it is already at or greater than 30 feet in the plan.
- Some of the building rendering figures should be transitioned from black/white to color if possible
- Page 25 – Landscape Plan Guidelines – The project will be subject to MWELO standards, we would recommend inserting some recognition of this in this section.
- Provide a map of the proposed monument sign locations – hard to discern/visualize as it is written in the text. Staff may not support the requested one monument sign per parcel along Neeley and Crowley roadways – are they 10 feet tall with 35 sq. f.t per side, or 4 feet tall with 25 sq. ft. per side – Figure 4 does not provide a good visualization of the proposed signs.
- Page 28 – picture in lower right corner – City does not currently provide allowances for projection/blade signs.

o Page 34 – Second paragraph – administrative approval – If the projects are considered to comply with the adopted master plan, then the project will not be required to go back to the Planning Commission for approval unless a conditional use permit or other discretionary action is required.

Project Requirements – March 12

- See **Previous Project Comments** below.
- Provide a **Phasing Plan** which includes the right-of-way infrastructure.
- Staff would suggest that if a **Parcel Map** is anticipated, that it be processed with the Master Plan CUP. Any parcel map should be reviewed at the same time as the master plan through the Site Plan Review process.
- Engineering/Traffic is requiring a **Traffic Study**, this should be done during the Site Plan Review for this site should any right-of-way changes be identified which would affect the site plan.
- **Conditional Use Permit** - to allow a master-planned development. Use permit may include related conditional uses which are identified on the site plan and describe in detail (exact location, size, operational statement), that are conditionally allowed in the BRP zone.
- Conceptual Master Plan document –
- **Pylon Sign** is not allowed and will not be supported by Staff through any of the processes.

Previous Project Comments – December 18, 2013

- Conditional Use Permit(s) - to allow a master-planned development, and for the following uses that are conditionally allowed in the BRP zone.
- Review of Conceptual Master Plan and/or Specific Plan document
- Variance for pylon sign (staff does not support pylon signs that exceed the monument signage standards of Sign Standards for Design District "G".
- Tentative Parcel Map
- Traffic Impact Study as determined by the City Engineer
- Greenhouse Gas Analysis
- Photometric Study
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: 12/18/2013

1. A Master Conditional Use Permit shall be prepared for this business park and shall serve as the master plan for this site in accordance with Land Use Element Policy 3.6.3 (see below). Master CUP shall address site design, circulation and parking layout, architectural design (elevations for each building with material call-outs), sign program, and related information. Future amendments to this CUP to reflect changes of the Master Plan can be processed as Amendments to the CUP. NOTE: Uses which require a CUP in this zone will not be covered under the Master CUP unless they are identified and considered with applicable details during the Site Plan Review process and included in the Master CUP application.
2. Provide a phasing plan, which includes all common infrastructure improvements per each Phase, and phasing of landscaping.
3. Retail is limited to a maximum 4,000 square feet per building. Retail space is provided throughout the development but in case shall any individual tenant spaces exceed the size limitations as identified in the zoning ordinance. Note, the retail allowance in this zone is for general retail, other retail uses listed in the Zoning Matrix which do not contain a "P" on the "BRP" line would not be allowed, retail uses with a "C" on the BRP" line would require an amendment to the Master CUP.
4. Staff requires that the site design considered establishing an interior drive aisle that is free and clear of parking stalls. This dedicated drive aisle shall provide a loop drive through the entire site without interference from vehicles backing out onto this drive aisle.
5. All Parcel Maps require a separate Site Plan Review. If a parcel map is also proposed, it should be processed concurrently with the Master CUP.

6. A Property Owner Common Maintenance agreement is required for landscape and common infrastructure if the site is parceled. Provide a phasing plan of landscaping and common infrastructure improvements. The requirement is to develop and maintain all the properties within the CUP Master Plan area in a uniform manner consistent with the campus style setting.
7. Staff recommends that the architectural design and sign program details be submitted to staff for review prior to filing for the Master CUP. Staff would like to meet with the applicant to review these details. The architectural details and common infrastructure which tie the development together into a campus style setting should be similar to the integrated components in the Plaza Business Park (not necessarily the same style) in that entry statements at the access points (ID Monuments and paving), sign bases, bus stops and related infrastructure all combined a single architectural theme which highlights the campus setting, and is carried over to the primary and secondary buildings.
8. Staff will not support any vehicular access drives onto Plaza Drive.
9. Comply with building/landscape setback requirements as identified per Design District "G". Increase the building/landscape setbacks along Neely and Crowley to 25-feet and 40-feet along Highway 198.
10. The project site is located in the Visalia Airport Master Plan's Horizontal Zone (H). The Horizontal Zone requires no more than three dwelling units per acre; no schools, arenas, auditoriums, or similar uses which attract a large numbers of people; no industries involving large quantities of high volatile flammable materials or processes; and the maximum structural coverage of a parcel should not exceed 20 percent (under traffic pattern) of a parcels total area. Maximum structural coverage of a parcel should not exceed 50 percent outside the traffic pattern.
11. Any building heights greater than the Airport Master Plan's requirements is subject to review by Tulare County Airport Land Use Commission.

CITY GENERAL PLAN CONSISTENCY

Staff initial finding is that the consistency of the proposed site plan with the City General Plan cannot be determined until a Specific or Master Plan is submitted, reviewed, and adopted by the City. Staff initial finding is that the proposed site plan shall be further revised to address issues and comments generated by City staff. Because this project requires discretionary approval by the City Council and/or Planning Commission the final determination of consistency will be made by the Planning Commission and/or City Council.

Policy 3.6.3 of the General Plan Land Use Element designates this site as a location for a Business Research Park center. In accordance with this policy, along with Sections 17.24 and 17.30 of the Visalia Zoning Ordinance, Business Research Park centers shall be developed as part of a Specific Plan or Master Plan. At a minimum, said plans prepared for Business Research Park centers shall include discussion, policies, and standards for the following:

- location of open space and ancillary uses,
- compatibility with the developing character of the neighboring area,
- development phasing,
- coordinated architectural standards,
- landscaping standards,
- on-site circulation,
- integration of alternate transportation opportunities including mass transit and ride sharing,
- lot sizes and setbacks, and plan implementation.

Design District: "G" (See Chapter 17.24 For BRP Zoned Sites) [17.30.220]

Maximum Building Height: 75 Feet

Minimum Setbacks:		**Building**	**Landscaping**
➢ Front	(Plaza Drive)	45 Feet	30 Feet

➢ Front (Hurley, Crowley, Neeley, Kelsey)	25 Feet	25 Feet
➢ Front with SR 198 frontage	45 Feet	45 Feet
➢ Side	20 Feet	20 Feet
➢ Street side on corner lot	20 Feet	20 Feet
➢ Rear	30 Feet	20 Feet

*(Except where building is on property line)

Minimum Site Area: 5 acre minimum (divisions under 5 acres may be approved in conjunction with an adopted master plan for the site)

Parking: As prescribed in Chapter 17.34

Note: Development within the BRP is subject to approval of a conditional use permit (CUP) for a Master Plan which is to provide a cohesive architectural design to create a campus style setting, including shared vehicular and pedestrian access, shared parking within the individual Master Plan area, common open space and related amenities. A comprehensive sign program is also required as a component of the CUP process forth Master Plan.

Signage: [see Zoning Ordinance Section 17.48]

1. All signs require a building permit.
2. Provide a comprehensive sign program with Master Planned/Specific Plan document.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

Please note that the project is subject to SJVAPCD Rule 9510. The applicant is encouraged to do early indirect source modeling consultation with the Air District (please see http://www.aqmd.gov/rules/proposed/2301/sjvapcd_rule9510.pdf).

Valley Oak Tree

NOTE: Any development under the canopy of a Valley Oak Tree must be reviewed and approved by the City Arborist. Applicants should not prepare any final plans without a review and approval of a detailed site plan by the City Arborist or his appointee.

Noise: NOISE ORDINANCE (Municipal Code Chapter 8.36)

The City's Noise Ordinance has standards for maximum noise levels near sensitive land uses. The project, as with all other uses in the City, will be required to meet the standards of the Noise Ordinance during construction of the project and during operation of the use on the site. It is the property owner's responsibility to ensure that the Ordinance is being met. Copies of the Noise Ordinance are available at the Community Development Department front counter or online at www.ci.visalia.ca.us.

As part of Staff's review prior to Planning Commision/City Council hearings on the proposed project Staff may determine it appropriate to review the proposed project for potential Noise Ordinance conformity. If it is determined that the proposed project may not meet the Noise Ordinance a Noise Study may be required prior to public hearing on the project.

Parking:

1. Provide parking based upon gross floor area (see Zoning Ordinance Section 17.34.020).
2. Hotel Parking shall be based on the following: One parking space for each guest room. Further, there shall be one parking space for each two employees per shift regularly employed by the hotel or any independent business located within the hotel structure. If the hotel provides an area for the consumption of food or beverages or provides meeting or assembly halls the following requirements must be met.

Number of Motel Parking Requirements

Rooms	
3-10	One parking space for each 100 square feet of area used for the consumption of food or beverages and one parking space for each 35 square feet of meeting or assembly hall space.
11-40	One parking space for every 200 square feet of area used for the consumption of food or beverages and one parking space for each 70 square feet of meeting hall or assembly hall space.
41-75	One parking space for each 300 square feet of area designated for the consumption of food or beverages and one parking space for each 150 square feet of meeting or assembly hall space.
76 or more	One parking space for each 400 square feet of area set aside for the consumption of food or beverages and one parking space for each 300 square feet of meeting or assembly hall area.

4. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot.
5. Provide handicapped space(s) (see Zoning Ordinance Section 17.34.030.H).
6. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls.
7. It is highly recommended that bicycle rack(s) be provided on site plan.
8. No parking shall be permitted in a required front/rear/side yard.
9. Design/locate parking lot lighting to deflect any glare away from abutting residential areas, calculations to be shown on construction documents (Zoning Ordinance Section 17.34.030.J).
10. Parking lot to be screened from view by a 3-foot tall solid wall or shrubs when located adjacent to a public street.
11. Provide shared parking/access agreements. Said agreements/ easements to be approved and recorded prior to issuance of building permits (Zoning Ordinance Section 17.34.050).
12. Provide off-street loading facility(Zoning Ordinance Section 17.34.070 & 17.34.080).
13. The project should provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant vehicle work trips. The preferential treatment could include covered parking spaces or close-in parking spaces, or designated free parking, or a guaranteed space for the vehicle.

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide second-story screening for all windows that may intrude into adjacent residential properties. Details and cross-sections will be required to be reviewed and approved prior to issuance of building permits (Zoning Ordinance Section 17.30.130.F).
3. Provide screened trash enclosure with solid screening gates (Zoning Ordinance Section 17.30.130.F).
4. Provide solid screening of all outdoor storage areas. Outdoor storage to be screened from public view with solid material (Zoning Ordinance Section 17.30.130.F).
5. Outdoor retail sales prohibited.
6. Cross Sections need to be provided for site Plan Review if there is greater than an 18-inch difference between the elevation of the subject site and the adjacent properties, and the sections would be required for the public hearing process also.
7. All outdoor storage areas are to be identified on the site plan and they are to be shown with screening (fencing). No materials may be stored above the storage area fence heights (Zoning Ordinance Section 17.30.130.F).
8. If there is an anticipated grade difference of more than 12-inches between this site and the adjacent sites, a cross section of the difference and the walls must be provided as a part of the Subdivision and/or CUP application package.

Landscaping:

1. On September 30, 2009, the State Model Water Efficient Landscape Ordinance (MWELO) was finalized by the State Department of Water Resources to comply with AB 1881. AB 1881 along with the MWELO became effective on January 1, 2010. As of January 1, 2010, the State Model Water Efficient Landscape Ordinance became effective by adoption of a City urgency ordinance on December 21, 2009. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity (i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance. **NOTE: Prior to a final for the project, a signed Certificate of Compliance for the MWELO standards is required indicating that the landscaping has been installed to MWELO standards.**
2. Provide street trees at an average of 20-feet on center along street frontages. All trees to be 15-gallon minimum size (Zoning Ordinance Section 17.30.130.C).
3. All landscape areas to be protected with 6-inch concrete curbs.
4. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
5. Provide a detailed landscape and irrigation plan as a part of the building permit package.
6. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls.
7. Please review Zoning Ordinance section 17.30.130-C for current landscaping and irrigation requirements.
8. Locate existing oak trees on site and provide protection for all oak trees greater than 2" diameter.

Maintenance of landscaped areas. - A landscaped area provided in compliance with the regulations prescribed in this title or as a condition of a use permit or variance shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

Lighting:

1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.
2. Parking lot and drive aisle lighting adjacent to residential units or designated property should consider the use of 15-foot high light poles, with the light element to be completely recessed into the can. A reduction in the height of the light pole will assist in the reduction/elimination of direct and indirect light and glare which may adversely impact adjacent residential areas.
3. Building and security lights need to be shielded so that the light element is not visible from the adjacent residential properties, if any new lights are added or existing lights relocated.
4. NOTE: Failure to meet these lighting standards in the field will result in no occupancy for the building until the standards are met.\
5. In no case shall more than 0.5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable.

The comments found on this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. A discretionary action that must be approved by the Planning Commission. The fees are not refundable if the action is denied.

Signature _____

The Square at Plaza Drive

Master Plan

4CREEKS

Appendix E

Traffic Study

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Ms. Leslie Blair
City of Visalia
315 East Acequia Avenue
Visalia, California 93291

February 5, 2024

Subject: Traffic Analysis
Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Southeast of the Intersection of Crowley Avenue and Neeley Street
Visalia, California

Dear Ms. Blair:

This report presents the results of traffic analyses to study the potential traffic impacts of the subject project in Visalia, California, hereinafter referred to as "the Project." The scope of the traffic analyses was determined in coordination with City staff. The scoping letter dated January 16, 2024 and the City response email dated January 26, 2024 are attached following the figures at the end of this report.

Project Description

The Project is the modification of the previously-approved master plan for The Square at Plaza Drive that is located within the area bounded by Plaza Drive to the east, Crowley Avenue to the north, Neeley Street to the west, and State Route (SR) 198 to the south. The modification to the master plan will replace a previously-approved 17,400-square-foot bank building and a previously-approved 15,000-square foot office building with a 91-room hotel and a 6,300-square-foot restaurant with a drive through. The modification is located in the northwest portion of The Square at Plaza Drive, which is near the southeast corner of the intersection of Crowley Avenue and Neeley Street.

Site access for The Square at Plaza Drive is proposed via driveways connecting to Crowley Avenue and to Neeley Street.

A vicinity map is presented in the attached Figure A, Site Vicinity Map, and a site plan is presented in Figure B, Site Plan, following the text of this report.

Study Area

This study focuses on the intersection of Plaza Drive and Crowley Avenue.

Project Trip Generation and Vehicle Miles Traveled (VMT)

The Project trip generation and VMT are discussed in detail in the attached scoping letter.

Project Trip Distribution and Assignment

The Project trips were assigned to the intersection of Plaza Drive and Crowley Avenue based on the distribution presented in the traffic impact study report prepared for The Square at Plaza Drive dated September 29, 2014 (hereinafter referred to as the 2014 Report).

The peak-hour primary trips for the entire Square at Plaza Drive project are presented in Figure C, Peak-Hour Project Primary Trips. The pass-by trips for the entire Square at Plaza Drive project are presented in Figure D, Peak-Hour Project Pass-By Trips.

Study Time Period and Analysis Scenarios

The study time period is the year 2036 a.m. peak hour (with-Project scenario only) as described in the attached scoping letter.

Level of Service

The Transportation Research Board *Highway Capacity Manual, 7th Edition*, (HCM) 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 signalized intersections are presented in Table 1.

Table 1
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is no greater than 1.0. 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, 7th Edition*, Transportation Research Board, 2022

Year 2036 Traffic Volumes

The peak-hour year 2036 traffic volumes without The Square at Plaza Drive are presented in Figure 9 of the September 2014 report (Figure 9 is attached). The revised year 2036 a.m. peak hour traffic volumes with the Project were determined by adding the total Square at Plaza Drive primary and pass-by trips presented in Figures C and D to the no-Project volumes presented in Figure 9 of the 2014 Report. The resulting traffic volumes are presented in the attached Figure E, Year 2036 A.M. Peak-Hour Traffic Volumes.

Operational Analysis

The level of service at the study intersection was determined using the computer program Synchro 11, which is based on HCM procedures for calculating levels of service. Table 2

presents the results of the intersection operational analyses. The intersection analysis sheets are attached.

Table 2
LOS Summary – Year 2036 With-Project Mitigated Conditions

Intersection	Control	A.M. Peak Hour	
		Delay (sec)	LOS
Plaza / Crowley	Signals	30.7	C

The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths at the study intersection. The calculated 95th-percentile queue lengths are presented in Table 3. Calculated 95th-percentile queue lengths that exceed the storage capacity are indicated in bold font and are underlined.

Table 3
Queuing Summary – Year 2036 With-Project Mitigated Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Plaza / Crowley	Lanes	1	1	1	2	1	1	2	3	S	2	3	1
	Storage	225+	900	340	230	>1,000	175	290	900		280	>1,000	100
	A.M.	272	88	293	103	141	0	**350**	595		180	315	79

\+ Lane connects to a two-way left-turn lane that provides additional storage length.
S Movement is shared with the adjacent lane

The intersection of Plaza Drive and Crowley Avenue is expected to operate at LOS C in the year 2036 with the mitigated lane configurations presented in the 2014 Report. The 95th-percentile queue in the left-turn lane on the northbound approach is expected to exceed the storage capacity during the a.m. peak hour. An existing overhead sign structure prevents lengthening the storage lanes.

It is noted that the required mitigated lane configurations presented in the 2014 Report include future widening on the east side of the intersection to provide two left-turn lanes on the westbound approach. The widening on the east side of the intersection would likely require additional widening on the west side of the intersection to align the eastbound and westbound through lanes. The required widening on the west side of the intersection would likely be very similar to that which would be required if the west leg were modified to include two left-turn lanes on the eastbound approach. Therefore, additional analyses have been performed with two left-turn lanes on the eastbound approach and the results are presented in Tables 4 and 5. The intersection analysis sheets are attached.

Table 4
LOS Summary – Year 2036 With-Project Mitigated Conditions
(Two Eastbound Left-Turn Lanes)

Intersection	Control	A.M. Peak Hour	
		Delay (sec)	LOS
Plaza / Crowley	Signals	27.9	C

Table 5
Queuing Summary – Year 2036 With-Project Mitigated Conditions
(Two Eastbound Left-Turn Lanes)

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Plaza / Crowley	Lanes	2	1	1	2	1	1	2	3	S	2	3	1
	Storage	225+	900	340	230	>1,000	175	290	900		280	>1,000	100
	A.M.	119	85	258	104	129	0	285	511		154	292	71

\+ Lane connects to a two-way left-turn lane that provides additional storage length.
S Movement is shared with the adjacent lane

The intersection analyses considering two left-turn lanes on the eastbound approach results in an acceptable LOS and calculated 95th-percentile queues within the available storage capacity.

Conclusions and Recommendations

Generally-accepted traffic engineering principles and methods were employed to estimate the number of trips expected to be generated by the Project and to analyze the year 2036 mitigated conditions.

The proposed modification to the master plan essentially generates the same number of daily primary trips as the previous version of the plan (increase of 42 total daily primary trips). It is suggested that the transportation impact of the proposed change may be considered less than significant.

The traffic analyses found that, with the proposed modification to the master plan, the intersection of Plaza Drive and Crowley Avenue is expected to operate at LOS C in the year 2036 with the mitigated lane configurations presented in the 2014 Report. However, queues in the left-turn lanes on the northbound approach are likely to exceed the storage capacity during the a.m. peak hour.

The required mitigated lane configurations presented in the 2014 Report include future widening on the east side of the intersection to provide two left-turn lanes on the westbound approach. The widening on the east side of the intersection would likely require additional widening on the west side of the intersection to align the eastbound and westbound through lanes. The required widening on the west side of the intersection would likely be very similar to that which would be required if the west leg were modified to include two left-turn lanes on the eastbound approach. The analyses indicate that, with the required mitigation measures and a second left-turn lane on the eastbound approach, the intersection of Plaza Drive and Crowley

Avenue is expected to operate at an acceptable LOS with calculated 95th-percentile queues within the available storage capacity during the a.m. peak hour.

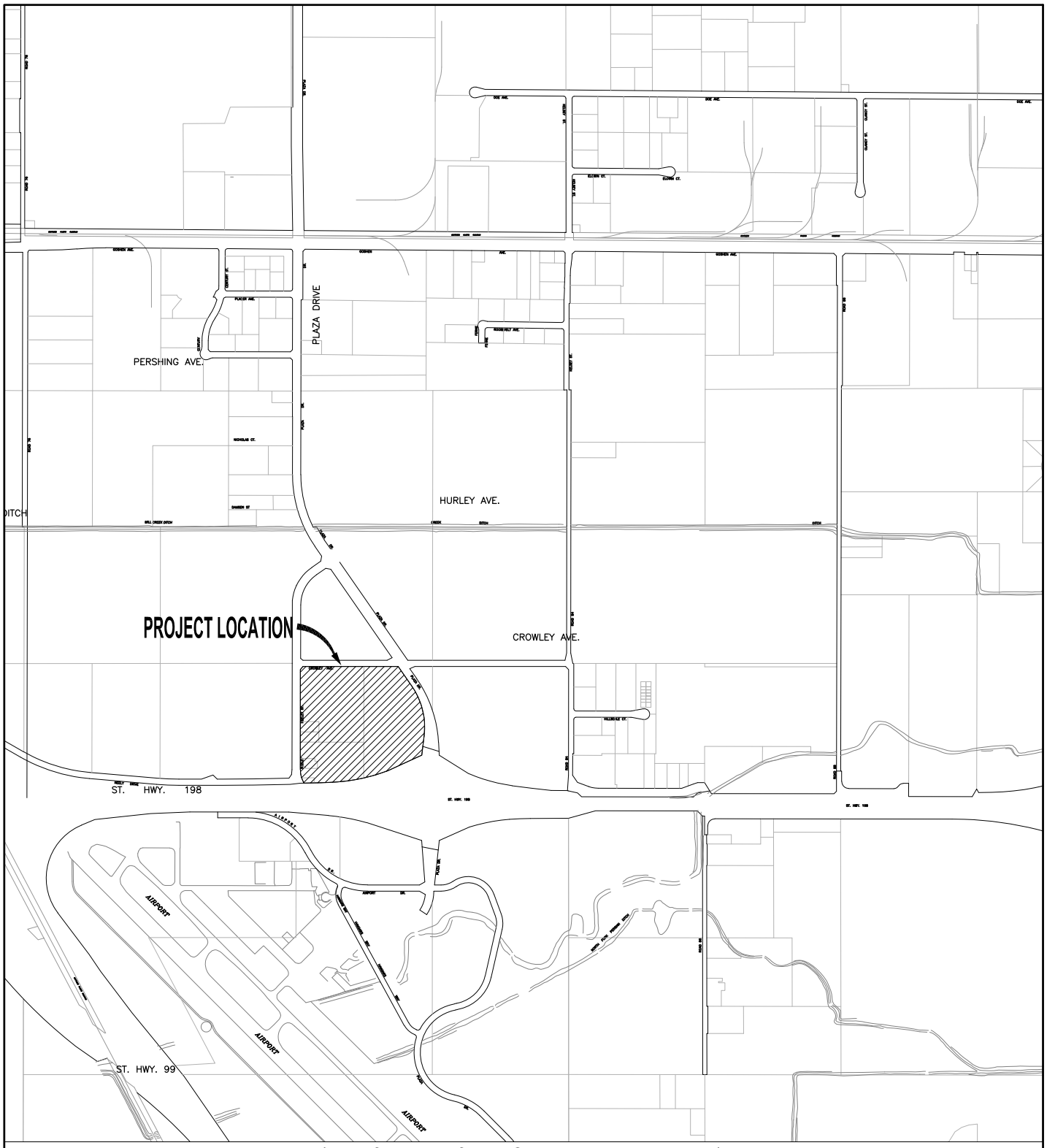
Thank you for the opportunity to work with you on this project. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP

John Rowland, PE, TE

REGISTERED PROFESSIONAL ENGINEER
JOHN ROWLAND
NO. 2484
TRAFFIC
STATE OF CALIFORNIA

Attachments: Figures A through E
Figure 9 of the 2014 Report
Scope of Traffic Impact Analysis
City Response
Intersection Analysis Sheets



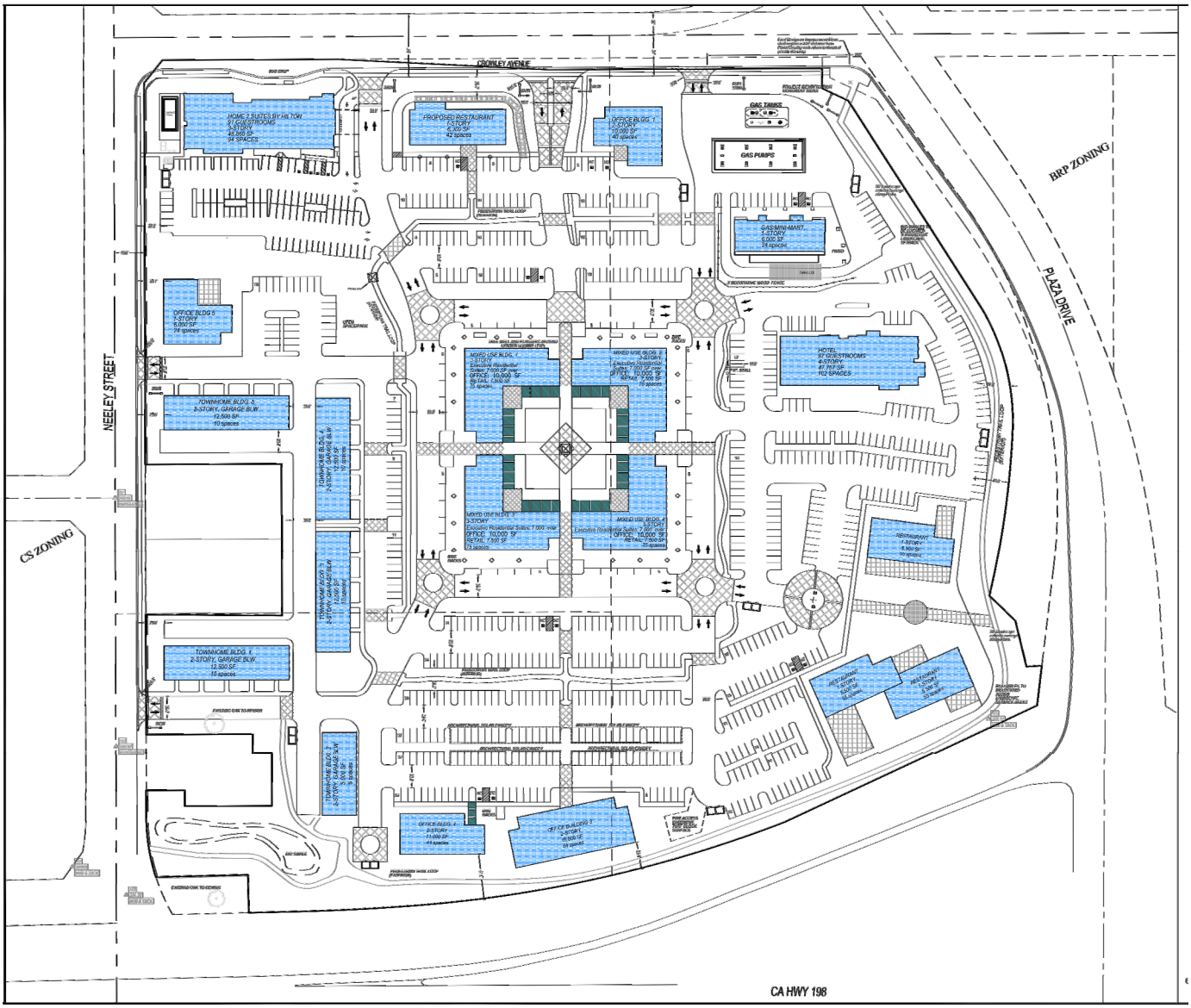
Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Visalia, California

LEGEND

PROJECT SITE

VICINITY MAP

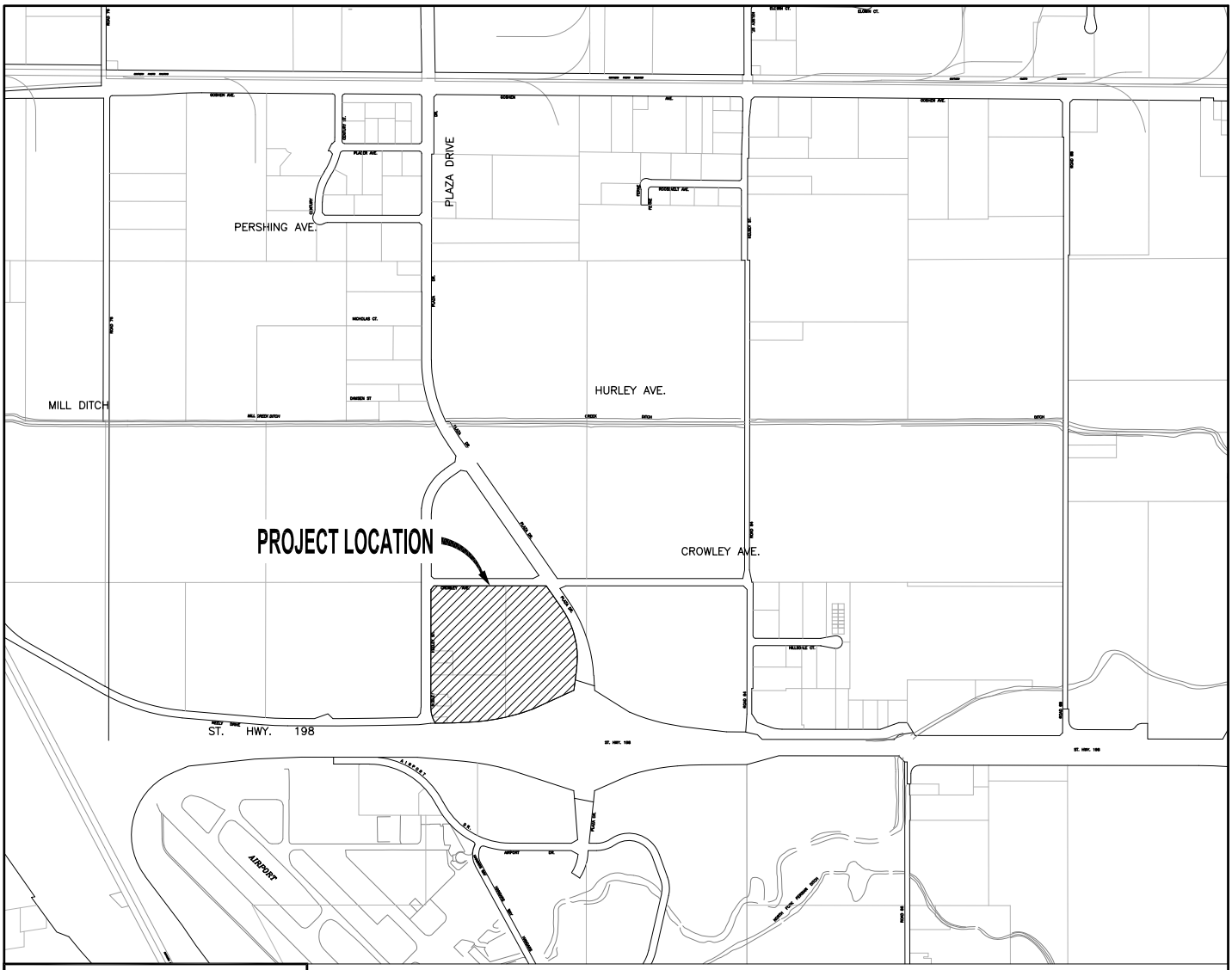
Not to Scale

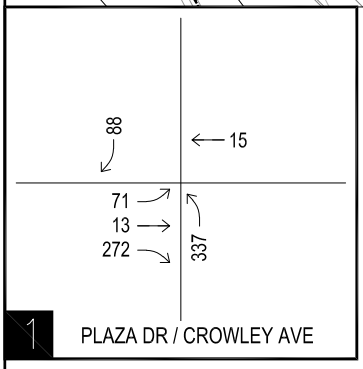


Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Visalia, California

SITE PLAN

Not to Scale





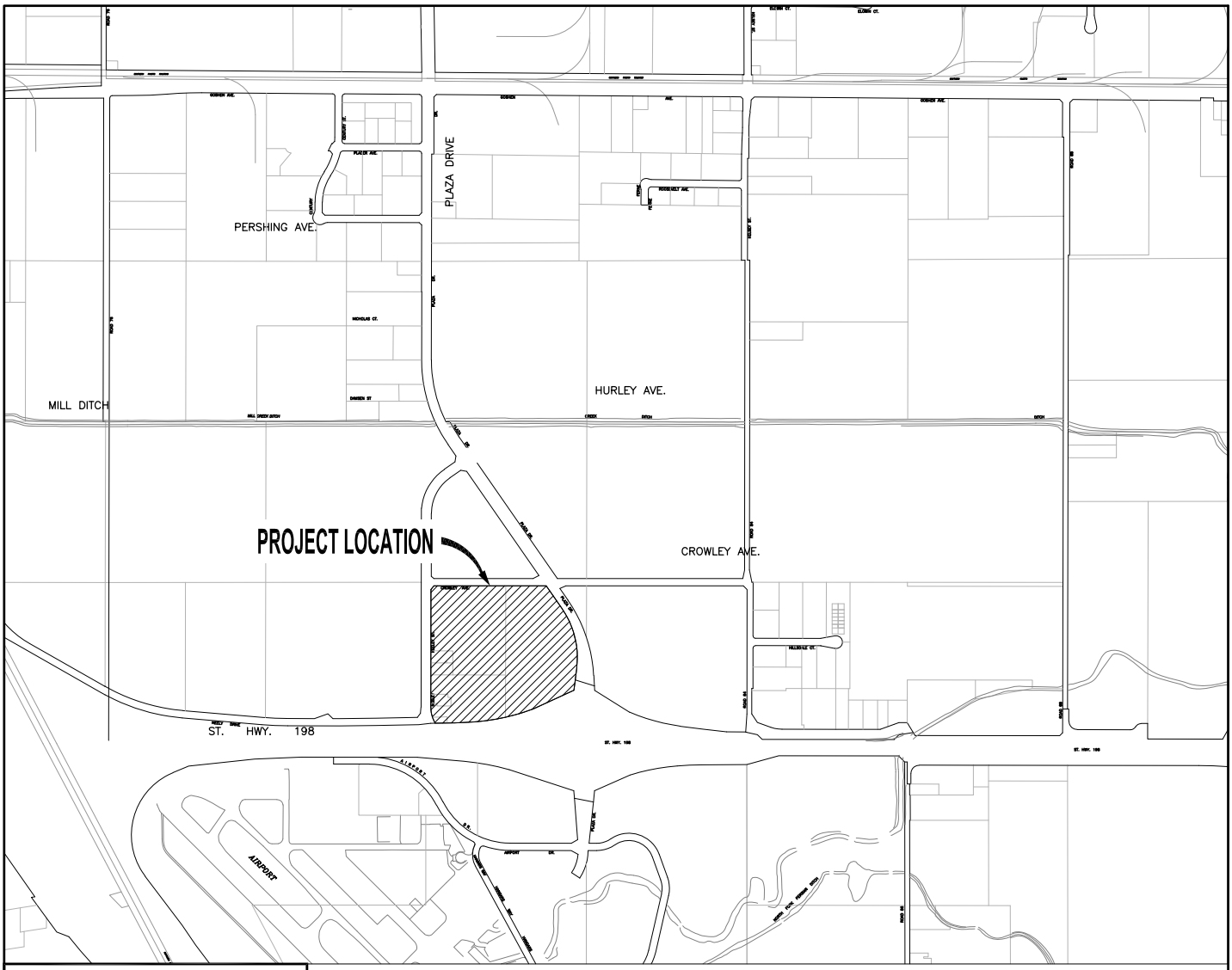
Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Visalia, California

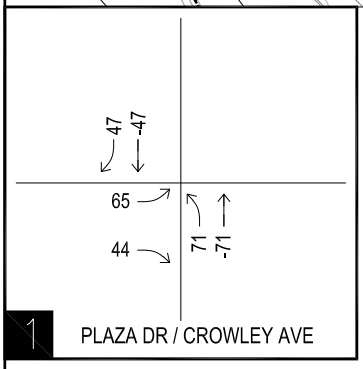
LEGEND

XX STUDY AREA INTERSECTIONS
PROJECT SITE
XX - AM Peak Hour Volumes

PEAK-HOUR PROJECT PRIMARY TRIPS

Not to Scale





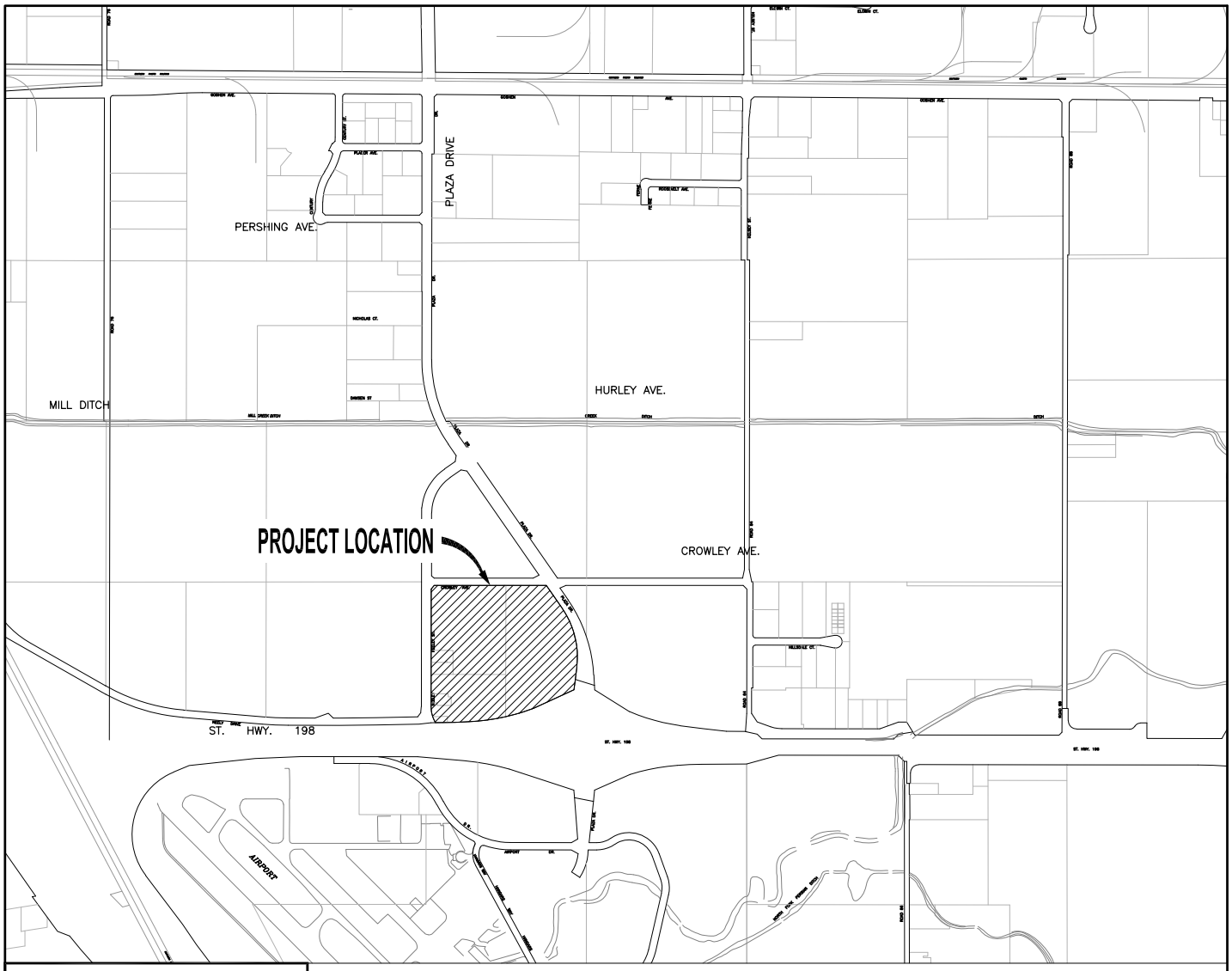
Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Visalia, California

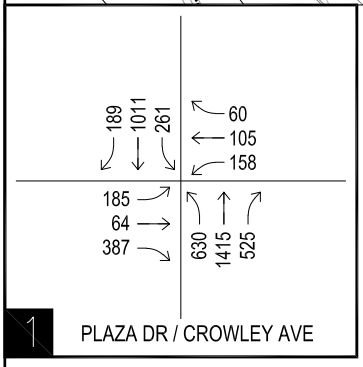
LEGEND

XX STUDY AREA INTERSECTIONS
PROJECT SITE
XX - AM Peak Hour Volumes

PEAK-HOUR PROJECT PASS-BY TRIPS

Not to Scale





Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Visalia, California

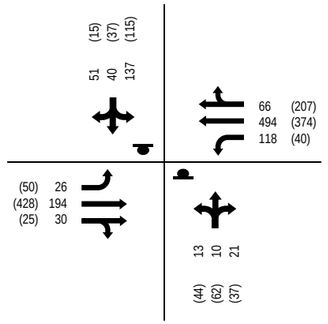
LEGEND

XX STUDY AREA INTERSECTIONS
PROJECT SITE
XX - AM Peak Hour Volumes

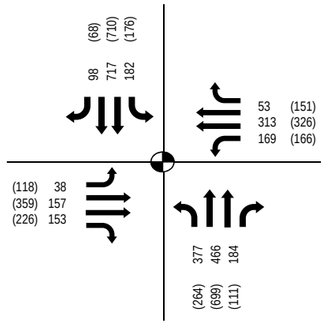
YEAR 2036 AM PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

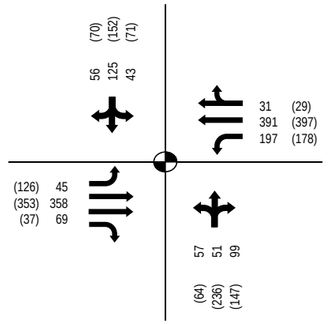
1 Goshen Avenue at American Street



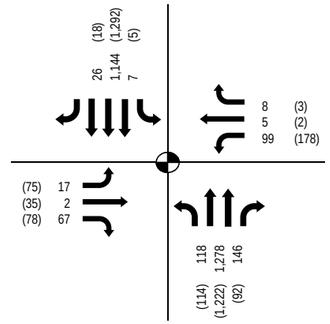
2 Goshen Avenue at Plaza Drive



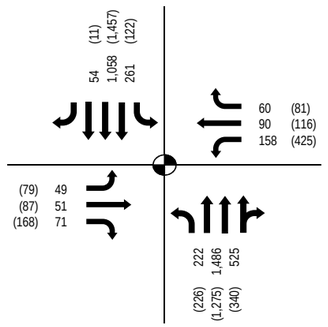
3 Goshen Avenue at Kelsey Street



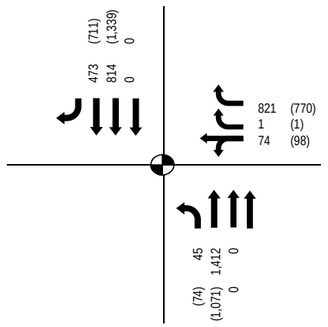
4 Hurley Avenue at Plaza Drive



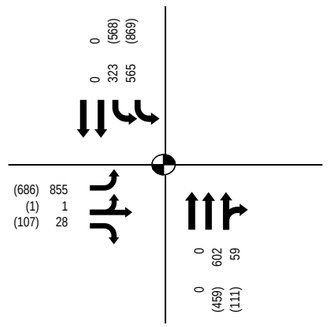
5 Crowley Avenue at Plaza Drive



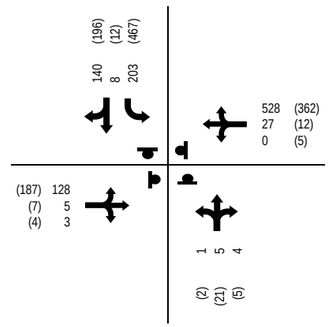
6 SR 198 WB Ramps at Plaza Drive



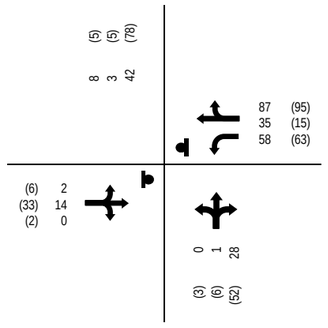
7 SR 198 EB Ramps at Plaza Drive



8 Airport Drive at Plaza Drive



9 Crowley Avenue at Neeley Street



10 Crowley Avenue at Driveway #3

Does Not Exist

11 Crowley Avenue at Driveway #2

Does Not Exist

12 Crowley Avenue at Driveway #1

Does Not Exist

13 Driveway #4 at Neeley Street

Does Not Exist

14 Driveway #5 at Neeley Street

Does Not Exist

Legend

- Project Site
- Study Intersection
- xx (xx) AM (PM) Peak Hour Volumes
- Stop Sign
- Traffic Signal
- Lane Configuration

4CREEKS

Plaza Square Development
2036 No Project Conditions

Figure 9

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Ms. Leslie Blair
City of Visalia
315 East Acequia Avenue
Visalia, California 93291

January 16, 2024

Subject: Scope of Traffic Impact Analysis
Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Southeast of the Intersection of Crowley Avenue and Neeley Street
Visalia, California

Dear Ms. Blair:

Peters Engineering Group has been retained to perform the traffic impact analysis for the subject project. The purpose of this letter is to summarize the anticipated scope of the traffic impact analysis and request confirmation or additional clarification from City staff. This letter supersedes a previous letter dated December 20, 2023 and addresses comments received from City staff on January 3, 2024.

The traffic impact analysis will be performed in general conformance with the requirements of the City of Visalia *Procedures for Traffic Impact Analysis (TIA)* updated March 2021 (City TIA Procedures).

Project Description

The proposed project is the modification of the previously-approved master plan for The Square at Plaza Drive that is located within the area bounded by Plaza Drive to the east, Crowley Avenue to the north, Neeley Street to the west, and State Route (SR) 198 to the south. The modification to the master plan will replace a previously-approved 17,400-square-foot bank building and a previously-approved 15,000-square foot office building with a 91-room hotel and a 6,300-square-foot restaurant with a drive through. The modification is located in northwest portion of The Square at Plaza Drive, which is near the southeast corner of the intersection of Crowley Avenue and Neeley Street.

Site access for The Square at Plaza Drive is proposed via driveways connecting to Crowley Avenue and to Neeley Street.

A vicinity map is presented in the attached Figure 1, Site Vicinity Map, and a site plan is presented in Figure 2, Site Plan, following the text of this report.

Project Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table A-1 is attached to this report and presents the total trip generation estimates for The Square at Plaza Drive including the proposed buildings. Table A-2 presents

the total trip generation estimates for The Square at Plaza Drive with the bank and office buildings included, representing the previously-approved version of the plan. Table 1 below presents the net change in total (unadjusted) trips expected as a result of the proposed modification of the master plan. It should be noted that the values in Table 1 are "unadjusted" because they do not consider internal capture or pass-by trips.

Table 1
Net Change in Unadjusted Project Trip Generation

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	Exit	Total	Enter	Exit	Total	
Proposed	667	559	1,226	546	560	1,106	14,870
Previous	628	482	1,110	608	644	1,252	13,432
NET CHANGE:	**39**	**77**	**116**	**-62**	**-84**	**-146**	**1,438**

A traffic impact study was prepared for The Square at Plaza Drive project and the results were presented in a report dated September 29, 2014 (hereinafter referred to as the 2014 Report). In that report, a five-percent internal capture rate was applied to the entire project and a 15-percent pass-by rate was applied to the remaining external trips (excluding external trips generated by hotels and residences). To provide a consistent comparison, Tables A-1 and A-2 include a maximum of 5.0 percent internal capture.

The project in the 2014 Report did not include a fast-food restaurant with drive through; therefore, a discussion of pass-by trips and diverted trips for the proposed fast-food restaurant with a drive through is warranted. The ITE *Trip Generation Handbook, 3rd Edition* dated September 2017 (TGH) presents information suggesting that pass-by reductions are applicable to the fast-food restaurant. The TGH states: "*There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers…are often located adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site… These retail trips may not add new traffic to the adjacent street system.*" The TGH also states: "*Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway.*"

The TGH also states: "*A diverted trip is attracted from the traffic volume on roadways within the vicinity of the generator but without direct access to the site. A diverted trip requires a diversion from a roadway not adjacent to the site to another roadway to gain direct access to the site. A diverted trip adds traffic to streets adjacent to a site and could remove a trip on streets from which it is diverted.*"

Data provided in Appendix E of the TGH and the proposed orientation of the Project adjacent to Plaza Drive suggest that pass-by and diverted trips trips from Plaza Drive, Crowley Avenue, and Neeley Street will occur at the Project site. Data available in Tables E.31 and E.32 of the TGH indicate that an average of 50 percent of the weekday a.m. peak hour trips and 55 percent

of the weekday p.m. peak hour trips for Fast Food Restaurant with Drive Through Window (Land Use 934) are pass-by trips. The tables also suggest an average of 28 percent of the trips during the a.m. peak hour and 23 percent of the trips during the p.m. peak hour are diverted trips. However, to maintain a conservative approach, Table A-1 includes the assumption that 50 percent of the external fast-food trips will be pass-by/diverted trips. Table 2 presents a summary of the total external trips expected to be generated and Table 3 presents a summary of the total primary trips expected to be generated.

Table 2
Summary of External Trips

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	Exit	Total	Enter	Exit	Total	
Proposed	636	528	1,164	518	532	1,050	14,124
Previous	600	454	1,054	577	613	1,190	12,758
NET CHANGE:	**36**	**74**	**110**	**-59**	**-81**	**-140**	**1,366**

Table 3
Summary of Primary Trips

Plan	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume
	Enter	Exit	Total	Enter	Exit	Total	
Proposed	518	419	937	418	445	863	11,430
Previous	549	405	954	531	571	1,102	11,388
NET CHANGE:	**-31**	**14**	**-17**	**-113**	**-126**	**-239**	**42**

Discussion

The 2014 Report included analysis of the following intersections:

1. Goshen Avenue and American Street
2. Goshen Avenue and Plaza Drive
3. Goshen Avenue and Kelsey Street
4. Hurley Avenue and Plaza Drive
5. Crowley Avenue and Plaza Drive
6. SR 198 WB Ramps and Plaza Drive
7. SR 198 EB Ramps and Plaza Drive
8. Airport Drive and Plaza Drive
9. Crowley Avenue and Neeley Street
10. Crowley Avenue and Driveway #3
11. Crowley Avenue and Driveway #2
12. Crowley Avenue and Driveway #1
13. Driveway #4 and Neeley Street
14. Driveway #5 and Neeley Street

The results presented in Table 3 suggest that, on a regional basis, the proposed modification to the master plan is expected to generate fewer primary trips than the current master plan during the peak hours. As a result, the Project's effect at all of the study intersections during the peak hours will be less than anticipated in the 2014 Report.

The proposed change to the master plan is expected to result in a total of 17 fewer primary trips during the a.m. peak hour and 127 more pass-by trips than previously analyzed. During the p.m. peak hour, the proposed change will result in 239 fewer primary trips and 99 more pass-by trips than previously analyzed. The additional pass-by trips are primarily a result of the addition of a fast-food restaurant with a drive through. The reduction in primary trips indicates that the total number of project trips expected Intersections 1, 2, 3, 4, 6, 7, and 8 will be less than previously analyzed. These intersections are not immediately adjacent to the site and not affected by pass-by trips. The additional pass-by trips with an increase in total external trips during the a.m. peak hour (including trips in the existing traffic volumes that would divert to the fast-food restaurant) would likely increase the number of anticipated turning movements at Intersections 5 and 9. It should also be noted that pass-by trips turning in from Plaza Drive will likely result in a reduction in through movements on Plaza Drive at Intersection 5.

Intersections 10 through 14 are site access driveways and are likely to experience an increase in Project trips during the a.m. peak hour. However, the intersection analyses presented in the 2014 Report suggest that there is a substantial amount of reserve capacity at the site access driveways and at Intersection 9, such that the additional external a.m. peak hour trips would not be expected to cause traffic issues at the driveways.

Traffic Analysis Requirements

Considering that the proposed modification of the master plan will generate fewer primary peak hour trips than previously studied, and considering that a substantial amount of reserve capacity was identified in the 2014 Report through the year 2036 at Intersections 9 through 14, it is suggested that new traffic analyses are not required at any of the study intersections, with the possible exception of Intersection 5 (Crowley Avenue / Plaza Drive) during the a.m. peak hour. The intersection of Crowley Avenue / Plaza Drive is likely to experience more turning movements and a slight reduction in through movements as a result of the additional pass-by trips expected to be generated by the fast-food restaurant.

The 2014 Report recommended the following improvements at the intersection of Crowley Avenue and Plaza Drive in order for the intersection to operate at acceptable levels of service through the year 2036:

- Activate second northbound left-turn lane (lane is already constructed but will require removal of existing chevrons and installation of correct lane striping)
- Stripe second westbound through lane on Crowley Avenue west of Plaza Drive (needed to receive both northbound left-turn lanes)
- Activate second southbound left-turn lane (lane is already constructed but will require removal of existing chevrons and installation of correct lane striping)
- Stripe second eastbound through lane on Crowley Avenue east of Plaza Drive (needed to receive both southbound left-turn lanes)

- Install second westbound left-turn lane (may require widening of the existing approach)
- Install overlap phase for eastbound right-turn lane.

It is suggested that a limited traffic analysis of the intersection of Crowley Avenue and Plaza Drive may be performed as follows:

- Adjust the a.m. peak hour year 2036 Plus Project traffic volumes presented in Figure 10 of the 2014 Report in accordance with the trip generation tables presented herein;
- Perform intersection operational analysis of the adjusted year 2036 a.m. peak hour volumes based on the mitigated lane configurations presented above.

If the results of the a.m. peak hour intersection analyses yield an acceptable LOS then the previous analyses would remain applicable. If the analyses reveal an LOS below the City's target LOS D then additional improvements to achieve LOS D will be identified.

Vehicle Miles Traveled

Considering that the proposed modification to the master plan essentially generates the same number of daily primary trips as the previous version of the plan (increase of 42 total daily primary trips), it is suggested that the transportation impact of the proposed change may be considered less than significant.

Project Trip Distribution and Assignment

The distribution of Project trips would be based on information presented in the 2014 Report. Once the City of Visalia has provided comments on the trip generation calculations and proposed approach to the study, the adjusted project trips will be presented to the City for review.

Closing

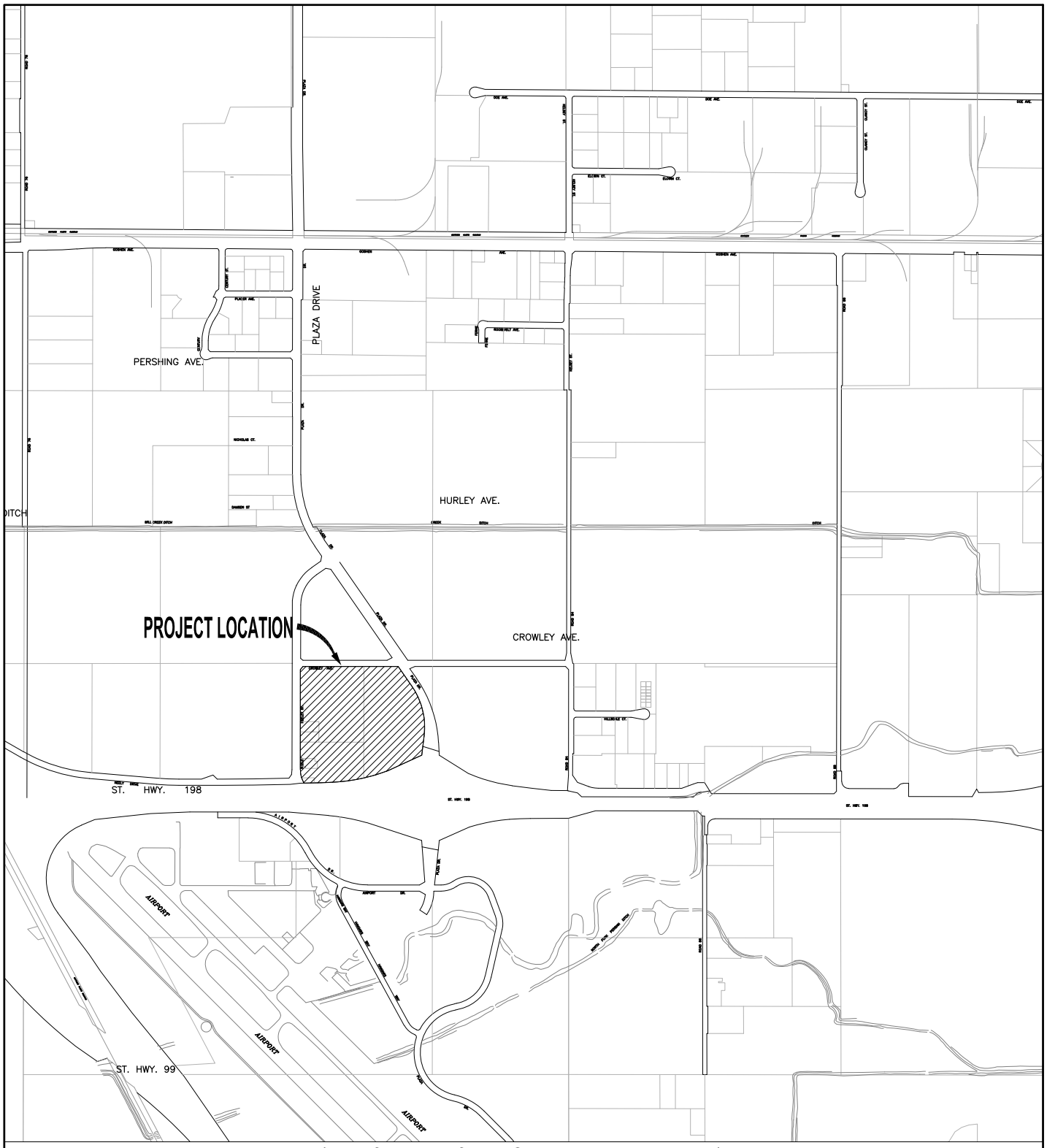
Peters Engineering Group is requesting written comments and/or confirmation of the content of this letter, with a determination by the City of Visalia as to whether any additional traffic counts and analyses are required.

Thank you for the opportunity to work with you on this project. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP

John Rowland, PE, TE

Attachments: Figures 1 and 2
Tables A-1 and A-2 with internal capture calculations



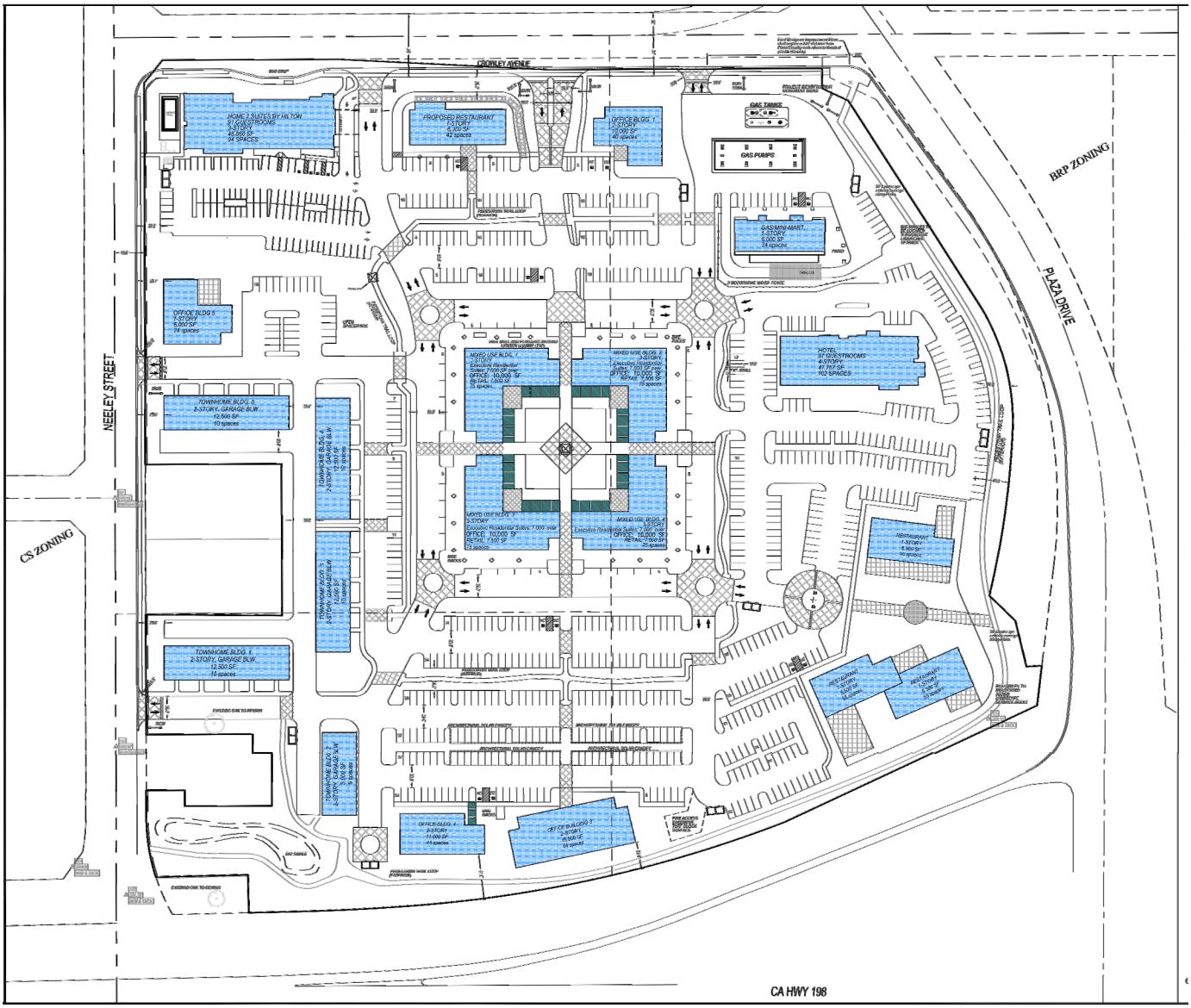
Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Visalia, California

LEGEND

PROJECT SITE

VICINITY MAP

Not to Scale



Proposed Hotel and Restaurant (Modification of The Square at Plaza Drive)
Visalia, California

SITE PLAN

Not to Scale

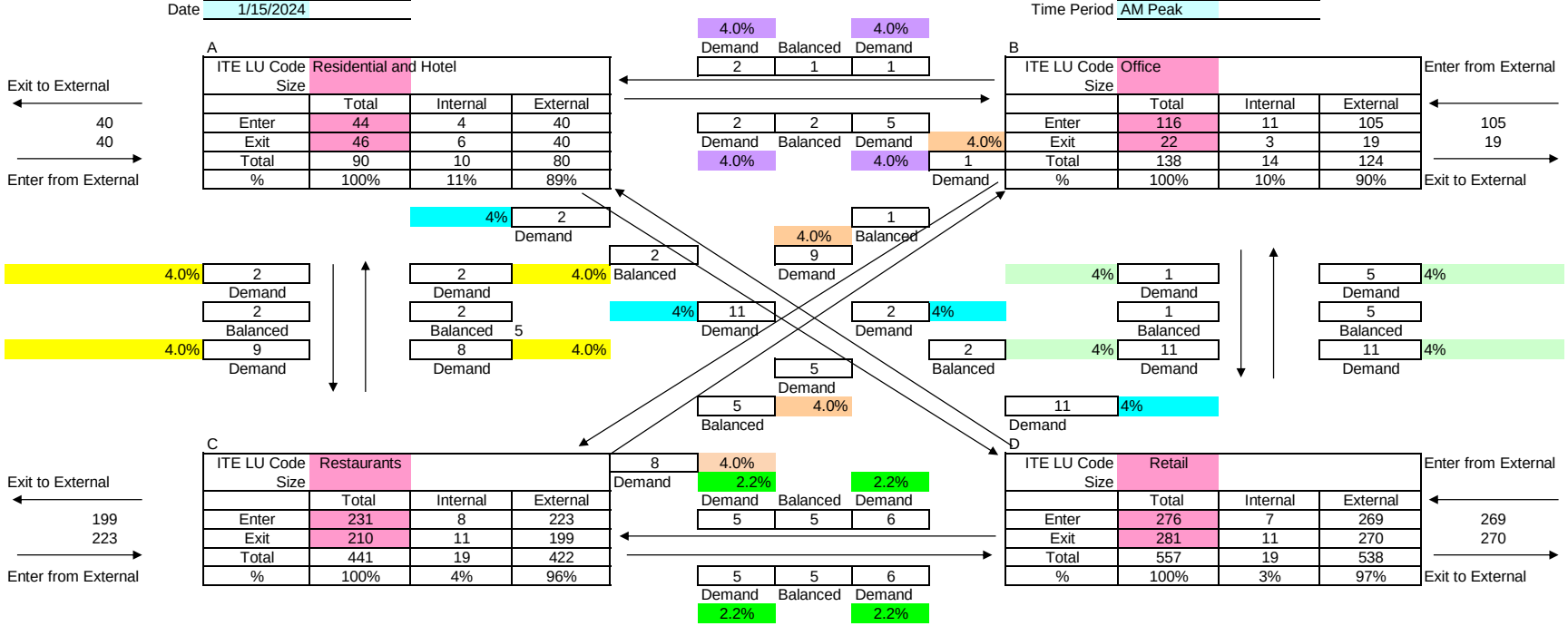
TABLE A-1
TRIP GENERATION
The Square at Plaza Drive
(Proposed Plan)

Building #	Name	Units		ITE Code	Weekday		AM						PM						
					Rate	Volume	Rate	In %	Out %	Total	In	Out	Rate	In %	Out %	Total	In	Out	
1	Home 2 Suites	91	Rooms	311	4.40	401	0.34	53%	47%	31	16	15	0.36	49%	51%	33	16	17	
2	Fast Food with DT	6.3	1,000 Sq. ft.	934	467.48	2,946	44.61	51%	49%	282	144	138	33.06	52%	48%	209	109	100	
3	Office Bldg 1	10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
4	Gas Mini Mart	6.0	1,000 Sq. ft.	945	1283.38	7,701	91.35	50%	50%	549	275	275	78.95	50%	50%	474	237	237	Only use one of these
		16	vpf	945	345.75	5,532	31.60	50%	50%	506	253	253	26.90	50%	50%	431	216	216	two rows
5	Office Bldg 5	6.0	1,000 Sq. ft. Office	712	14.39	87	1.67	82%	18%	11	9	2	2.16	34%	66%	13	4	9	
6	Townhome Bldg 5	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
7	Townhome Bldg 4	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
8	Townhome Bldg 3	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
9	Townhome Bldg 1	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
10	Mixed Use Bldg 1	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
11	Mixed Use Bldg 2	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
12	Mixed Use Bldg 3	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
13	Mixed Use Bldg 4	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
14	Hotel	87	Rooms	310	7.99	696	0.46	56%	44%	41	23	18	0.59	51%	49%	52	27	25	
15	Restaurant	5.5	1,000 Sq. ft.	932	107.20	590	9.57	55%	45%	53	29	24	9.05	61%	39%	50	31	20	
16	Townhome Bldg 2	3	Dwellings	220	6.74	21	0.40	24%	76%	2	0	2	0.51	63%	37%	2	1	1	
17	Office Bldg 4	11.0	1,000 Sq. ft. Office	710	10.84	120	1.52	88%	12%	17	15	2	1.44	17%	83%	16	3	13	
18	Office Bldg 3	15.8	1,000 Sq. ft. Office	710	10.84	172	1.52	88%	12%	25	22	3	1.44	17%	83%	23	4	19	
19	Restaurant	5.5	1,000 Sq. ft.	932	107.20	590	9.57	55%	45%	53	29	24	9.05	61%	39%	50	31	20	
20	Restaurant	5.5	1,000 Sq. ft.	932	107.20	590	9.57	55%	45%	53	29	24	9.05	61%	39%	50	31	20	
				TOTALS:		14,870				1,226	667	559				1,106	546	560	
				Internal Capture:		746				62	31	31				56	28	28	
				External Trips:		14,124				1,164	636	528				1,050	518	532	
				Pass-By Trips		2,694				227	118	109				187	100	87	
				TOTAL PRIMARY TRIPS:		11,430				937	518	419				863	418	445	

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 1/15/2024

Name of Development The Square at Plaza Drive (Proposed Plan)
Time Period AM Peak



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	40	105	223	269	636
Exit	40	19	199	270	528
Total	80	124	422	538	1165
Single-Use Trip Gen. Est.	90	138	441	557	1226

INTERNAL CAPTURE 5.0%

ITE Totals	Captured
667	31
559	31

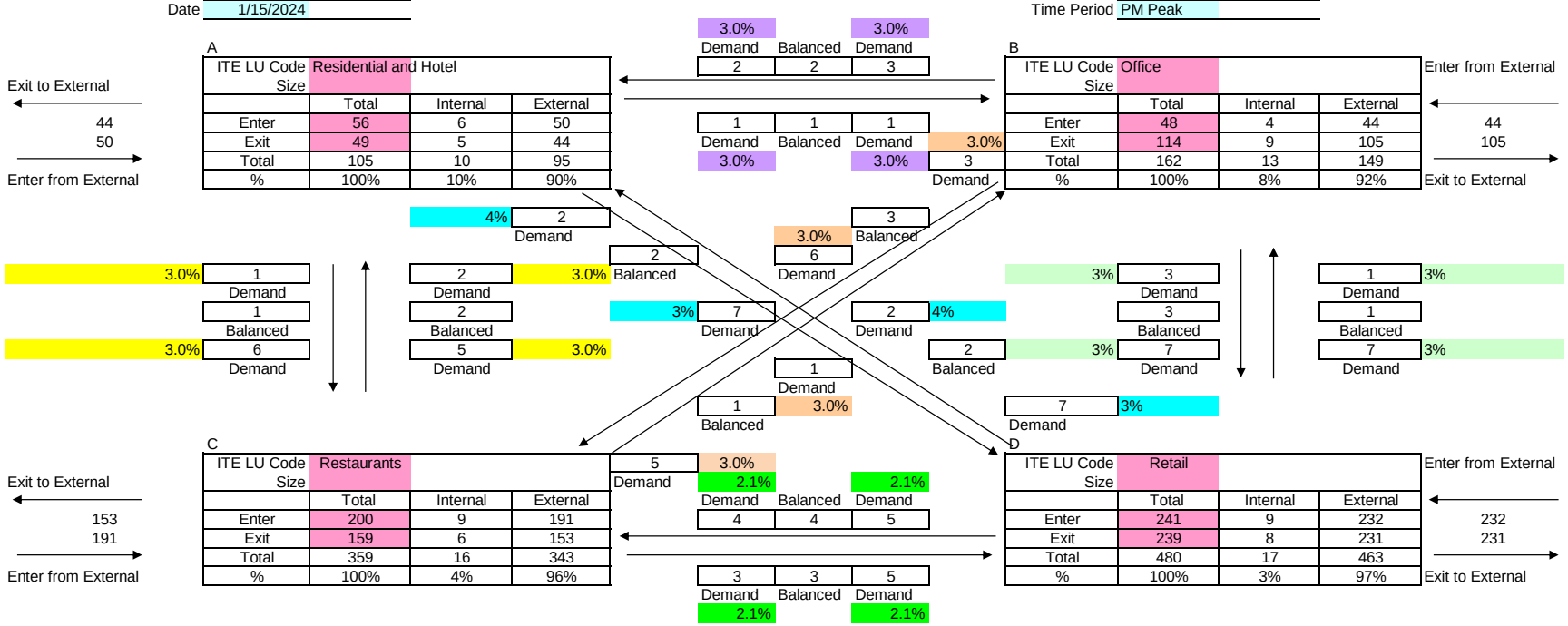
Pass-By Trips

Land Use C	Land Use D	Total
78	40	118
69	40	109

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 1/15/2024

Name of Development The Square at Plaza Drive (Proposed Plan)
Time Period PM Peak



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Total		ITE Totals	Captured
Enter	50	44	191	232	517		545	28
Exit	44	105	153	231	533		561	28
Total	95	149	343	463	1051	INTERNAL CAPTURE		
Single-Use Trip Gen. Est.	105	162	359	480	1106	5.0%		

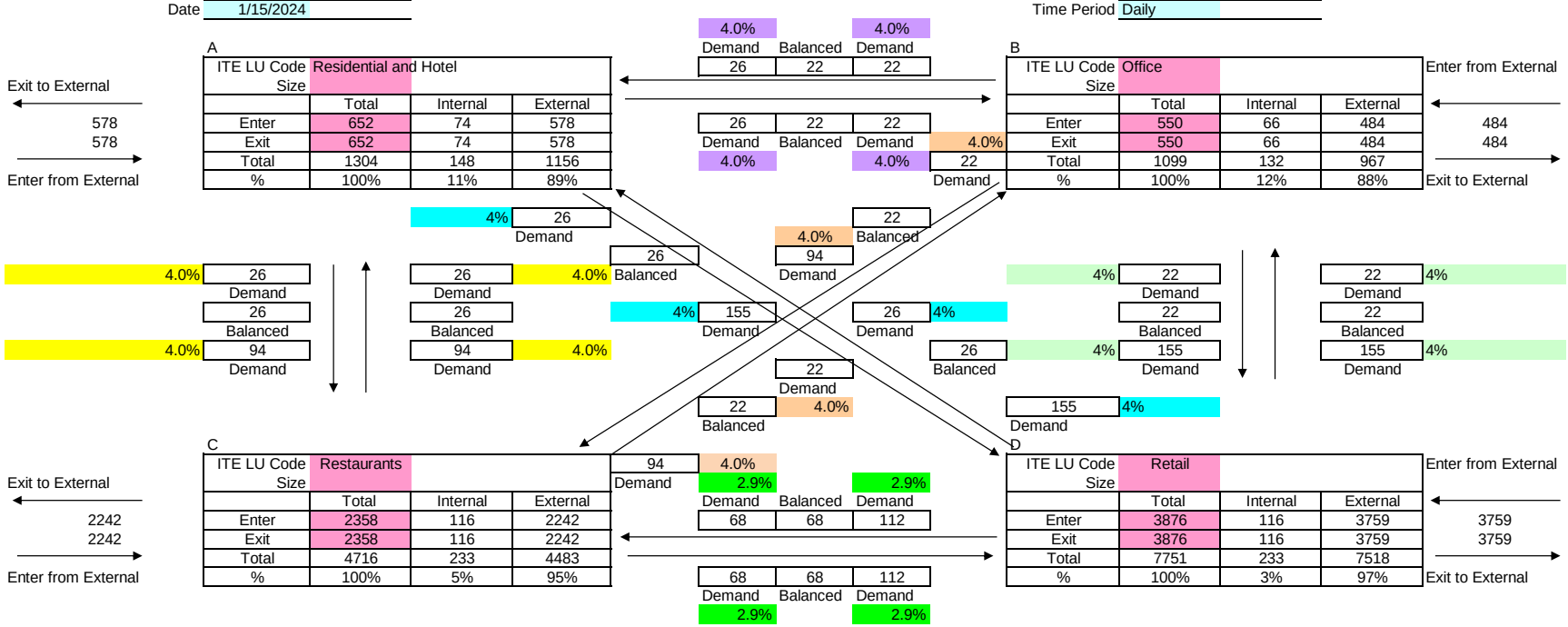
Pass-By Trips

Land Use C	Land Use D	Total
66	34	100
53	34	87

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 1/15/2024

Name of Development The Square at Plaza Drive (Proposed Plan)
Time Period Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	578	484	2242	3759	7062
Exit	578	484	2242	3759	7062
Total	1156	967	4483	7518	14124
Single-Use Trip Gen. Est.	1304	1099	4716	7751	14870

	ITE Totals	Captured		
	7435	373		
	7435	373		
INTERNAL CAPTURE	14870	745.928	14124.072	
5.0%				

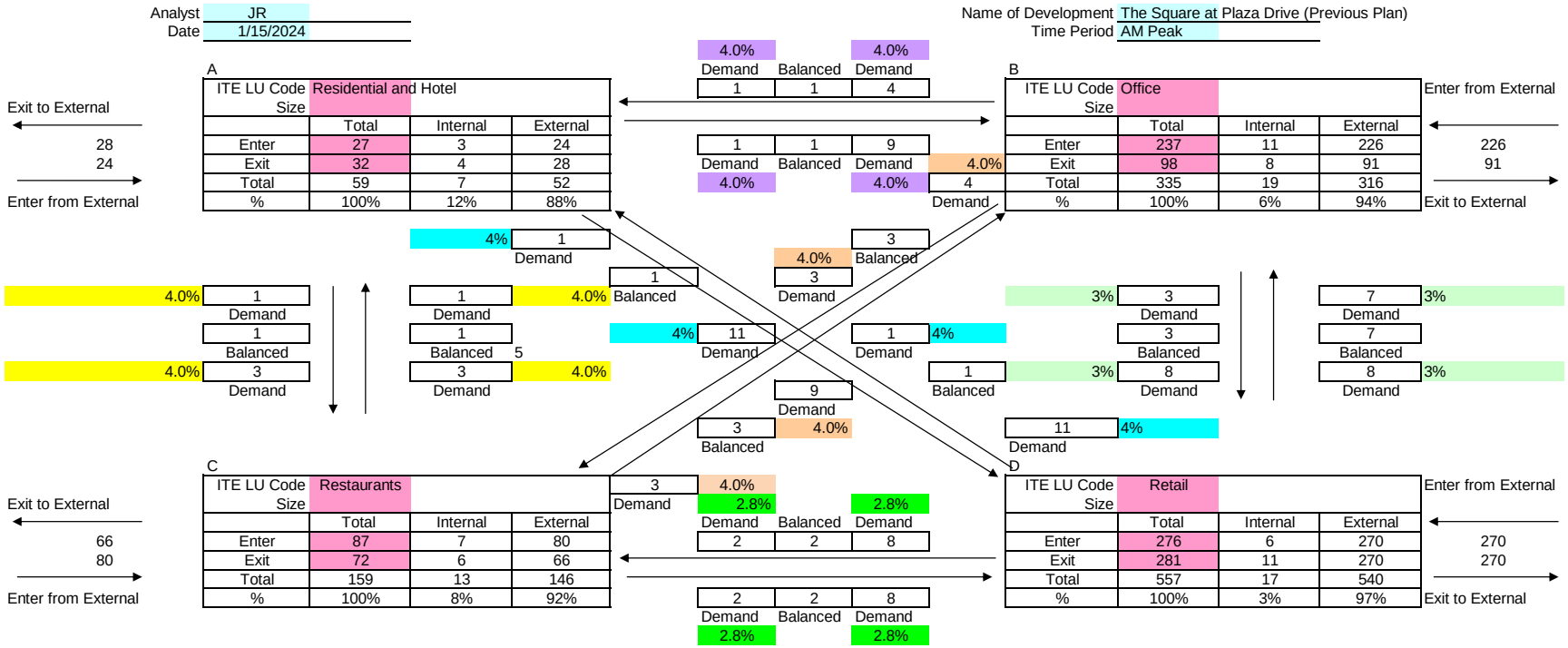
Pass-By Trips

Land Use C	Land Use D	Total
784	563	1347
784	563	1347

TABLE A-2
TRIP GENERATION
The Square at Plaza Drive
(Previous Plan)

Building #	Name	Units		ITE Code	Weekday		AM						PM						
					Rate	Volume	Rate	In %	Out %	Total	In	Out	Rate	In %	Out %	Total	In	Out	
1	Bank Building 1	17.4	1,000 Sq. ft.	912	100.34	1,746	9.95	58%	42%	174	101	73	21.01	50%	50%	366	183	183	
2	Office Bldg 2	15.0	1,000 Sq. ft.	710	10.84	163	1.52	88%	12%	23	20	3	1.44	17%	83%	22	4	18	
3	Office Bldg 1	10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
4	Gas Mini Mart	6.0	1,000 Sq. ft.	945	1283.38	7,701	91.35	50%	50%	549	275	275	78.95	50%	50%	474	237	237	Only use one of these
		16	vpf	945	345.75	5,532	31.60	50%	50%	506	253	253	26.90	50%	50%	431	216	216	two rows
5	Office Bldg 5	6.0	1,000 Sq. ft. Office	712	14.39	87	1.67	82%	18%	11	9	2	2.16	34%	66%	13	4	9	
6	Townhome Bldg 5	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
7	Townhome Bldg 4	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
8	Townhome Bldg 3	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
9	Townhome Bldg 1	5	Dwellings	220	6.74	34	0.40	24%	76%	2	0	2	0.51	63%	37%	3	2	1	
10	Mixed Use Bldg 1	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
11	Mixed Use Bldg 2	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
12	Mixed Use Bldg 3	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
13	Mixed Use Bldg 4	7	Dwellings	230	3.44	25	0.44	23%	77%	4	1	3	0.36	71%	29%	3	2	1	
		7.5	1,000 Sq. ft. Retail																
		10.0	1,000 Sq. ft. Office	712	14.39	144	1.67	82%	18%	17	14	3	2.16	34%	66%	22	7	15	
14	Hotel	87	Rooms	310	7.99	696	0.46	56%	44%	41	23	18	0.59	51%	49%	52	27	25	
15	Restaurant	5.5	1,000 Sq. ft.	932	107.20	590	9.57	55%	45%	53	29	24	9.05	61%	39%	50	31	20	
16	Townhome Bldg 2	3	Dwellings	220	6.74	21	0.40	24%	76%	2	0	2	0.51	63%	37%	2	1	1	
17	Office Bldg 4	11.0	1,000 Sq. ft. Office	710	10.84	120	1.52	88%	12%	17	15	2	1.44	17%	83%	16	3	13	
18	Office Bldg 3	15.8	1,000 Sq. ft. Office	710	10.84	172	1.52	88%	12%	25	22	3	1.44	17%	83%	23	4	19	
19	Restaurant	5.5	1,000 Sq. ft.	932	107.20	590	9.57	55%	45%	53	29	24	9.05	61%	39%	50	31	20	
20	Restaurant	5.5	1,000 Sq. ft.	932	107.20	590	9.57	55%	45%	53	29	24	9.05	61%	39%	50	31	20	
				TOTALS:		13,432				1,110	628	482				1,252	608	644	
				Internal Capture:		674				56	28	28				62	31	31	
				External Trips:		12,758				1,054	600	454				1,190	577	613	
				Pass-By Trips		1,370				100	51	49				88	46	42	
				TOTAL PRIMARY TRIPS:		11,388				954	549	405				1,102	531	571	

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	24	226	80	270	599
Exit	28	91	66	270	455
Total	52	316	146	540	1054
Single-Use Trip Gen. Est.	59	335	159	557	1110

INTERNAL CAPTURE 5.0%

ITE Totals	Captured
627	28
483	28

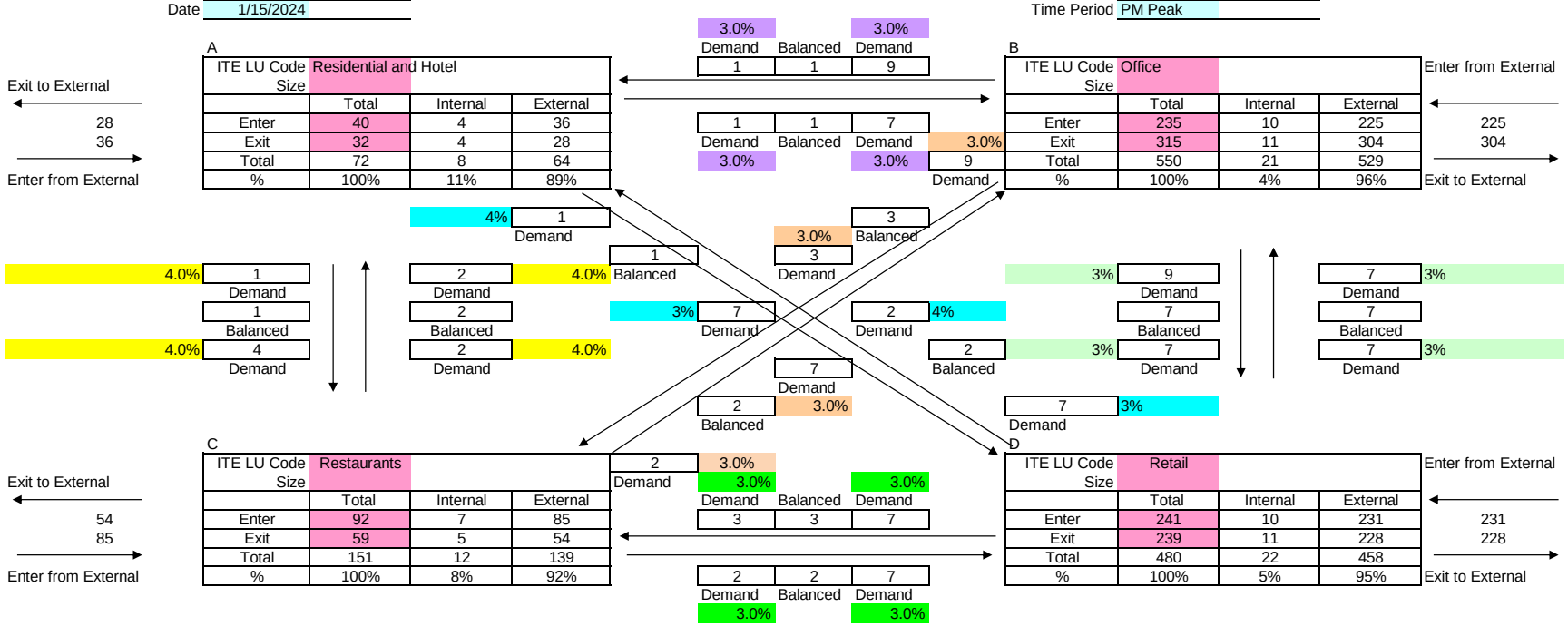
Pass-By Trips

Land Use C	Land Use D	Total
11	40	51
9	40	49

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 1/15/2024

Name of Development The Square at Plaza Drive (Previous Plan)
Time Period PM Peak



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	36	225	85	231	577
Exit	28	304	54	228	614
Total	64	529	139	458	1190
Single-Use Trip Gen. Est.	72	550	151	480	1253

INTERNAL CAPTURE 5.0%

ITE Totals	Captured
608	31
645	31

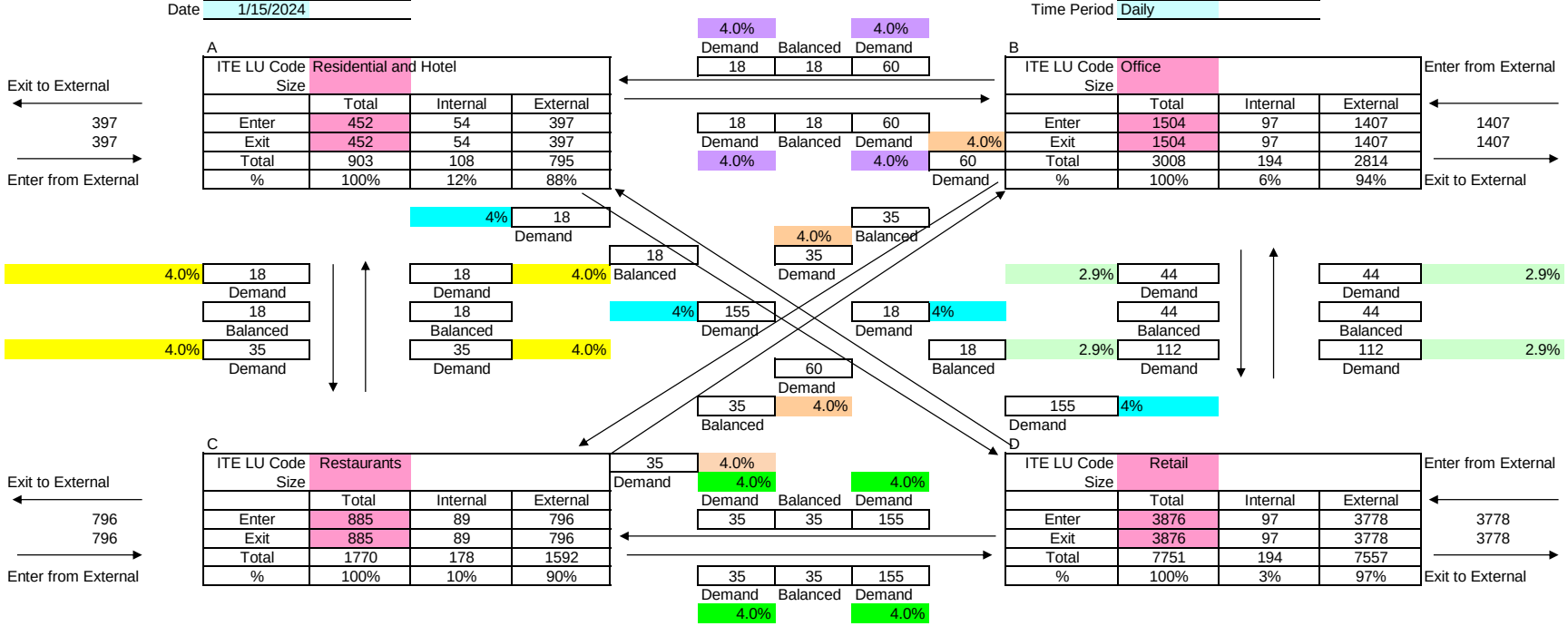
Pass-By Trips

Land Use C	Land Use D	Total
12	34	46
8	34	42

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JR
Date 1/15/2024

Name of Development The Square at Plaza Drive (Previous Plan)
Time Period Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	397	1407	796	3778	6379
Exit	397	1407	796	3778	6379
Total	795	2814	1592	7557	12758
Single-Use Trip Gen. Est.	903	3008	1770	7751	13432

	ITE Totals	Captured	
INTERNAL CAPTURE	13432	674.384	12757.616
5.0%			

Pass-By Trips

	Land Use C	Land Use D	Total
Enter	119	566	685
Exit	119	566	685

John Rowland

From: Leslie Blair <Leslie.Blair@visalia.city>
Sent: Friday, January 26, 2024 10:27 AM
To: John Rowland
Cc: Molly Baumeister; David Duda; Melissa Castodio
Subject: RE: The Square at Plaza Drive - Traffic Scoping Letter for proposed modification

Hi John,

The city is in receipt of your letter dated January 16, 2024, for the revised Scope of Traffic Impact Analysis for the proposed hotel and restaurant (modification of /the Square at Plaza Drive) located at the southeast corner of the intersection of Crowley Ave and Neeley St.

We have reviewed and confirm the content of the letter.

Regards,
Leslie Blair, PE
Senior Civil Engineer
City of Visalia
(559)713-4633
leslie.blair@visalia.city

From: John Rowland <JohnRowland@peters-engineering.com>
Sent: Wednesday, January 17, 2024 11:33 AM
To: Leslie Blair <Leslie.Blair@visalia.city>
Cc: Molly Baumeister <mollyb@4-creeks.com>; David Duda <david.duda@4-creeks.com>; Melissa Castodio <melissac@4-creeks.com>
Subject: RE: The Square at Plaza Drive - Traffic Scoping Letter for proposed modification

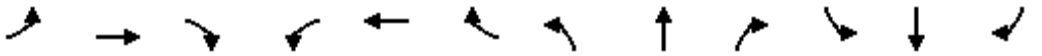
Hello Leslie,

A revised scope request letter is attached. Please see responses in green below. Since there are several large attachments, would you be so kind as to reply to all to confirm receipt of this email?

Thanks,

John Rowland, PE, TE
PETERS ENGINEERING GROUP
862 Pollasky Avenue
Clovis, California 93612
(559) 299-1544 Ext. 112

From: Leslie Blair <Leslie.Blair@visalia.city>
Sent: Wednesday, January 3, 2024 5:08 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	64	387	158	105	60	630	1415	525	261	1011	189
Future Volume (veh/h)	185	64	387	158	105	60	630	1415	525	261	1011	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	70	211	172	114	45	685	1538	457	284	1099	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	274	594	244	158	134	790	1940	569	357	1888	586
Arrive On Green	0.13	0.15	0.15	0.07	0.08	0.08	0.23	0.50	0.50	0.10	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	3456	3918	1149	3456	5106	1585
Grp Volume(v), veh/h	201	70	211	172	114	45	685	1333	662	284	1099	164
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1728	1702	1663	1728	1702	1585
Q Serve(g_s), s	10.6	3.2	9.3	4.7	5.7	2.6	18.4	31.4	32.2	7.7	16.7	7.0
Cycle Q Clear(g_c), s	10.6	3.2	9.3	4.7	5.7	2.6	18.4	31.4	32.2	7.7	16.7	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	236	274	594	244	158	134	790	1686	824	357	1888	586
V/C Ratio(X)	0.85	0.26	0.35	0.70	0.72	0.34	0.87	0.79	0.80	0.80	0.58	0.28
Avail Cap(c_a), veh/h	314	465	757	394	349	296	1010	1947	952	430	2064	641
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	40.9	36.5	21.7	43.9	43.1	41.6	35.8	20.2	20.4	42.3	24.4	21.4
Incr Delay (d2), s/veh	15.4	0.5	0.4	3.7	6.1	1.5	6.6	2.0	4.4	8.5	0.4	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	5.5	1.5	3.3	2.1	2.8	1.0	7.9	11.2	11.7	3.6	6.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	37.0	22.1	47.5	49.1	43.1	42.4	22.2	24.8	50.7	24.8	21.6
LnGrp LOS	E	D	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		482			331			2680			1547	
Approach Delay, s/veh		38.6			47.5			28.0			29.2	
Approach LOS		D			D			C			C	

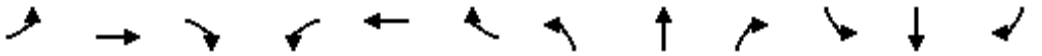
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	52.7	10.8	19.0	26.1	40.6	16.8	13.1
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	12.0	55.2	11.0	24.0	28.2	39.0	17.0	18.0
Max Q Clear Time (g_c+I1), s	9.7	34.2	6.7	11.3	20.4	18.7	12.6	7.7
Green Ext Time (p_c), s	0.2	13.6	0.2	0.8	1.7	7.6	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	201	70	421	172	114	65	685	2109	284	1099	205
v/c Ratio	0.80	0.25	0.62	0.40	0.56	0.20	0.84	0.88	0.78	0.62	0.31
Control Delay	70.7	43.8	25.8	51.6	58.7	1.4	51.7	30.5	65.2	32.6	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.7	43.8	25.8	51.6	58.7	1.4	51.7	30.5	65.2	32.6	8.8
Queue Length 50th (ft)	144	45	195	62	81	0	245	474	106	247	21
Queue Length 95th (ft)	#272	88	293	103	141	0	#350	595	#180	315	79
Internal Link Dist (ft)		938			1549			1236		1170	
Turn Bay Length (ft)	250		150	250		150	250		250		150
Base Capacity (vph)	272	404	704	440	303	394	876	2487	372	1814	669
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.17	0.60	0.39	0.38	0.16	0.78	0.85	0.76	0.61	0.31

Intersection Summary

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												
Traffic Volume (veh/h)	185	64	387	158	105	60	630	1415	525	261	1011	189
Future Volume (veh/h)	185	64	387	158	105	60	630	1415	525	261	1011	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	70	211	172	114	45	685	1538	457	284	1099	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	238	572	244	221	187	807	1964	576	363	1904	591
Arrive On Green	0.08	0.13	0.13	0.07	0.12	0.12	0.23	0.50	0.50	0.11	0.37	0.37
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3918	1149	3456	5106	1585
Grp Volume(v), veh/h	201	70	211	172	114	45	685	1333	662	284	1099	164
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1663	1728	1702	1585
Q Serve(g_s), s	5.2	3.1	8.9	4.4	5.2	2.3	17.2	29.2	29.9	7.3	15.6	6.6
Cycle Q Clear(g_c), s	5.2	3.1	8.9	4.4	5.2	2.3	17.2	29.2	29.9	7.3	15.6	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	275	238	572	244	221	187	807	1707	834	363	1904	591
V/C Ratio(X)	0.73	0.29	0.37	0.70	0.52	0.24	0.85	0.78	0.79	0.78	0.58	0.28
Avail Cap(c_a), veh/h	342	391	702	304	370	314	1167	1985	970	464	1939	602
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	40.9	36.0	21.4	41.3	37.6	36.4	33.3	18.6	18.8	39.7	22.8	19.9
Incr Delay (d2), s/veh	6.0	0.7	0.4	5.4	1.9	0.7	4.2	1.8	4.0	6.6	0.4	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	2.4	1.4	3.2	2.0	2.4	0.9	7.1	10.1	10.6	3.2	5.7	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	36.6	21.8	46.7	39.5	37.0	37.4	20.4	22.7	46.2	23.2	20.2
LnGrp LOS	D	D	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		482			331			2680			1547	
Approach Delay, s/veh		34.4			42.9			25.3			27.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	50.5	10.4	16.5	25.2	38.8	11.2	15.6
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	12.2	53.0	8.0	19.0	30.7	34.5	9.0	18.0
Max Q Clear Time (g_c+I1), s	9.3	31.9	6.4	10.9	19.2	17.6	7.2	7.2
Green Ext Time (p_c), s	0.3	13.6	0.1	0.6	2.0	7.0	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	201	70	421	172	114	65	685	2109	284	1099	205
v/c Ratio	0.67	0.32	0.63	0.46	0.54	0.21	0.78	0.84	0.71	0.60	0.30
Control Delay	57.6	45.1	23.9	50.4	52.5	1.6	41.9	24.4	54.9	28.7	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
Total Delay	57.6	45.1	23.9	50.4	52.5	1.6	41.9	24.4	54.9	28.7	7.7
Queue Length 50th (ft)	67	43	179	58	72	0	215	395	94	212	15
Queue Length 95th (ft)	#119	85	258	#104	129	0	285	511	#154	292	71
Internal Link Dist (ft)		938			1549			1236		1170	
Turn Bay Length (ft)	250		150	250		150	250		250		150
Base Capacity (vph)	308	353	743	374	335	398	1053	2639	418	1870	689
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.20	0.57	0.46	0.34	0.16	0.65	0.80	0.68	0.59	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.